



February 2021

	WHEN:	WHERE:	PROGRAM:
FEBRUARY MEETING	Saturday, February 20th 1:00 pm	Ray Robinson's Shop Fernald, IA	WHAT'S HAPPENING!

WHAT'S FLYIN' THIS WAY !!!

We had a great time at Ray's shop in January, we are going to try it again in February. We are again meeting on a Saturday afternoon so we can all be home before dark. Hopefully it will be at least at the average temperatures by then which is around 34° or so.

We do have a couple thing to talk about. We have the opportunity to designate scholarship monies to help a person interested in pursuing an aviation related career. We also are going to change the Chapter 675 website a bit and want everyone know how that is going to work. In fact, it's already online if you want to talk a look. <https://chapters.eaa.org/ea675> It's a work in progress so check in regularly to see the progress.

Ray's shop is nicely heated, so bring a chair and let us know what you have been up to the past few weeks. You may be surprised with all the activity going on in our chapter!

WHAT FLEW BY !!!

Ray and Sandy Robinson were great hosts at our short notice January meeting we had on the 16th. The shop was warm and there were snacks, coffee and hot chocolate! We had lots of room to spread out and Ray showed us his progress on the Wiley Post biplane he is rebuilding. Of course, going to his shop just to look at all his cool tools and machines is a big draw too. He put's Tim the Toolman to shame! There are a few more photos on other pages in this newsletter, but here is one of Ray's tools that he made and was working with recently.



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Now on FACEBOOK
www.facebook.com/EaaChapter675

Visit your NEW Chapter 675 website!
<https://chapters.eaa.org/ea675>

CALENDAR

There are a couple of fly-ins on the Iowa DOT aviation calendar. It's good to see the optimism coming back!

Saturday, Feb 20

1:00 pm

EAA 675 Gathering at Ray's
Fernald, IA

Monday, July 26 – Sunday, August 1

EAA AirVenture
Oshkosh, WI

Friday, July 30 – Saturday, August 7

National Balloon Classic

Indianola National Balloon Classic Field

515-961-8415

Website: www.nationalballoonclassic.com

Saturday, August 7

Council Bluffs Municipal Airport (CBF)

Great Plains Wing CAF Flight Breakfast/open house

Military museum will be open

Breakfast: 8:00 a.m. -11:00 a.m.

Lunch: 11 a.m.

402-981-4633 (Jeff Hutcheson)

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Member News & More News

As mentioned on the front page, we will be talking about using some funds that were offered to us to promote scholarships. The link below gives an interesting way another chapter is funding scholarships. Come to the meeting to hear more.

<https://generalaviationnews.com/2021/01/11/weathervanes-fund-eaa-chapters-scholarships/>



Meeting at Ray's Shop



The 2-place side by side Wiley Post biplane on Rotisserie.



Some of the group doing some hangar flying in the warm shop.



And of course, the Snack Bench

News Continued...

Robert Richtsmeier has been teasing us with some photos of another project he has been working on. Not his Nieuport 17. Guess what it is.



Also seen at Ray's place, out back, was this homebuilt pedal car !

WHAT PLANE (helicopter) AM I?

Interesting one for history buffs.

I'm the first helicopter to be put in large scale production and used in a wartime environment. I was used by the British Royal Navy, the US Navy, and the US Army.

I was powered by a radial engine.

My maximum speed was 75mph with a cruise speed of 65mph.

I had a range of about 130miles.

I could climb to 8000ft in 45 minutes.

131 of me were built.

Name THIS Plane (no hints)



On January 13th, the Boehm Ercoupe took to the air for the first time in four and a half years. All went well.

Then, it got cold and hasn't flown since.



A COINCIDENCE

Many of you saw my horseless carriage replica at the October chapter meeting at the airport. That was the first outing for the car and it now has a few miles on it since that night and has run good. As with many things that I do, and I imagine it applies to all of us, there always seems to be a next part of the story. Well in this case there were two. One even related to aviation.

During the B25 restoration project I had the pleasure to meet a lot of interesting, fun filled and really nice people. Ever since the project has been completed I stay in contact with some of the guys. It seems we all share a lot of the same interests and usually they center around some project. Bob Viltz is one of those guys. Here is Bob showing the victory sign during the B25 project. He had just finished installing a new hydraulic hose that the designers must have figured no one would ever have to get to, you know what I mean.



As I built the car I kept Bob tuned in to my progress and at the end sent him some pictures of then finished product.



Bob sent me an article a few weeks ago. The article described a 1902 Olds, my replica is based on an Olds of the 1876 to 1906 vintage. The 1902 Olds was purchased in



Minneapolis for \$650 by a James Nickelson. It was taken to Milltown Minnesota the home town of James who was the town doctor. A cute side line was a story about someone who road into town to see the car thinking it might be the only car he would ever see. The driving force behind this thought was this was the first and only car in town. The car had some history and eventually in 1977 was purchased by a Gary Hoonsbeen who over a period of 5 ½ years restored the car including it's 4 ½ hp engine. In 1985 Gary drove the car from San Francisco to New York a distance of 3,844 miles taking 38 days. They averaged 12 miles an hour (mine tops at 10 mph) over a period of 38 days. The significance of Gary's trip is it is recorded as the oldest car to have crossed the United States. Thinking out load maybe I should drive mine to Oshkosh. I could replace Gary Nablo and Corey Butcher for the chapter's record of the longest time to get from Marshalltown to Oshkosh.

Now referring to a more resent experience, Dave McCurry lent me an excellent book about the Wright Brothers. It is a fairly new rendition of the life of the two Wrights and their significant accomplishments by a well known author, David McCullough. I highly recommend the book. As I read the chapter on their flights and studies after Kitty Hawk closer to home in Dayton at Huffman Prairie I read of a man, Amos Roots. Here is a picture of Huffman Prairie.



Amos was a self made man being born in a log cabin but finding his fortune in bee keeping supplies. He also believed in the possibility of flight which was somewhat unusual in those days. The news people in their great wisdom (seems like the same wisdom they show today) did not feel the successes the Wrights were having were significant enough to warrant reporting on, including even the Dayton hometown paper. But Amos did believe in the possibility of flight and he wrote a newsletter for his bee keeping clientele. To gather knowledge for an article in his newsletter he visited the Wrights at Huffman field. Amos lived 200 miles away and hated travel other then by car. Amos and his car, you guessed it he had an Olds, made two trips. Here is the type of Olds Amos drove.



He made two 400 mile round trips with it to see the Wrights. When I built my replica I didn't know it had any aviation significance (although the Wrights had seen an Olds and considered making one of their own but decided it would take time away from their flight interests). It was Amos Roots that took his article and sent it to the syndicated news system of the day. The papers again thought Amos was also a loon feeling his claims in his article were not possible. Here is Amos in later years and apparently keeping up with the Wrights and their flying endeavors.



My next project is a sailboat. I wonder where it will lead me?



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A Little Something to keep you Warm till Oshkosh!