



June 2015

•President



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

[dlpradams@gmail.com](mailto:dlpradams@gmail.com)

•Vice President



Lorin Miller  
309 West St.  
Colo, IA 50056  
641-485-0840

[lorin.miller@emerson.com](mailto:lorin.miller@emerson.com)

•Sec/Treas



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

[dmccurry@centurylink.net](mailto:dmccurry@centurylink.net)

•Newsletter Editor



Corey Butcher  
2940 Arney Ave  
State Center, IA 50247  
641-351-5476

[coreybutcher@eaa675.org](mailto:coreybutcher@eaa675.org)

	WHEN:	WHERE:	PROGRAM:
<b>JUNE MEETING</b>	<b>The 11th at 7 pm (or slightly earlier for fun flying)</b>	<b>KMIW Airport</b>	<b>PotLuck Share-A-Dish</b>

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

Our next Chapter Meeting will be at the airport and will involve food! (of course). Bring a dish to share and/or meat for the grill. Come early and fly, look at airplanes and basically have a great time. We will meet in an open hangar, probably on the east side

**WHAT FLEW BY !!!**

It may have been the brownies, but most likely it was our own Don Feld and his presentation on flying the U2 that accounted for the good attendance at our last meeting. Don has spoken before about his time as a U2 pilot, but there is always some little tidbit you pick up that was missed previously. This time, Don actually brought a show and tell item from the U2 flight suit to share; the connection device for in flight relief. It brought a good chuckle from everyone. Needless to say, it was NOT passed around for inspection. Don also had a video clip of some training mishaps from U2 pilot training which brought out the cringe factor. There is a video being edited of Don's presentation and should be on the EAA 675 chapter website by the end of June. (Hey, I'm busy getting ready for vaca!)

Approximately 10 members gathered at the airport entrance to perform our 'community service' for the spring. The road to the airport is our adopted stretch of highway to clean a couple times a year. Ray Robinson even flew his newly acquired Emeraude over to participate. The photo was taken by Dan Adams I-Phone and from left to right: Paul Adams, Ray Robinson, Corey and Dianna Butcher, Charles Kuhlman, Dave McCurry, Mike Maury, and Les Risius.



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## MEMBER NEWS

**Les Risius** has rebalanced his prop for his Cavalier, and should have the engine running on a stand by the time you read this.

**Paul Adams** is doing some test panels for the process he will be using to cover the Double Eagle. He also has most of the sanding completed on his propeller. Won't be long before it's finished.

**Mike Hargrave** was able to take some spin training in a Citabria. He mentioned the airplane comes out being upset very easily, but also goes into a spin very easily!

**Mike Maury** is ready to cover his wings on his Kitfox.

**Ed Boehm** is still waiting for the leaky tank to come back repaired so he can get Sweet Pea back in the air.

**Lyle Stoltzman** sold his RV-6 to a lawyer from California.

**Robert Richtsmeier** is building a Airdrome Aeroplanes Nieuport 17 which he picked up for a song in Illinois. Bob is also one of the principle caretakers of the Eldora airport owned by Marc Broer. Bob says it is open for the season with a courtesy car and a refrigerator!

**Don Feld** is building a Rans S6ES, trigear version of what Paul Adams has built. Don says he has the fuselage done to the point it is starting to look like an airplane.

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## Bringing it Home

As was mentioned in last month's newsletter, **Ray Robinson** purchased and finally made it home with his Piel Emeraude he purchased in Wyoming. The following is his story of the cross country trek from Wyoming.

as told to Dave Cheung

Dave,

You told us all about your cross-country in your airplane, so I thought I'd tell you about my longest cross-country.

I bought an experimental called a Piel Emeraude in Casper, Wyoming and needed to go pick it up. I had finished a job in northern Iowa and had a few days before I had to go to a job in Greeley, Colorado. The weather looked good and I thought I had the time. I was in the airport in Des Moines, Iowa, ready to board a plane to go after the Emeraude, when I got a call telling me not to come. I thought the man told me that he couldn't get it started but found out later that he had a prop strike while trying to move the plane to Casper for me to pick it up. I told him to go ahead and fix the plane, that I would still take it. A month later he called and said he had it ready for me. After I finished a job that I was on, I got on the bus and went after the plane.



It took me a little longer to check out in the Emeraude than I thought it would. I had hoped on Saturday to check out in the morning and fly home in the afternoon because the weather was supposed to be good. I was checking out in controlled airspace which is somewhere I have not been since I got my license. In fact, flying with an installed radio is new to me. This, of course, made me nervous. Not to mention the winds were about 25 miles an hour over the entire period I was trying to check out. About 2 o'clock the instructor said he would sign me off to go but I told him I was not ready for him to get out yet. After a lunch break and about an hour's rest, I did much better. The weather for next morning look good but not so good for the afternoon. Sunday morning I got in the airplane and headed east, flying at 7500 feet. Something I've never done before! Crossing the Badlands (where there are no emergency landing places), I landed in Chadron, Nebraska for my first fuel stop. During my pre-flight that morning, I had turned off the generator switch before starting and of course forgot to turn it back on. After getting a mechanic out to recharge the battery, I had lost 3 1/2 hours and the weather was not as good, but I pushed to Vermillion, South Dakota as being low on fuel had no choice but to land there. A 90° crosswind at 21 kts. wasn't pretty, but I managed to get it down safely. The airplane started after refueling, hooray! From about halfway between Chadron and Vermillion I had been fighting quite a headwind. I was down to 90 kts over the ground, but after leaving Vermillion I got as far as Fort Dodge where the wind seemed to let up some and I got up to 120 over the ground whereas in the morning without a headwind I had been doing 140 over the ground. I did not need to land in Fort Dodge and continued on to Iowa Falls where the plane is now hangared.

At least on your long cross-country to Santa Fe, you had the advantage of having flown that plane for many hours. For me it was quite exciting and I can't tell a story the way you do, but I am now enjoying a faster airplane.

Also I am enjoying your stories about New Mexico and the things you're doing out there so keep up the good work.

Your friend

Ray Robinson

## Enlisted Gunners

In past stories I believe I have mentioned that I was in the Air Force and served as an enlisted person leaving the Air Force as a Staff Sergeant. I was proud of my service time and have many fond memories. I have also mentioned in the past that I read a lot and read specifically a lot of aviation history. Well I just had an amazing bit of trivia pass my way as I was reading some more aviation history. During World War II there were 566 aces in the 8th Air Force, or as some call it the Mighty Eighth. Of these aces, 261 flew fighters and at Oshkosh I have had the honor and pleasure of listening to some of the more famous aces. I never miss an opportunity to listen to Bud Anderson. What I didn't know was that there were 305 heavy bomber enlisted gunners who are also considered an ace with five or more aircraft shot down. If you notice, there were more enlisted gunner aces than fighter pilot aces! It actually made me ponder why I haven't had the opportunity to listen to some of them tell their story. After the ride in the B17 a few months ago, I was left with a healthier respect for the enlisted gunner. In the waist gun area, of which I spent a fair amount of time on our flight from Ankeny to Nebraska City, I wondered as we flew what it must have been like to man those positions. The B17 skin is fairly thin. There was an armor plate below the opening through which they fired their 50 caliber. But they were very much exposed to enemy fire. Also those of us on the trip talked about the cold and the noise. At their mission altitude it was very cold and they shot through a large opening in the fuselage side. Cold and breezy. The B17 made a lot of noise just moving through the air, we experienced that. But add to that the sounds of the guns defending their aircraft and it had to be deafening. Throw in some battle damage and the possibility of a fellow crew member or yourself being wounded, all this makes for a place heroes are born. Now add to that they did this mission after mission.



Me at the waist gun position on our flight to Nebraska.

I did get the honor and pleasure to listen to a flying Staff Sergeant a few years back. He was the one I wrote about that flew the L4 during the battle of the bulge and dismissed the fact that the ME262 that went after him wasn't really a big thing. In his opinion the fast jet-engine powered ME262 couldn't turn with the L4 and didn't have much of a chance. Also he felt if he was hit the L4 was covered in fabric and not a lot of damage would occur. Just another day at the office, right! Wait a minute, he was inside that fabric covering! It would be great at Oshkosh if we could hear from some of the gunners. At the Ankeny B17 day, one waist gunner with over 40 missions was there, but I missed talking to him as I was volunteering inside the B17 helping with tours. So they are out there, but as with all World War II veterans they are fading away quickly.

For AirVenture 2015 they plan to have a B52 on display. The last three bomber-to-fighter aerial victories made by an enlisted gunner were made from a B52 in the Vietnam War. I asked EAA if they could find one of these gunners to give a talk at the Warbirds area. I don't believe it will happen.

Although my Air Force career was very much subdued as compared to the life of an enlisted waist gunner during World War II, I am just a little more proud to be an enlisted man. I salute all those who served with strips on their shoulders no matter what you did. God Bless America!

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



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# CALENDAR

June 9	5 - 8 pm	Vinton Airport	Tuesday Night Grill-Out
June 12-14		Waterloo Airport	B-17 Tour
June 14	7 am - Noon	Denison Municipal	Flight Breakfast
June 14	7 - 11 am	Spencer Municipal	Flight Breakfast
June 21	7 - 10 & 10:30 - 12	Clarinda Municipal	Fly-in then Airshow
June 21	7 am - Noon	Maquoketa Municipal	Fly-in Breakfast
June 21	7:30 - 12:30	Eagle Grove Municipal	Fly-in Breakfast
June 23	5 - 8 pm	Independence Airport	Tuesday Night Grill-Out
June 28	6 am - Noon	Marion Airport	Fly-in Breakfast
June 28	8 - 11 am	Red Oak Municipal	Fly-in Breakfast
July 4	7 - 11 am	Atlantic Municipal	Fly-in Breakfast / Fireworks at dusk
July 4	7 - 10 am	Corning Municipal	Flight Breakfast
July 4	7 - 11 am	Estherville Municipal	Fly-in Breakfast
July 4		Iowa Falls Municipal	Fly-in Breakfast
July 5	7 - 12:30	Emmetsburg Municipal	Fly-in Breakfast
July 7	5 - 8 pm	Vinton Airport	Tuesday Night Grill-Out
July 19	7 - 11 am	Forest City Municipal	Flight Breakfast
July 20 - 26		Oshkosh Wisconsin	EAA AirVenture
July 21	5 - 8 pm	Independence Airport	Tuesday Night Grill-Out
July 24 - Aug 1		Indianola Balloon Field	National Balloon Classic
July 25, 26		Mason City Municipal	FLY - IOWA 2015

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](http://www.eaa.org/calendar)  
[www.FunPlacesToFly.com](http://www.FunPlacesToFly.com)  
[www.flyins.com](http://www.flyins.com)  
[www.socialflight.com](http://www.socialflight.com)

## Pella Fly-in

It was a great day for the Pella Tulip time fly-in. A few chapter 675 members attended and many airplanes were on display. The most unique being this AD-4N Skyraider with tail hook. The photo of Ray Robinson standing by his Emeraude else where in this newsletter, was also taken at Pella. The other two aircraft pictured here was a unique biplane made from a very modified Piper Colt...I think. It did NOT have an experimental sticker on it, so it's hard to figure. Saw the Mooney Mite too. Shame it has retractable gear, otherwise it would be a very fun Light Sport aircraft.

