

**A Higher Call, An Incredible True Story of Combat and Chivalry, A Book Report**

December 20th, 1943 turned out to be a very bad day for Charlie Brown and the aircrew in their B17 "Ye Olde Pub" flying with the 379th group over Oldenburg, Germany. Their plane had been badly shot up losing one engine, a second stuck at mid-throttle, with half their horizontal stabilizer, and a good part of their rudder missing. Several crew members had been killed. Others badly injured. They were quickly losing altitude and there was no way they could keep up with the bomber stream. They were a straggler. An easy target. After a gut wrenching spin, Charlie was able to regain control just above the ground, and headed north. But between The Pub and the safety of the north sea lay a line of Germany anti-aircraft guns...

Nearby at the airfield in Jever, Germany, fighter ace Franz Stigler had just landed to refuel and rearm his BF-109. He wanted to head back up into the fray. He'd already shot down one B17 that day. At the airfield, Franz and the others watched their mouths agape as The Pub skirted the base at near ground level and disappeared behind the trees. Franz hopped into his plane, pushed the throttle open and took off for what appeared to be an easy kill...

Moments later behind The Pub, Franz's '109 first appeared as a small black spec raising above the forests. Then Franz began what appeared to be his attack run. But before firing Franz could see that the tail gunner in the B17 had been killed, and soon realized the other guns were silenced too. This large bomber was a sitting duck.

Franz had seen planes shot to pieces, but he had never seen anything like this. Every foot of the bomber's metal had silver holes. Instead of shooting, he nudged the throttle open a little and flew up the bomber's right side. He saw the waist gun was missing, the top turret empty, the radio room blow apart. Then something clicked in Franz's soul...

Franz knew the anti-aircraft guns along the coast would easily bring down the B17, but he also knew they wouldn't fire with the '109 hugging so close. Instead of shooting he held his position as the American bomber and German '109 flew formation out over the north sea. The ground guns remaining silent. Once clear of the German coast, the B17 swung west, toward England. Neither Franz nor Charlie Brown had any hope The Pub could limp the several hours back to East Anglia. Franz swung the '109 up over the B17 for a clear view of pilot Charlie Brown, and started pointing to their right, to the safety of neutral Sweden, much closer than England. The Pub continued on course. Franz kept signaling while the B17 struggled west. Finally growing short of fuel, Franz gave a smart salute to the brave B17 pilot, and crew then slowly turned southeast back to Germany his guns unused.

Forty-seven years later...

On June 21st, 1990 in Seattle, Washington, former B17 pilot Charlie Brown steps out of the elevator in the lobby of the Embassy Hotel, walks over and hugs '109 pilot Franz Stigler. The two warriors finally meet on the ground, face to face.

The Higher Call is the excellent tale of two aviators and two air forces in the grips of World War II. It is the story of Charlie Brown's and Franz Stigler's different paths and the unbelievable circumstances which brought about their two meetings, one over Germany in 1943, the other forty-seven years later. The book also gives a detailed look at a German fighter pilot's life and experiences during World War II.

I feel The Higher Call is a must read for aviation and World War II enthusiasts.

BAS MEETING MINUTES HOBBY TOWN USA LONGMONT CO 1/9/2013

Meeting called to order by **PRESIDENT** David Goodnow at 6:31pm with 19 members present. David made a motion with a second by Al Coelho to accept the minutes as they appeared in the last newsletter. Augie Bruno made one exception to the minutes Peter Mitlen was listed as a new member in the minutes which was incorrect. Correction noted Motion voted and passed.

TREASURE REPORT-- Treasure Dean Ehn gave a detailed report of the club finances.

1ST VICE PRESIDENT REPORT--1st Vice President Augie Bruno reported the club has a total of 53 members with 15 members also belonging to the float fly group. Augie stated the combination of the gate lock will be changed February 1st. Joe Sherran will purchase a new lock for the gate before February 1st.

2ND VICE PRESIDENT REPORT-- 2ND Vice President Joe Sherran stated no new safety problems at the field.

OLD BUSINESS-- Ken Miller brought up for discussion what members should do when a non AMA member fly at the field. After much discussion David said he would talk to Matt Claussen from the Parks and Recreation for the city of Boulder on what action we should take when a non AMA member wants to fly or is flying at the field.

NEW BUSINESS--David proposed this coming summer to have the runway repaired with a new top seal. He stated the cost would be approximately \$2880.00. He will bring this project up for action later this year. Drawing was held for the \$20.00 gift certificate with Dean Chandler being the winner. Motion by Joe Sherran with a second to the motion by Dean Ehn to adjourn the meeting. Motion voted and passed.

Respectfully Submitted Rudy Glick.

Fixing the Servo Jitters

If your high performance servos develop centering jitters, try greasing the gears inside with ceramic grease. Gears that lack grease will have excess slop, which can increase servo jitters

Window Blind Alignment

Window blinds can make a great wing alignment reference station. When building an airplane, set up your fuselage on the wing, with the wings parallel to the slats on the window blinds. Using the window blind slats above, you can eyeball if your stabilizer is parallel, or if you need to do some additional fitting.

It's time to think about renewing your membership for 2013. Rates will be the same as for 2012 and the details (and membership application) can be found on the Club website. Please remember to include evidence of your 2013 AMA membership along with your application.

The combination on the field locks have been changed . The new combination will be on the back of your 2013 ID card. Don't be locked out in the cold.

**Augie B.
VP/Membership**

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Wing Tote Solution

If you use a wing bag to store wings, and your wing tube pocket is deeper than the length of the wingtube, make a spacer out of a block of styrofoam, and tuck it into the wingtube pouch. The spacer will keep your wingtube from falling deep inside the pouch. Now you don't have to shake it out of the wing bag

Cutting Covering

When you're assembling an ARF, there are areas where you have to cut away the covering material to expose the wood below for gluing. If you use a knife, you run the risk of scoring the wood below the covering material. This is not a good thing because you severely weaken the wood structure when it gets scored with a knife. The way to avoid this is to use a small soldering iron with a screwdriver tip. It will melt the material and not damage the wood at all. You can also use this method to trim away the covering at the stabilizer slots, aileron servo holes, and anywhere else you need to remove some covering.

Removing Thread Locked Screws

Metal screws secured with thread locking glue (Loctite) can be removed easily if you first heat the screw with the tip of a soldering iron.

Members Birthdays February 2013

Dean Chandler

Charles Armantrout

Rudy Furman

Jerry Hahn

Jim Asbury

Don Blanchard

Jim Smith

BAS Meeting, Hobby Town Longmont Colorado 6:30 pm February 13th, 2013

A chance to win a \$20.00 Gift Card to Hobby Town will be given away in a drawing for all members attending the meeting.

See Web Page for Event Listings, Media Gallery, Local Weather Stations, Classifieds, Member List, Club Officers, Newsletters and Youth Training Program.

www.boulderaero.org