



**December 2014**

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	<b>WHEN:</b>	<b>WHERE:</b>	<b>PROGRAM:</b>
<b>DECEMBER MEETING</b>	The 11th at 7:00 pm	<b>FISHER COMMUNITY CENTER</b>	<b>WHAT'S UP</b>

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

Our next meeting will be in our Winter quarters at the Fisher Community Center. Charles Kuhlman has a very cool video on WWI aircraft being built in Australia.

Also, we will discuss some of the items tentatively put on the calendar by the planning committee, which met on December 7th, including extra curricular items such as group fly-outs and field trips. If you have any personal ideas or tips on building an aircraft, or would like to have a discussion about a particular building tip, bring it to the meeting. Some great ideas were brought up about how we can involve everyone with building and participating which will be included in the discussions on Thursday. Don't miss it!

It is also that time of year when we begin our monthly meetings by gathering at Taco Johns right across the street from the Community Center at 6 pm for those who can make it that early. Hope to see you there.

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## **WHAT FLEW BY !!!**

Around 40 members, friends and spouses attended the annual Chapter 675 Christmas Dinner. A different menu was tried and by all accounts, was very well received. Barbeque beef brisket and sliced pork were accompanied by coleslaw, baked beans, potato salad, rolls and pumpkin pie. Yummy!

Following the feast, Doug and Jinita Boyd gave a delightful presentation on their trip to Peru. Doug narrated the photos and described the different scenic places they toured, while Jinita did the show and tell of the souvenirs acquired at the many 'bazaars' they passed.

Doug and Jinita put their hearts into the presentation which resulted in the whole evening being very entertaining and enjoyable. And did I mention the food? Yum!

**The Chapter 675  
Christmas Dinner  
BBQ Buffet**



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# CALENDAR

The following is the tentative schedule that was discussed by the Planning Committee on December 7th. It is subject to change and will be discussed at the December Chapter meeting as mentioned on the first page. Bring your ideas with you!

## EAA CHAPTER 675 2015 Meeting and Events Schedule

When	Where	What
Dec 11	FCC/T	WWI Video / 2015 Events Schedule discussion
Jan 8	FCC/T	WWII Flight Checkout / Building Tips
Feb 12	FCC/T	The Airplanes of Airventure / Building Tips
Mar 12	FCC/T	Builders Show and Tell
Apr 9	FCC/T	More Flight Checkouts / Poker Run planning
May 14	FCC/T	Flying the U2 - Chapter member Don Feld, U2 pilot.
May 30 (Sat)	MIW	Morning FunFly and Pancakes
Jun 11	MIW	Potluck
July 11 (Sat)	MIW	Ice Cream Social (2 - 5 pm)
Jul 20-26	OSH	Airventure - Note earlier than usual date
Aug 13	MIW	After Oshkosh BBQ
Aug 29 (Sat)	?	Fly OUT or Morning FunFly and Pancakes
Sep 10	MIW	MIW Flight Breakfast Planning Session +
Sept ?	MIW	MIW Flight Breakfast and Open House
Oct 8 6:30pm	MIW	FunFly and Pancakes - Evening Session
Nov 12	Grimes Farm	Christmas Dinner w/Crazy Gift Exchange

FCC – Fisher Community Center

T – Taco's Johns at 6:00 before the meeting

(Sat) - Saturday Meeting

[www.eaa.org/calendar](http://www.eaa.org/calendar)

[www.FunPlacesToFly.com](http://www.FunPlacesToFly.com)

[www.flyins.com](http://www.flyins.com)

[www.iawings.com/calendar/yearly.htm](http://www.iawings.com/calendar/yearly.htm)

Visit your Chapter 675 website!

[www.eaa675.org](http://www.eaa675.org)



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## Christmas Dinner Views



*A composite photo of the attendees*



*Pumpkin Pie for Dessert, of course.*



*Jinita Boyd showing off her treasure from Peru.*

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## FOGz Newz

Fogz report....

Sure was cold in November. No coordinated Fogz flights during the month. Fortunately, five airplanes were able to take advantage of a lull in the spiteful weather and made it to Ames on December 4th. The temp was above 20° and the air was clear and calm. Hopefully, there will be more opportunities this winter.

## Sad News

For those who have not heard, Morningstar Field in Des Moines has definitively closed. It was officially closed in early 2013, but was still used by the local pilots. In October, all tenants had to vacate. The hangars are now about half torn down, the runway lights and cones are gone and there is dirt heaved up on the runway. I know it is sad for those who had much invested in the little airport, but it is sad for this writer as well because North Field, as it was called back in the day, was where I received my first J3 cub ride as well as my first biplane ride. It was a hangout for many students of Harold Lossner of whom I was one.

## FOR SALE

**NON-working Lycoming Model 680 9 cyl radial. Comes with Carb, Mags and Exhaust system. Does not come with prop. Contact Randy Scarf at 319-240-8830 or [scarfrandy@johndeere.com](mailto:scarfrandy@johndeere.com)**



*File photo-not actual engine for sale.*

## A MOMENT IN TIME

There are moments in aviation that record in my memory banks and reside in a special place so that it is easy to recall them allowing me to reflect over and over the special event. As you would expect a first flight of a new homebuilt is one, along with special Oshkosh memories. Soloing Dan in a J3 cub that was built the same year I was born is a biggy. The reason I bring this up is I just recorded one of those moments in time that I know I will recall more than once.

Some time past I wrote an article entitled "Marshalltown - the Mighty Eight - and a Local Hero". I purposely left the name of the local person out of the article so as to not invade his privacy. Recently I had the pleasure and honor to listen to this person tell some of his story. His name is Bill Baltisberger and his story reconfirms he is truly a hero, even though he would disagree to being called one. He explains he was just an eighteen year old kid that joined the Army Air Corp and ended up later flying B17's in World War II to do what was needed for God, country and the world. He spoke of the story I told earlier in which he volunteered for a one way mission where he piloted a plane loaded with explosives to a target with the plan to bailout over occupied German territory. He laughed a little about the volunteering part. You see he had flown his 30 missions and was scheduled to return home. The bail out didn't go as planned, as he was not picked up by the free French. He was captured by the Germans, imprisoned and tortured. They wanted to know how the B17 was flown the remainder of the way to the target. He did not tell them it was by remote control. He later escaped and as tears swelled up in his eyes he mentioned there were parts of his escape he would not talk about. One can only imagine.

Bill also spoke of missions that I did not know of. One mission involved bailing out over the North Sea when returning from a mission during which his B17 was heavily damaged by flak and enemy planes. Again tears swelled up as he spoke of the fact that only six of the ten man crew were rescued. He went on to explain that is why you didn't get close to members of other crews because they could have the same fate or worse. On another mission after again being shot up, they barely made it back to England and had to land on an emergency strip just past the White Cliffs of Dover. I was amazed to here him tell what came next after that emergency landing. He was picked up and taken back to his base and was having a drink to settle his nerves. One of the squadron officers came up and asked if he would fly in the morning! It seems they were short of crews! It also had something to do with what position Bill's plane flew in the formation. After only five missions Bill was selected to fly lead. My past reading tells me this was not the premier place for longevity. The Germans tended to attack the formation from the front and tried to take out the lead planes that held the lead bombardier. He flew in that position for twenty five missions. Bill put down his glass and attended a briefing that evening concerning the next morning's mission.

A question was asked of Bill about what it was like to return from the war. " Oh it wasn't so bad. I was young and just wanted to get started with the rest of my life ". That is basically what he did except for a recall to fly B29's in Korea, but that is another story.

There was some humor during his afternoon presentation. One such moment was when a question was asked of his wife if she could add anything. Her comment was as she followed him around from base to base the one thing she wanted to do was learn to drive so she could get around. Bill was young, so was she, no drivers license yet.

I see Bill occasionally around town, he is shorter than most, a little bent over and limps a little. He says you might be bent over if you too were 91 years old. As far as the limp, well it is a little shrapnel that never was removed. But one thing that always impresses me when I see him, he is one happy dude. I wonder if his life experiences has something to do with all that happiness. Also when we talk we do not talk of planes and war. We talk of flowers and his ability to create things of beauty through nurturing flowers from birth to bloom.



- Paul