



November 2017

	WHEN:	WHERE:	PROGRAM:
NOVEMBER MEETING	TUESDAY the 14th 6:30 PM	GRIMES FARM & CONSERVATION CENTER	ANNUAL CHRISTMAS DINNER

WHAT'S FLYIN' THIS WAY !!!

It's time for our annual Christmas Dinner (which we do in November to avoid as much snow as possible) and it is going to be a GREAT one! We have 45 signed up as of the evening of November 6th. You will probably receive this newsletter too late if you haven't already signed up, because the food is in the process of being ordered now, but if you beg, you MIGHT be able to still put in a reservation by calling Paul Adams at 641-753-6222. **ASAP!!**

Cost will be about 12 - 13 dollars depending on final count.

And Please Note... The date for the dinner is TUESDAY, the 14th!

Our program will be Jonathon Walter of Walter Aviation in Independence, Iowa. He will relate his flying vacation over scenic parts of the USA. As most pilots can attest to, seeing our beautiful country by air is a remarkable experience.

If you need directions to the Conservation Center, just email me, Corey Butcher, and I will email you a map.

Also, if you ordered a calendar, it will be available at the dinner. They came in at only \$8 each.

WHAT FLEW BY !!!

Our last meeting of the year at the airport started out with a few members walking the road ditch for our twice yearly community service. Thanks to all who helped out.

Paul opened the meeting with a bit of news, specifically about the Christmas Dinner and our planning meeting in December. Everyone is invited to the planning meeting at Dave McCurry's shop on the 2nd at 1:00 pm. Bring your ideas!

The Christmas Dinner is detailed above and the cost will be 12-13 dollars depending on final count. We already have 45 on the list, so it should be a good dinner.

Bruce Grumstrup spoke to everyone about the Marshalltown RC club and about some of the newest technology that's available to recreational type RC enthusiasts. Cameras that allow you to fly the model "from the cockpit" and radio controllers that automatically stack channels for multiple users were just a couple aspects of the current tech gear available. Quite fascinating.

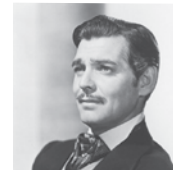
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CALENDAR

Nov 14 6:30 pm Grimes Conservation Ctr
Dec 2 1:00 pm McCurry Shop, M'town
Dec 14 7 pm Fisher Community Ctr
Jan 11 7 pm Fisher Community Ctr

Chapter 675 Christmas Dinner
675 Planning Meeting (All Invited. Call for directions)
Chapter 675 Meeting
Chapter 675 Meeting



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From "Robin Olds, Fighter Pilot"

Doug Boyd is reading this book and thought the following was a good excerpt to describe our passion...

For pilots, no matter the background, flying is not just a job, it's a love affair. No pilot calls his plane and aircraft, any more than a sailor calls his ship a boat. The names he uses are many, some even profane, but to him and to him alone, they are terms of endearment. He may call it a bird, a beast, a jug, or a gooney. He may call it a bucket of bolts or "Old Shaky". It can be a dog whistle or a tweet, a bamboo bomber or a boxcar, a trash hauler or a crowd killer, and aluminum overcast or a peashooter. It can be any of these, but only he can call it that. The use of most of these names by any outside the brotherhood can easily earn a bloody nose. Pilots and mechanics are like that. Even within the fraternity there are certain taboos. Before the Vietnam conflict it was downright dangerous to call a (F-105) Thunderchief a Thud... Since then, F-105 pilots have wrought such deeds of valor and sacrifice that the name Thud denotes a proud history.

A pilot is a man in love, a man whose emotional ties with a piece of machinery run deep. His bluff expressions are protective devices meant to hide the tenderness in his heart when talk turns to flying. Man merges with machine: he doesn't simply use it. You don't climb into an aircraft and sit down. You strap the machine to your butt, become one with it. Hydraulic fluid is your blood; titanium, steel, and aluminum, your bones; electrical currents, your nerves; the instruments, an extension of your senses; fuel, the food; engine, the power; the control surfaces, the muscle. You are the heart, yours is the will, yours the reasoning power. You are something more than earthbound man. You are augmented and expanded by the miracle of the machine. You are tied to it physically and you are part of it emotionally. Together you conquer the bonds of earth and in the words of Flight Officer John Gillespie Magee, "join the tumbling mirth of sun-split clouds... wheeled and soared and swung high in the sunlit silence.

Christmas Dinner Sign-up

Here is the list of those signed up for the Dinner. If your name is NOT listed, give Paul a quick (VERY quick) call.

Jonathon Walters and Guest - free
Chad Nablo -2 Paul Adams - 2
Mike Maury - 2 Harry Dirks - 1
Jayden Waterbeck - 1 Ray Robinson - 2
Dave McCurry - 2 Roger Sutton - 2
Corey Butcher - 2 Robert Richtsmeier = 2
Garry Brandenburg - 2 Doug Boyd - 2
Dan Adams - 2 Gary Witcombe - 2
Charles Kuhlman - 2 Eric Bramhall -1
Bruce Grumstrup - 2 John Beck - 2
Les Risius - 2 Mike Maury - 2
Adam Williams - 3 Gary Kirchgatter - 2
Roy Bradbury - 1

Calendar Sign-up

If your name is below, you ordered a calendar and it will be available at the Christmas Dinner. The cost per calendar is \$8.00

Bruce Grumstrup - 1
Corey Butcher - 1
Garry Brandenburg - 2
Charles Kuhlman - 2
Harry Dirks - 1
Adam Williams - 2
Les Risius - 2
Paul Adams - 4
Ray Robinson - 3

WOW!!! What in the heck is this.....

One thing I really love about Oshkosh is the surprise factor. This surprise factor may arise in many ways, night air shows, a flight of three bombers the B1, B2 and B52, and many others. This year there was a surprise factor in the form of another unusual airplane. This has happened many times through my 40 plus years attending Oshkosh. This one started very simply. I had just walked through the L bird area and was headed back to the flight line. My roving gaze (it's always roving) caught the sight of a very unusual looking small aluminum airplane. Maybe a Cessna, maybe not. Some homebuilders one design, maybe not. In the war bird area, but I don't think its a war bird. Mainly weird looking. The sight looked something like this.



Well, it was a war bird of sorts. It wasn't a Cessna, it was a Boeing. I said "of sorts" because it was a Boeing prototype. I find it somewhat amazing that a Boeing prototype is privately owned and flying, but there it was. There were 12 made. They never made it into the military but were used in Alaska as bush planes. How many still flying, I don't know.

Boeing decided to enter the light plane military market after World War II. Their entry was the L-15, Scout. It's design is unique in many ways. Most noticeable is the tail. A boom design with two of what I call inverted twin tails. The idea was to keep it out of the visual area of the rear looking observer. Yep he sat backwards and entered from the back. Here is a couple of pictures.



The gear was a little weird also. At first I thought it was a tricycle gear with the single wheel in the back. But it's a tail dragger which is very close coupled. It was also designed to be on floats.



In the above picture you can see the cowling open. Inside is a Lycoming O-290.

It was designed for easy transportation to where ever it was needed.

First by plane...



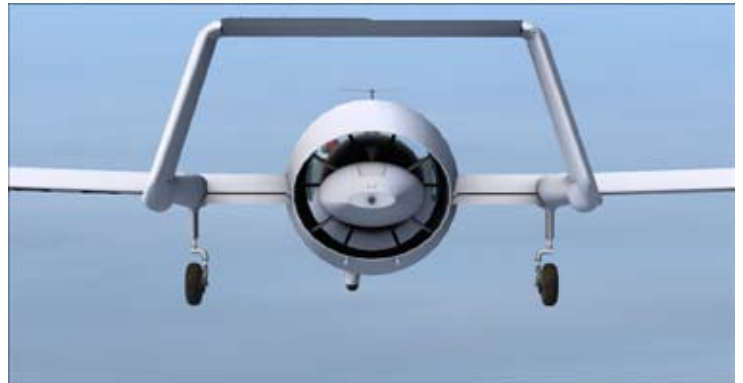
then by truck.



As I wrote this I remember reading of another unique observation plane. One that only 22 were built. I believe it is called an Edgley. Maybe, just maybe we will see one at Oshkosh some day. Its possible. The first pic is one at an airshow, that means it could happen.



All in all a unique bird and a unique experience seeing one in the flesh.



The shot from the rear is even more weird. Yep, that's a ducted fan.

