



**February 2018**

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<b>WHEN:</b>	<b>WHERE:</b>	<b>PROGRAM:</b>
<b>FEBRUARY MEETING THURSDAY the 8th 7 PM</b>	<b>FISHER COMMUNITY CENTER</b>	<b>REPLICA FIGHTER BUILDERS</b>

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

Our next meeting will feature Corey Butcher and Robert Richtsmeier speaking about Replica Fighters and what the motivation is that drives those who design, build and fly these memorials to historic military aviation.



We will hopefully also have an update on the 1/3rd scale B-17 over in Dixon, Illinois.

Beginning with this newsletter, we will be reminding all those who have airplanes to get a photo of yourself with your airplane, preferably flying, so we can update our photo board that we use for display at local functions such as the annual Marshalltown Fly-in. If you have a digital photo, but not a way of printing, bring it and we can get it printed.

Don't forget we will do our Taco Johns get together at 6 pm before the meeting!

**WHAT FLEW BY !!!**

As most of you know, the weather has NOT been nice on Thursdays for some reason. The FOGz have flown very little, if at all, and our January meeting was held during some questionable temps, wind and snow. That being said, about 9 or 10 brave members, including Bruce Gapstur from Belle Plaine, showed up to hear Bruce talk about the new information he has on his WWII airplane. More info on the next page.



**Bruce Gapstur's  
Hurricane Jr.**

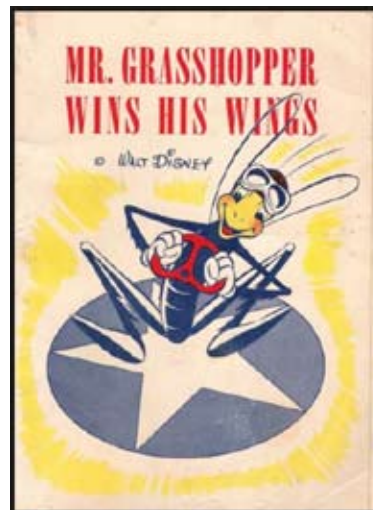
Here is some fun information about Bruce's Aeronca O-58B/L-3B, Hurricane Jr. The name is a tongue-in-cheek reference to a short lived Capt. America super hero called Hurricane-Master of Speed as seen in this old comic book cover.



The P-1/2 on the cowling is in the same vein of humor as in not quite a P-51.



It is agreed that the face is a fanged grasshopper derived from the Mr. Grasshopper character drawn by Disney for these small planes.



Mysteries solved!

**CALENDAR**

Feb 8	7pm	Fisher Community Center	Chapter 675 Meeting	Replica Fighters
Mar 8	7pm	Fisher Community Center	Chapter 675 Meeting	1/3 Scale B-17
Apr 7		Possible Field Trip to SAC Museum		
Apr 12	7pm	Fisher Community Center	Chapter 675 Meeting	Joe Latham
Apr 21	7am-11am	Ames Municipal	Flying Cyclones Breakfast	



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## First B-25/B-17 Oshkosh Work Party

by Paul Adams

You say what? I've been writing about going to Oshkosh and working on the B-25 five times and I now write about the "First". Well it is the first time we got to work on both the B-25 and the B-17. The B-17 was in for it's annual inspection and they asked the volunteers to help.

There was plenty to do on both the B-25 and B-17. Here's how the week end went.

First we weren't sure we would even make it. The short story was I left the house at 5:20 pm driving an ice covered truck to pick up Bruce Grumstrup. We decided to head east immediately on highway 30 towards Cedar Rapids in lieu of north. It was a wise move. We drove out of the storm close to Cedar Rapids as the temp rose from 28° to 40°.

Our arrival at Oshkosh was treated with 40 degree temps but later when we went to dinner it was 1 degree and it stayed cold the rest of the weekend with some freezing rain.

The work session started this way. The weather kept our usual leaders at home until Friday morning so a fellow worker Bob filled in, he drove in Wednesday to stay in front of the storm. Bruce talked to him Thursday night and signed he and I up for a riveting project. What riveting project we weren't sure. After a nice breakfast at the lodge, we got to stay at the lodge annex this time which is the fourth place I've stayed. We were off to work at a little before 8:00 am. As we walked in this is what we saw.



As you can see the Weeks maintenance hangar was plenty full. They start the day with a safety briefing, more on that later, and they assign projects. John Hopkins, the head of the maintenance facility, asked if anyone had any experience with plexiglass. Bruce points at me and says he does. After an explanation of what my experience was, I got assigned another job with Bruce. Oh boy two jobs. The first activity was to start the riveting

on the B-25. It seems that over time some "stuff" had been removed and there were some left over holes. About sixty or so. They wanted us to put rivets in the holes. Here is a pic of the work area.



I was to stand in the nose gear wheel well and buck rivets for Bruce who was inside the fuselage. We got about fifty done and then it was time to work some plexiglass. Here is what we worked on, the tail gunner position.



Over time the plexiglass had turned yellow. A previous work party had removed the glass and a permanent employee, Bolkin had made some replacements, but some needed drilling and deburring, they all needed installation. One of the great things about these work parties is getting to work with members from other chapters and the employees that work in the Weeks hanger. This weekend was a great case of just that. We had seen Bolkin before but he seemed to keep somewhat to himself. We had heard he was the go to man if something difficult was needed. For example molding plexiglass windows for B-17's and B-25's. Jumping ahead to the end of our work party Bolkin showed us the fancy oven he made for forming plexiglass. Back to our event, he told us what he wanted and left us to work. He would check in every once in a while and we had lunch with him, thus we began some conversation. Turns out he is from Germany, spent 20 years in the US Coast Guard, and has worked in that hangar for 41 years. His wife sews seat covers and does fabric covering for the Weeks hanger. Bolkin pointed out she does this as a "freebe" IE as a volunteer. His 20 or so year old daughter works at EAA and flies a Champ, which Bolkin restored. Here is a pic of the mighty trio.



As far as the work, Bruce sat inside the B-17 with me on a scaffolding.

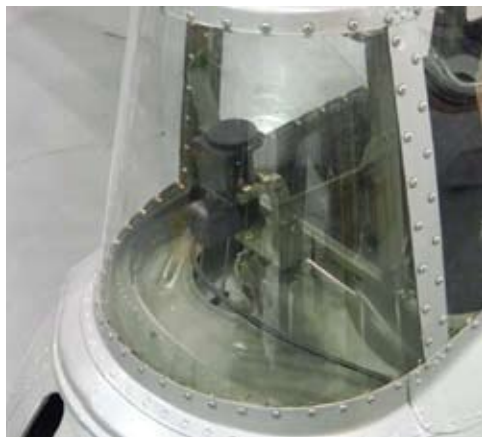
Next photo below is shot inside the fuselage back where Bruce sat. It is a little confusing but the two boxes on the side are ammo boxes, wood just like the ones originally used in WWII, with a seat that looks like a bicycle seat between the boxes, the two fifty caliber machine guns, then above are the windows we were replacing.



There is some good news. The person in charge of fund raising came in to tell us that the \$400,000 needed to restore the B-25 has been raised. In fact they have raised some extra. Also the people going through the engines in Idaho let EAA know the engines look good and are presently being reassembled. If there is any bad news it is the B-25 will not be ready for AirVenture 2018, but I didn't really think it would be. Lots of work to do.



Lots of machine screws and nuts. We thought it would be a day job. Not so, it took the rest of the week end. They didn't tell us we also had to reinstall the gun site which took some time, especially when Bolkin thought it should be sighted in. Kinda fun putting it in however, interesting how it works. As folks walked by we used them as targets and let them know the same. Here's a close up of the gun site.



As I have said many times part of the fun is meeting guys from other chapters. Two guys I've attended with in the past are Charlie and Cliff. Their jobs were to first work on some wiring and then start installing the part of the cowlings that sits behind the engine. Here are some before and after shots (next column), and you can see the addition of the cowlings piece, Charlie (from Michigan) and Cliff (from Missouri) are in the second picture.

Now about that safety briefing. Good news is we have never had anyone severely hurt, only minor cuts and bruises. As they say when it happens we have spread a small amount of DNA (blood) on occasion, but nothing serious. When someone does get a cut, they call it the order of the "purple heart". Kinda of like when we get stains on our clothes, they call that "badges of honor" although I don't think our wives see it that way. I have determined that bruises don't get you honored. Here is a pic of my arm taken when I got home. When riveting it was some close quarters getting the bucking bar in place. Part of getting old maybe also. Anyway, well worth a few bruises.



Going back in March; more news when I return.

