



**September 2017**

	WHEN:	WHERE:	PROGRAM:
<b>SEPTEMBER MEETING</b>	<b>Thurs. the 14th ~6:30 pm</b>	<b>Marshalltown Airport East Hangars</b>	<b>BYOF &amp; FLY-IN PLANS</b>

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

Our next meeting will be our last chance before the KMIW fly-in to go over our chapter duties to make sure the fly-in is another big success. If you have a plane or project to display (the more the better), please be at the meeting so we can confirm times and places. All other members are encouraged to attend as volunteers to help serve, bus, arrange and generally speak favorably and answer questions about the EAA and the Marshalltown airport.

Chad Nablo has "volunteered" to be our Vice President while Lorin Miller is in Singapore, and since our Prez, Paul Adams, has more important things to do (like working on the B-25 in Oshkosh) that weekend, Chad will be leading the meeting on Thursday. Chad also works at the airport so he has all the skinny on what will happen on Saturday at the fly-in.

Of course, it is also possible this will be the last meeting at the airport for the year, so naturally, it should involve food. So in line with the FOGz and the BYOB (Bring Your Own Breakfast) groups, we are going to have a BYOF meeting. That is, -Bring Your Own Food- if you want. No grill will be available or, at least, guaranteed, so if you bring something raw, that's the way you eat it. Otherwise, come early and do some flying!

## WHAT FLEW BY !!!

Ice cream brings 'em in! Wow. What a great crowd we had for our annual ice cream social. There was enough ice cream for everyone, plus a great table of other sweet goodies. The sun was shining and the temperature just warm enough to give the ice cream a reason for being cold.

Thanks to all who supplied ice cream, sweets, tables, etc. and especially thanks to nearly 40 people who enjoyed each other's company.



**The Ice Cream!**

**The People**



**The Sweets**



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# CALENDAR

Sept 9	7am-11am	Knoxville Muni	Fly-in Breakfast
Sept 10	6:30am-Noon	Carroll Muni	Flight Breakfast
Sept 10	8am-Noon	Dubuque Regional	EAA 327 Fly-in Breakfast
<b>Sept 14</b>	<b>7pm</b>	<b>Marshalltown Muni</b>	<b>Chapter 675 Meeting</b>
Sept 15-17		Creston Muni	SW Iowa Balloon Days
<b>Sept 16</b>	<b>7am-11am</b>	<b>Marshalltown Municipal</b>	<b>Fly-in Breakfast and Open House</b>
Sept 23	6am-11am	Grinnell Regional	Fly-in Breakfast
Oct 7	8am-Noon	Waterloo Muni	Fly-in Breakfast
Oct 14	7am-2pm	Winterset Muni	Covered Bridge Festival Fly-in



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## The Total Eclipse

You have probably seen many photos like the one below, however, you have not seen one taken by your newsletter editor...now you have.



Below is a photo of the ADS-B on a moving map taken by a pilot near Atlanta, Ga. shortly after the eclipse. ATC had their hands full with everyone leaving at the same time. *Scary!*



## Guadalcanal – Spike Conzett

By Paul Adams



*Above is the Big E, the Enterprise.*

As most of you must know by now, I really enjoy reading. Of course, with my interest in flying, one thing I read a lot about is just that, flying. I find books about all sorts of flying.

Sometimes I am given a book to read. Recently Doug Boyd gave me a book to read and in doing so he mentioned he really wanted this book back. I figured it must be good and couldn't wait to start reading it. As I read it, I quickly learned why Doug wanted it back. The book is titled "Then There Was One". It's a story about the carrier Enterprise during the first year of World War Two in the Pacific. To set the background, during the first year of WWII in the Pacific, the US was out numbered and ill prepared for the task ahead; victory over a very well prepared oppressive Japan. We were short of carriers and the Enterprise, or as it was called then, the Big E, was extremely busy. In fact the Big E was in all but one of the major battles during the entire war. The battle for Guadalcanal was supported by the Big E. The battle did not go as planned because of the shortage of American fleet and some very aggressive actions by the Japanese. In short Guadalcanal was important to both sides. As the battle started, the Big E launched its planes. Eleven of these planes during the sea action did not have enough fuel to return to the Enterprise and were instructed to land at Henderson Field, the Japanese built airbase now in the hands of the US. In fact Henderson field was the all important air base that both sides wanted. The Japanese sea armada had earlier interrupted the unloading of materials and there was a great shortage

of support and war making supplies, including aircraft. Thus the eleven bombers from the Enterprise were asked to stay and stay they did. As the story In the book unfolds, my interest is further spiked because two of the eleven flyers are from Iowa. I see the potential for an article. Next I read other stories and before I realize it, I have come up with a series of five articles. The story below is the first of these five.

To set the scene for this story, the eleven bomber pilots have been flying daily missions in support of the Marines in and around Henderson field. When on the ground, along with the the Marines, the pilots are continually bombed by enemy ships and planes. The story starts as the field is being bombarded by Japanese ships and several of the Big E bomber pilots launch. One of these pilots is a young man from Iowa, Spike Conzett from Davenport. As to not error in telling the story, below I present this one mission of many for Spike as the story was written in the book.

Photo # NH 95553 Scouting Squadron Five pilots & radiomen, on USS Enterprise, July 1942



**The above picture is the scouting squadron from the Enterprise from which the eleven pilots who were diverted to Guadalcanal were assigned.**

Several pilots managed to get their planes into the air, including Conzett who took off with Major Brown of the Marines to bomb and strafe the Japanese ships. But clouds settled quickly and the ceiling dropped to zero. Brown and Conzett flew low, not more than 750 feet, over the Jap warships without seeing them. When they were overhead the Japs suddenly opened up. Spike Conzett heard the shell whack as it hit the floor board and then settle in the back of the leg and lodge in his shin bone. A Jap 20-mm shell makes a hole big enough to ram three fingers through. Even then, Conzett managed to pull off and make his escape. But flying through the heavy clouds, together with his loss of blood, befuddled Spike. He went out a long distance in the soup and then tried to work back to Henderson Field. But every time he tried to come back the Japs opened up.

“Then I got scared” he said. “After three times my nerve left me. I knew I was losing blood. But finally it came to me that

I’d better get altitude. I don’t know why it didn’t come to me before. When I got to 8000 feet, a 5-inch Jap shell burst near me and my plane went into a spin.” This might have been the end of spike’s story but the fellow kept his head.

He recovered, and by pulling his head into the cockpit and flying by instruments alone, he came out of the spin and down on the other side of Guadalcanal. His plight there was equally bad, completely separated from the field and wounded. Lost, Spike flew almost an hour trying to figure his position. Then just before the field men decided to black out, Spike saw the lights. As he approached, jeep drivers turned on headlights and Conzett brought his ship in and was then lifted out of his plane.



**Above is Spike Conzett, originally from Davenport, Iowa.**

Spike Conzett flew many more missions over Guadalcanal in support of the American Marines. And as history has been told, the battle for Guadalcanal was won. Won, might I add, by the help of a very brave Iowan, Spike Conzett.

**Fourth Annual Open House**

# **Marshalltown Municipal Airport**

## **Fly-in Pancake Breakfast**

*pancakes • sausage • orange juice • coffee*



*Photo by Garry Brandenburg*

**KMIW**  
**Unicom 122.80**  
**AWOS 128.32**

**7:00-11:00 am**

**Saturday, September 16, 2017**

**Pancake Breakfast • Adults \$7 • Children Under 10 \$3 • PIC FREE**

**Airplanes, Project Aircraft, Crop Dusters, Classic Cars, RC Airplanes  
Drive Ins Welcome**

*Five miles North of Marshalltown on Hwy 14 (Airport is just West of Hwy 14 on 170th Street)*

*brought to you by:*

**Matins Kiwanis Club • Marshalltown Aviation • Marshalltown EAA Chapter 675**

