



**December 2017**

<b>WHEN:</b>	<b>WHERE:</b>	<b>PROGRAM:</b>
<b>DECEMBER MEETING THURSDAY the 14th 7 PM</b>	<b>FISHER COMMUNITY CENTER</b>	<b>OSHKOSH VIDEO</b>

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**WHAT'S FLYIN' THIS WAY !!!**

Join us this coming Thursday, the 14th when we will be viewing the new 2017 Airventure Video. We will also be discussing the scheduled agenda items for the coming year which are listed in this newsletter for your perusal.

**WHAT FLEW BY !!!**

What a YEAR Chapter 675 in Marshalltown has had! Approximately 55 members, spouses and friends participated in our 2017 Christmas Dinner. We tried a new caterer, Haley's in Marshalltown, and so far, everyone we have heard from thought the fried chicken and sides were excellent! Not to mention the cheese, meat and vegetable tray and apple pie for dessert.

After everyone had their fill of the great food, President Paul Adams introduced Jonathan Walter and his flight instructor wife, Gretchen as our speakers. They own a Grumman GA-7 Cougar twin engine aircraft and in 2016 flew it to the Pacific Northwest for a week long vacation. Their photos and videos were fantastic and places they landed and camped at were incredible.

**Jonathan and Gretchen Walter**

Jonathan and Gretchen own Walter Aviation and run the FBO in Perry, Iowa having recently moved their operation from Independence. They provide flight instruction including aerobatics, charters, aircraft maintenance, air tours and aircraft sales. Jonathan is very motivated to get as many involved in aviation as he can and his enthusiasm is contagious!

More photos of the dinner inside this newsletter.



## **EAA Chapter 675 HAS A NEW PILOT**

Just a few minutes prior to writing this short article a pi/per flew over the house and wagged his wings. It was the first flight of a new pilot, Jaydon Waterbeck.

You see he was on his way home from Pella after successfully completing his private pilot check ride. Jayden is an EAA Chapter 675 Young Eagle, a 14 time attendee to AirVenture in Oshkosh and a fairly new member of our chapter. Jayden attended the Air Academy in Oshkosh when he was 14.

Jayden is a line boy at Marshalltown Aviation, a student at Marshalltown's MCC and also works at Fareway. As you can see, he has been a busy lad.



What makes this doubly cool is a member of our chapter and current Vice President, Chad Nablo, who instructs for Marshalltown Aviation, was Jayden's instructor. So with that congratulations to both Jayden and Chad!

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## **Bruce Gapstur finds L3 History**

Bruce recently discovered some real history to his Aeronca L3. I'm sure we will get more detail from Bruce, but it seems Aunt Bessie is actually Hurricane Jr. Bruce is considering restoring his plane to the original wartime configuration. Here are some photos he obtained.



## ***DOUG BOYD GOES ALL HOWARD HUGHES***

Doug Boyd recently took a trip to the Evergreen Aviation and Space Museum in McMinnville, Oregon where he was able to tour and actually sit in, the H-4 Hercules, also known as the Spruce Goose built by Hughes Aircraft. It was flown once in 1947, kept in a climate controlled hangar until 1976, and now is the center piece of the Evergreen museum. Here are a few photos of the plane.



***Howard, er, Doug is ready to go!!***

**More Photos from the Chapter 675 Christmas Dinner**



**Dave McCurry ran the cash register while Bruce Grumstrup divvied out the pre-ordered calendars.**



**The food line was again set up out in the hall because of all the folks who filled the banquet hall. Fried Chicken, green beans, potatoes and gravy, plus, and of course, apple pie for dessert!**



**One of the slides from Jonathan and Gretchen Walter's Grumman GA-7 Cougar airplane in the Pacific Northwest.**

**Lots of great fellowship with about 55 people in attendance**

## Another Successful B25 Work Party

B-25 REPORT #??

by Paul Adams

As usual, my fifth B25 work party was different from the last and as usual, was a lot of fun. The fun again came from the work and also the time spent with other EAAers from around the Midwest plus one from Florida. We had a total of sixteen workers with some from previous parties plus a couple of new ones.

Due to other activities that were going on that week at EAA we also got to stay in a new place, the Binder House. The Binder House is the White House at the east end of camp scholar were they clean the John Deere tractors and trams during Oshkosh. We were told it would be interesting since it had only one bathroom. Actually with the guys being considerate of the others it was no problem. But one morning at about 6:00 AM I awoke and nature called. There was someone in the bath showering, in that case we all used the outdoor facilities if you know what I mean. Did I mention it was 10 degrees outside! Well on to more airplane stuff. As we walked in Friday morning I went over to see if any one had finished my landing light leading edge skin. It was finished and looked good. Here is a picture.



My first project of the day was to remove the port side cowl flap actuator and do some additional cleaning on the motor mount. It took a couple of hours up on a ladder which made my knees sore. The worst part was one of the ongoing EAA activities was their board meeting which was attended by members who flew in and they stored their planes in the Weeks maintenance hangar which is the home to the B25 project. That in itself wasn't a problem.

The problem came when they opened the door to take the planes out for their departure. It was about 14° F by then that morning. I jokingly said from the top of the ladder to one of the board members that they were freezing my alcohol that I was using as a degreaser. Hope he took it as a joke, he said they would be out soon. Ha!!

The next photo is the motor mount after the cowl actuator was removed. We then checked all the engine bay pulleys to make sure they were free and in good order.



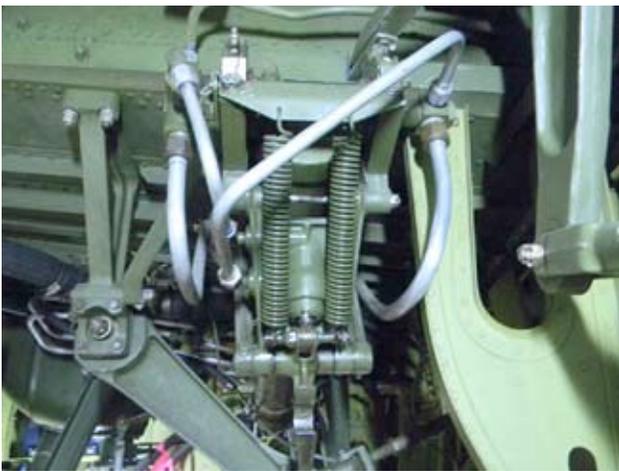
For the rest of Friday I worked on one of the two man teams that removed the main landing gear. This was started by first reading the 1940's maintenance manual. We then removed all the connections and loosened the left and right main pins that the gear rotated on. After hooking up a cheery picker we got help, removed the pins and slowly lowered and rotated the gear out of the rear of the engine nacelle. A small celebration was held once they were set on some saw horses. They are big and heavy. Also they are in amazingly good shape. Below is a picture of them being worked on by a clean up crew.



After a nice dinner, some cocktails and a good nights sleep ( oh yea, a shower and some Advil) we arose the next day for some new assignments. My Saturday started with the task of removing the gear leg actuators and flap actuator from the rear of the port engine nacelle. Again, we looked for procedures first. As we remove items we are asked to do two things. First we must tag all connections and parts removed. Second we must fill out work orders which explain what we did and what procedure references were used.

With the gear leg actuator it was so complex we decided to document it with some pictures also. We made two, two man teams again. Working over your head can tire your arms plus these actuators were fairly heavy.

The first picture below is me up in the engine nacelle, the next are the four actuators on the staging table for the crew that did the overhauls, and then a close up of the rear of the leg actuator. As I said lots of connections.



After lunch I was assigned one last project. A cover had been made earlier in the project to cover the rear spar carry thru. In order to get into the three seats that are located on a bench seat in the bomb bay area the passenger must climb over the rear spar carry thru which has some sharp edges and parts that would make that uncomfortable. Thus a cover was made. The problem was the cover was made before they

decided to put in the radio operators station. I had built the wood seat back and the seat which also serves as a storage locker and more importantly a step for gaining access to the bomb bay, so our leader said I got the job to modify the cover. It was a fun short project. What made it fun was the two helpers that were assigned to me. The way the work party operates if you have some building experience they tend to use you as a team leader. Assigned to the lean leader may be either experienced or non-experienced helpers. I think this is cool, in EAA it's always been about learning. For this project I got two non-experienced workers. In the picture below in the foreground is Mark. We had worked together before, in fact I had taught him to rivet the month before. In the background is Mike. He was a new worker and some teaching was required. The part to be modified is the cover in the picture that Mike has his arm on. Together we modified the cover with me teaching Mark and Mike how to use tools like aviation snips, a pneumatic grinder and general sheet metal procedures. We had fun, plus I made a new friend.

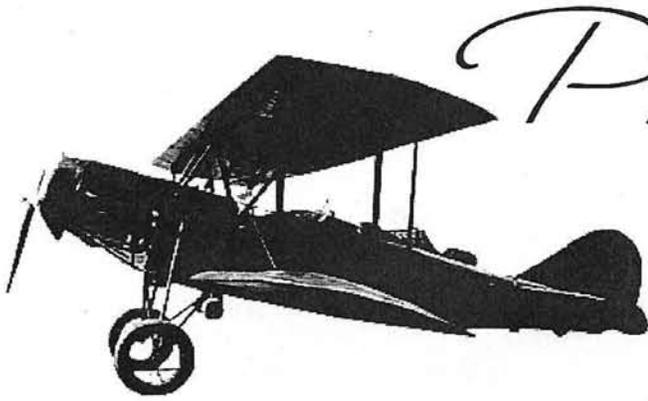


It was a very productive work session. All the other teams had many more projects which were completed. The goal is to have the Berlin Express flying by Oshkosh next year, but I feel that could be a stretch, lots of work left.

After Saturday's work and after a nice dinner we went over to the Oshkosh tower for a tour. As you can imagine it was a slow night in the tower. I believe the days and nights are all slow except during AirVenture. In fact I believe after the presentation by the one on duty controller, I feel the tower really exists just for AirVenture. Marty, the controller, showed us the operation. The most unusual thing I saw was the radar was a computer generated image using radars from other areas such as Milwaukee and Green Bay. No radar at Oshkosh. No radar maintenance either, get the picture, no pun intended. The tower is not run by the FAA but by a private company. Here's a pic of those of us that went on the tour. The others were in the shower line.



Ray Robinson submitted this information about a raffle in Memphis, Missouri, about straight south of Ottumwa. Feelin' Lucky?



*Pheasant*

**BUILDING**

**FUND**

*fundraiser*

**Airplane Raffle**

*win, win, win!*



1946 Cessna 140

*only*  
**3000**

*tickets*

*will be sold*

Must be 18 to enter

Need NOT be present to win

State & federal taxes may apply to winner

Tickets : 1 for \$50 • 3 for \$125 • 5 for \$200

ALL Proceeds go to the PHEASANT AIRPLANE BUILDING FUND

Raffle drawing will be held after ALL tickets are sold.

Checks payable to SCOTLAND COUNTY HISTORICAL SOCIETY

FOR MORE INFORMATION- call 660-328-6361 • 660-342-2014 • 660-341-2307

TICKETS AVAILABLE AT THE FOLLOWING LOCATIONS

- Scotland County Vet Clinic, Memphis, MO • Exchange Bank of NEMO, Memphis, MO •  
• Cook's Men's Store, Memphis, MO • Jerry Strunk, Oskaloosa, IA Airport •
- Hometown Animal Health, Memphis, MO • RPM Truck Accessories LLC, Memphis, MO •  
• Stephanie Campbell, Downing, MO • The Hammer Mill, Downing, MO •

# CALENDAR

## EAA Chapter 675 Calendar of events, 2018

Dec 14 (2017).- Oshkosh 2017 video, Les Risuis, 2018 program review, Projector discussion	TJ'S/FCC
Jan 11 - L3 restoration project, Bruce Gapstur	TJ'S/FCC
Feb 8 - Replica Fighters, Corey Butcher, Robert Richtsmeier project update	TJ'S/FCC
Mar 8 - Homebuilt B17/Man carrying RC airplane - Corey Butcher	TJ'S/FCC
April 7 (Saturday trip) - Trip to Omaha SAC Museum	ONSITE
Apr 12 - Vietnam pilot San Diego meeting, Joe Latham	TJ'S/FCC
May 10 - Pancake cookout	KMIW
Jun 14 - Potluck	KMIW
Jul 12 - Ice cream social	KMIW
Aug 9 - Corn Roast/Barbecue	KMIW
Sep 13 - Open House planning, Movie at the airport night	KMIW
Oct 11 - Mike Maury Kitfox project review/Don Feld RANS project review	ONSITE
Nov 8 - Christmas Party Grimes Farm, Don Feld Medal of Honor presentation event	

As of 09 Dec 2017, all programs and speakers have been confirmed. Print this page out or save to your computer for future reference. There is plenty of space to add or change as the year goes on.



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