



November 2014

	WHEN:	WHERE:	PROGRAM:
NOVEMBER MEETING	The 13th at 6:30 pm	GRIMES CONSERVATION CENTER	CHRISTMAS DINNER

WHAT'S FLYIN' THIS WAY !!!

The Chapter 675 Christmas Dinner will be held at the Grimes Farm and Conservation Center on Thursday, November 13th. If you have NOT contacted Paul Adams to put in your reservation, and want to come to the dinner, be prepared to bring your own food. OR be last in line. We have changed the menu up from the last few years and have been able to lower the price a bit. The meal will be \$12.00 a person. (YEAH! BBQ) Paul says we have a record number of 44 signed up for the dinner!

Doug Boyd likes to travel the world, and will present the program for the evening on one of his recent trips which took him to Peru in South America.

Note that we are starting at 6:30 pm and the calendars you ordered are in and are only \$8.00 this year, so don't forget to bring your money for those as well. Map to the Grimes Farm is on the next page.

See you there!

WHAT FLEW BY !!!

Our last meeting for the year at the airport started out with walking the ditch. A good crew showed up and had it done in no time.

October seems to be a good time to fire up the grill. Mostly to gather 'round it to stay warm on a cool evening, but as long as it's on, fix some flapjacks and sausage and lament the fact cold weather is coming.

A few of the Ditch Walkers who helped clean up trash along the airport road. There were others, but they scooted on over to the hangar to get the grill warmed up.



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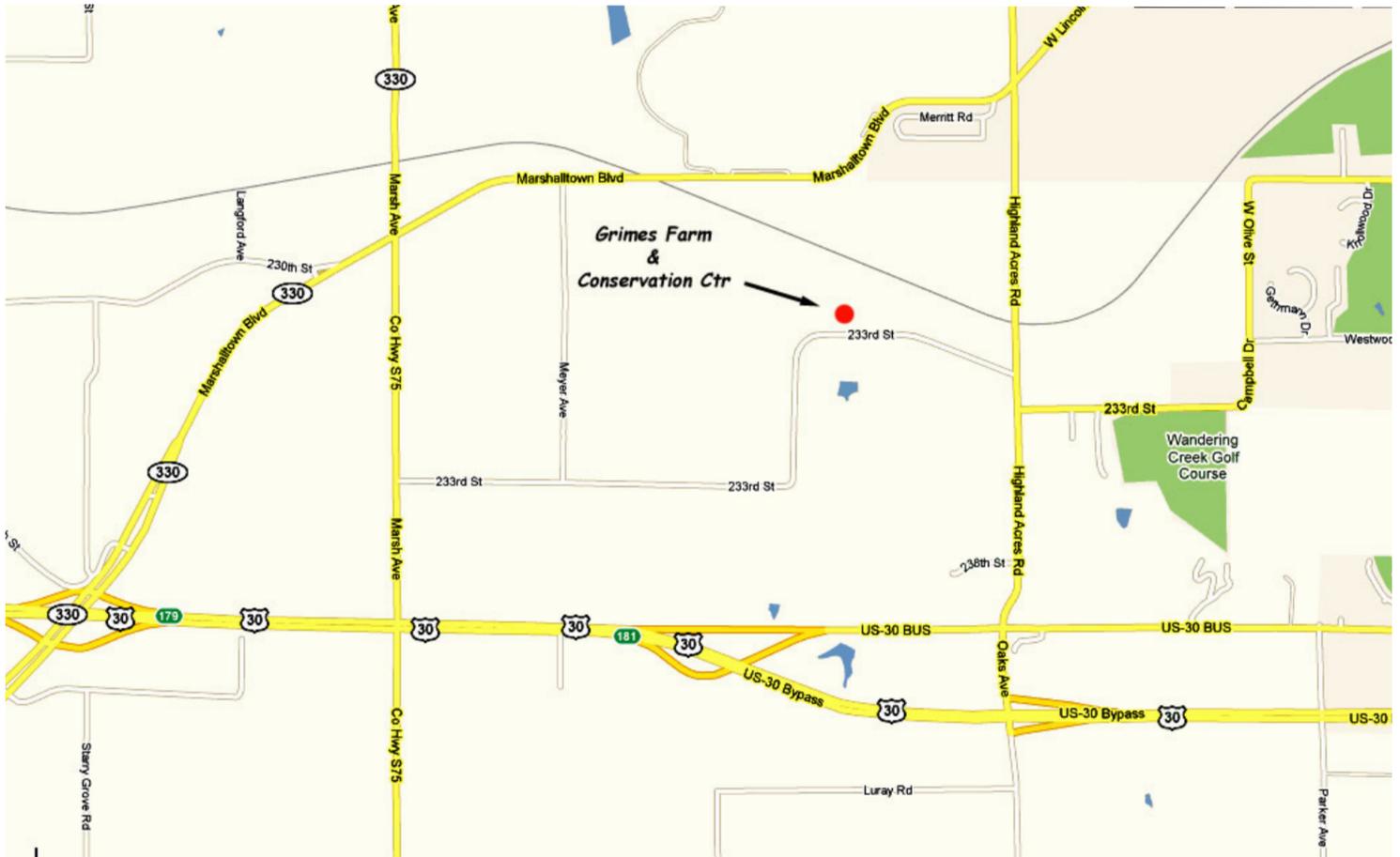
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MAP TO CHRISTMAS DINNER



MEMBER NEWS

Paul and Deanna Adams hosted 10 preschoolers for a short morning at the airport. Lots of energy and lots of fun. Future pilots every one of them.

One of the kids who came last year, remembered getting to sit in the Rans. This year she got in, reached for the headsets and put them on, next she opened the glove box and took out the keys! That's when I took over. A number of the kids didn't want to get out of the plane, they liked all the buttons. The pedal planes were a Big hit again as well!

Ashley Johnson, the preschool instructor who brought them said,

"Thank you both so much for the fun at the airport today! The kids were just buzzing when they came back sooo excited about their adventures!

"I really appreciate the time you have set aside for us and the prep that goes into it! We love this trip!

"Here is a video again- this had the same outline as last years as it was so fitting!"

<http://youtu.be/Qv7ypG9IOZA>



A Machine called Rumpler

As I have mentioned before, there are many ways to enjoy aviation including flying, building, sharing, reading etc. One of my favorite past times is reading about aviation. Recently while doing some reading I had one of those moments and it centered around a new word, "Rumpler". As I was reading, this word came forward and it caused me to pause. Not knowing the word, my mind began to wonder, which it does do from time to time. The word Rumpler conjured up in my mind a machine that made rumps. This of course caused a smile and a chuckle, something I do a lot in life. If you think about it, a toaster makes toast. A fogger makes fog. So a Rumpler should make rumps, correct? Some people think my mind is toasted, maybe smelling to much MEK while covering, or my mind is in a fog, but really doesn't the word "Rumpler" sound like a machine that makes "rumps"? I can just see someone specifying the design of their anatomy. Envision a machine, similar to a vending machine with buttons, and you select your bodies features. When it comes to rumps, one choice may be "buns of steel", or one may be "lead in your britches". A clumsy specifier may hit the wrong button and instead of getting some nice 4130 steel buns he winds up with lead and a resulting weight and balance problem. I think I've seen it happen. What a surprise that would be. I am digressing, so back to the Rumpler. Actually a Rumpler is an airplane of the WWI vintage.



The German Rumpler was designed by Dr Edmond Rumpler. It was a two place, pilot and observer, aircraft used primarily for reconnaissance although it could carry 200 pounds of bombs. It had two machine guns, one firing forward with an interrupter gear and one for the observer mounted on a ring. It was powered by a 260 horse power Mercedes engine that propelled it through the air at 107 miles per hour and to an altitude of 21,000 feet. It had an endurance of 3 1/2 to 4 hours. This was considered excellent performance for the day and the aircraft flew until the end of the war which speaks to its capability. It was a large aircraft at 27 feet 7 inches long, a wing span of 41 feet 6 1/2 inches and a height of 10 feet 8 inches. Weight wise it was 2376 pounds empty with a gross of 3366 pounds. When I first looked up the specs on the Rumpler one of the first things noted was the designer, Dr Rumpler, designed three tails for the aircraft. Now if you are not at least smiling at that one, get a life. Now think about it, an airplane designed by a RUMPLer and called a RUMPLer has three "TAILS"! No wonder in the picture it looks like it is "squatting" on its gear a little! You would be too if you were configured to support three tails! Ain't aviation fun!

FOGz Newz

Our former defacto leader, Dave Cheung, flew back to Iowa commercially to pick up his RV-6 and fly it home. It was the longest cross country trip he had taken. We will have a full write up on his trip in the next issue of the newsletter.

Ed Boehm has picked up the mantle of sending out a FOGz breakfast flight reminder each week. He has made it easy on himself by sending out a regular rotating schedule of destinations, and all he has to do is send out a reminder every Monday. Occasionally he will add a photo of past flights, or some other interesting tidbit. No one can beat Dave C's stories, so Ed isn't going to try and match that. If you would like to be on the list to receive FOGz messages/destinations, contact Ed at e.boehm@mchsi.com

Below are a couple of neat photos taken during FOGz trips to recent destinations. Top photo is of Garry Brandenburg in his Cessna 172 on the way to Sully in October, and the bottom photo is Mike Hargrave taking off from Sully in his Cygnet.

