



July 2013

•President



Paul Adams
2144L Marsh Ave.
Marshalltown, IA 50158
641-753-6222

dlpadams@gmail.com

•Vice President



David Cheung
703 W. Main St.
Marshalltown, IA 50158
641-751-9785

davidscheung@juno.com

•Sec/Treas



Dave McCurry
5 Valley View Rd.
Marshalltown, IA 50158
641-752-4729

dmccurry@centurylink.net

•Newsletter Editor



Corey Butcher
2940 Arney Ave
State Center, IA 50247
641-493-2415 (hm)
515-331-2943 (wk)
coreybutcher@eaa675.org

	WHEN:	WHERE:	PROGRAM:
JULY MEETING	SUNDAY the 14th 2 pm - 6 pm	KMIW PAUL ADAMS HANGAR	ICE CREAM SOCIAL!

WHAT'S FLYIN' THIS WAY !!!

ICE CREAM TIME IS HERE!

All are invited to the east facing hangars at the Marshalltown Airport for free home made ice cream and other treats. All EAA members and friends from around the state are invited! It's not a fly-in, but if you want to fly in, just park on the tarmac and follow the crowd.

It will be held on SUNDAY, July 14th from 2 to 6 pm (some of you will note this is a change from originally planned.) This gives you time to fly home before dark. As usual the home made ice cream is free.

All Chapter 675 members are encouraged to bring their favorite ice cream recipe. We usually have enough, but President Paul would like to know who how many we will have so we can be sure. Please call him at 641-753-6222 and let him know how many gallons you are bringing. Or if you can't bring ice cream, maybe a side treat. You can also email him at dlpradams@gmail.com

Or, if you're flying in, bring a sweet tooth!

WHAT FLEW BY !!!

As usual, food was front and center for our first airport meeting of the year last month. The weather was near perfect all day so a number of airplanes were in the sky. John Beck with his TriPacer and Jim Jones in his Meyers flew in from Newton. And Bruce Gapstur flew his Chinook 2 in from Belle Plaine. Gary Nablo brought his newly acquired canopy and displayed his handiwork on the combing. Looks great! Basically a lot of hangar talk and flying!



Clockwise-Gary and Doug fly the new canopy. Eating and having fun! Jim Jones Ctr with his copilot on the Lt and John Beck on Rt, with his wife, flew in the airplanes below from Newton. That's Bruce Gapstur's Chinook in the background.



Date	Time	Where	What
July 13	7am-11am	Zangger Airpark	Fly-in Breakfast
July 14	2pm - 6pm	KMIW	Chapter 675 Ice Cream Social
July 21	7am - 10am	Drake Field	See poster below
7/29-8/4		Oshkosh, WI	AIRVENTURE
7/31-8/2		Clinton Municipal	Cessna 150-152 Fly-in
Aug 4	7:30am-12:30	Cresco Airport	Fly-in Breakfast
Aug 4	7am-Noon	Humbolt Municipal	Fly-in Breakfast
Aug 8	7pm	KMIW	Chapter 675 AfterOsh BBQ
Aug 17	9am-Noon	Marion Airport	Young Eagle Flight Day (Chptr 33)
Aug 18	7am-Noon	Monona Muni	Fly-in Breakfast
Aug 24		Perry Municipal	FLY IOWA
Aug 25	7am-12:30	Iowa City Municipal	Sertoma Fly-in
Aug 25	7:30am-11am	Greenfield Muni	Iowa Aviation Museum Fly-in

For those of you on the internet, all of the information for aviation events are available in many places. Links to the websites that have all the info you need are listed below. If you do not have internet access, and a specific event you are interested in is not listed in the newsletter, just call me and I will be happy to look up the info for you.

www.eaa.org/calendar
www.FunPlacesToFly.com
www.flyins.com
www.iawings.com/calendar/yearly.htm

Flight Breakfast



Road Runner

Flight Breakfast

July 21th

The Road Runner Flying Club is sponsoring a **FREE** breakfast to all Fly In's. Walk in's are Welcome!

Time: 7-10 am

Where: Radcliffe, IA 2Y1

Lat 42-19-00, Long 93-25-00, Elev 1179

Rwy: 08/26, Surface: turf, Width: 90, Length: 2480

Pattern: 1000L, Unicom: 122.8

Nav: fod-113.5, Bearing 106, Dist: 43nm



Oshkosh Memories

By Paul Adams

As the time comes each year to take time out to attend my favorite flying event, Oshkosh or AirVenture if you will, I reflect back on past events. Yep, you might guess I am loafing in the work shop between building activities. I saw a picture of Dan making a sandwich and started thinking of those very early years. There were some humorous moments and that is the basis of this story.

Year One.

Bruce Grumstrup and I flew in together. As you can imagine I was blown away by the event. The first day being our arrival day, it was a short one and we climbed in the sleeping bag for the night. Slumber came slowly due to the excitement but I finally was able to sleep. The next thing I remember was the sound of reversing turboprop engines and it sounded like the attached plane to those turboprops was about to enter the tent! Feeling the chill of the morning I quickly looked out the tent flap figuring my demise was upon me. The fog in my mind cleared and then I realized where we had camped. Underneath our wing was our little stake in AirVenture turf and it was located very close (it seemed close at the moment anyway) to runway 09/27. The "landing" aircraft was a Wisconsin Air turboprop which was slowing after its early morning arrival. Ahh!! I love the smell of diesel fuel in the early morn.

Year Two

The boys, Rob and Dan, and I come up and again we camped under the wing. Our camping area was close to the year one campsite. The first night in our new tent was an experience. Having three people you buy a three man tent, correct? Oh not true. The real formula is you should subtract one from the box advertisement for tents of four or less, and then increasing corrections as the advertised tent occupancy figure increases. It was shoulder to shoulder sleeping, but we were a family and managed. One night we had a rain. I had instructed the boys to not touch the tent roof, because where ever they touched the fabric it would draw in the rain water. As I lay there, up came Dan's hand. He always has one who wanted to know for himself. I said it was over his head, he will learn. However my miscalculation was the dripping would continue all night and we all ended up getting soaked. Ah, the pleasures of tent camping. Oh yes I forgot to mention, and we were cold.

Years later.

Life at Oshkosh was good this year. We had a new larger tent! I still remember the street address, J3. The popularity

of this camping area had increased and the camping was close quarters with your neighbors. So close that the tent on the opposite side of our tent's opening almost touched our tent. But at Oshkosh we are all one "big" happy family. Again it was late at night and the boys, Rob and Dan, and I were in bed for a good nights sleep. We had met the neighbors to the back of our tent (the one that nearly touched) and they were on their honeymoon. Now that is a love of aviation if you ask me. The only part that bothered me were the other activities, other than aviation, that can occur on a honeymoon, and this couple practiced that activity one evening. The first one to speak up was Dan. My answer to his question as to what was up was they were bad sleepers or something close to that. Rob just snickered, which to me confirmed he understood the birds and the bees. You have heard the phrase "fun down on the farm", well this was fun down on J3.

My last memory to discuss (although I have many more) was the time Dan and I flew into AirVenture in the Q2. The flight in was great. We had a small bit of excitement on landing (not what your thinking). The touchdown was followed by a loud medium pitch sound (still not what your are thinking). At first I couldn't figure it out, but then it came to me. The runway had grooves in it to help shed water. The long canard acted like a phonograph arm and picked up the wheel vibration and amplified the sound into the cockpit. A slow taxi resolved that. We were early as usual and parked where we wanted. Shortly there after we went to camp Scholler to row J3 to set up a tent. Shortly after arriving at J3 we heard an announcement that severe weather was coming and to take shelter. There was nothing at the camping area except a Chevy Suburban and the famous blue porto-potties. Yep, we chose the porto-potties. It was fresh, but as we soon found out not highly secured to the ground. As the roll cloud went through the area, Dan and I rocked and rolled inside the porto-potty, but remained erect (thank goodness). As the storm progressed Dan fell asleep on my lap and I fluffed up a role of toilet paper as a pillow and followed his lead with a pleasant slumber. No harm no foul as they say. Dry, refreshed and we did not adorn the blue color from the porto-potty.

As a last note I was told that after a storm one year in Oshkosh a few porto-potties were blown over. The person relating the story to me said he saw Red-one and President Paul out checking out the overturn units to see if anyone was inside. He was doing this at age 89. Now that is concern for your fellow aviator. You gotta love EAA!

RECORD BREAKING FOGZ BREAKFAST

Its been a tough year for the Flying Old GeeZers to get out to breakfast on Thursday mornings. First, it was too cold and snowy, then a real wet spring. But on June 13th, the weather was just perfect for a flight down to Pella. Good thing Dave C. chose the Windmill Cafe because the Pella FBO has TWO courtesy cars. And that was a good thing, because a FOGz record number of airplanes and diners decended upon the hapless Pella city square. After a fill of pancakes, omelets and bacon, a couple of pictures had to be taken of the 11 rowdy FOGz around the breakfast table. Then a stroll a couple of doors down to the famous Dutch bakeries was a sweet end to a great morning. Returning to the airport, all ten, TEN airplanes were lined up and posed for another picture. This was a real spontaneous Fly-in Breakfast!



Above Lt to Rt - Corey, Bruce D., Les, John, Dave M., Ed, Garry, Doug, Bruce G., Mike, and Dave C. is taking the pic.

Below Lt to Rt - Cheung RV-6, Boyd Challenger II, Beck TriPacer, Gapstur L3, McCurry Taylor Monoplane (hidden behind L3), Hargrave Cygnet, Risius C-150, Brandenburg C-172, Boehm Ercoupe, Devick Cherokee.



JULY 4TH IOWA FALLS FLY-IN DRAWS BIG CROWD

So Ed says to me, "Let's leave early so we can beat the heavy traffic and crowd." "Ok" says I.

We meet at 6:45 am at KMIW to ready the Ercoupe for the short flight to Iowa Falls and already I have this ominous feeling we may already be too late. There are cars parked around the closed hangars. My feeling is affirmed when we are 10 miles out from IFA and the chatter on the radio is non-stop! There were so many aircraft buzzing around, we even had an airplane cut in front of us while we were on downwind. We extended a ways before turning base and before you know it, were directed to a parking spot (next to the beautiful Bellanca Cruisair that cut in front of us). Looked at the clock and it was 7:35 am. While we were climbing out of the Ercoupe, none other than Gary Nablo and his N3/L4 were already leaving to go home! A couple of other airplanes were taxiing out as well. Garry Brandenburg had shown up early and was giving rides under the auspices of the FBO. Bruce Gapstur and his wife had been there with the L3 since just before 7am. They left Belle Plaine at 5:45! We did manage to get breakfast before the line passed the length of the big new hangar. Later, after we had eaten and looked back at the line, it stretched all the way across the parking lot and stayed that long for well over an hour. I haven't heard a total, but airplanes had to be pushing 100, and diners must have pushed 1000! Some of the other chapter 675 members who flew in were Lorin Miller with his WaieX and Ray and Sandy Robinson in the 1939 Aeronca Chief. Next time, "Early" will be "Earlier".



Above- A very small part of the crowd with a few of the many airplanes at the July 4th Iowa Falls fly-in.

Right - Gary Nablo takes it easy between the parked aircraft as he taxi's out to head for KMIW.



Left - Garry Brandenburg starts up to give a couple more rides to Fly-in visitors.

