



March 2020

	WHEN:	WHERE:	PROGRAM:
MARCH MEETING	THURSDAY the 12th 7 PM	KMIW FBO TERMINAL	50TH ANNIVERSARY VIDEO

WHAT'S FLYIN' THIS WAY !!!

Our next meeting this coming Thursday will feature the EAA 50th Anniversary video. We will also find out what plans members have for the fantastic summer flying season that is almost upon us!

We will have our pre-meeting gathering at Taco Johns at 6 pm.

Hope to see everyone there!

WHAT FLEW BY !!!

Quite a lot has happened in the past 30 days.

First, our meeting on the 13th had Bruce Grumstrup and Paul Adams going back and forth with their excitement about getting their first ride in the EAA's B-25, Berlin Express. As you probably have heard, they were a couple of the top dogs doing the restoration of the bomber the past few years.

Then, of course, they had to find another reason to go to Oshkosh and that report is later on in this newsletter.

We had our first chapter "Field Trip" on a beautiful Leap Day by going down to Camp Dodge in Johnston to visit the Iowa Gold Star Military Museum. If you have never been there, it is well worth the trip. We spent about an hour and a half to two hours walking through the indoor displays, but as we were getting ready to leave, we found they had a large number of military vehicles located outside. We were on our way to Smokey D's BBQ for lunch, so we just took a couple of quick photos as we drove by. It will require another visit to see the outdoor displays as well as seeing what's new. They are constantly adding new features. They were in the middle of building a Desert Storm diorama. Most all the featured displays were historically relevant to Iowa. From the civil war through every war and conflict since, it was amazing the role Iowans had in defending our country. A few photos are featured in this newsletter, but I will try and get a lot more photos on the website and Facebook pages soon.

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CALENDAR

Thursday, Mar 12th
EAA Chapter 675 Meeting
KMIW Terminal

Sun'N Fun 2020
Mar 31, 2020 - Apr 5, 2020

Saturday, April 4
Greenfield Municipal Airport (GFZ)
Iowa Aviation Museum
Chilli Fly-In
11 a.m. - 2 p.m.
641-343-7184 (Greg Schildberg)
Email: aviation@iowatelecom.net
Website: www.flyingmuseum.com

Thursday, April 9th
EAA Chapter 675 Meeting
KMIW Terminal

Saturday, April 25
Grinnell Regional Airport (GGI)
Fly-in breakfast/Grand Reopening
6 a.m. to 11 a.m.
641-236-8007 (Ron Lowry)
Email: lowrymotorsports@iowatelecom.net
Website: www.facebook.com/Grinnell-Optimist-Club-118924961513194/

Sunday, April 26
Dubuque Regional Airport (DBQ)
UD Flight Team Fly-in Breakfast
8 a.m. to noon
Email: kmeyers@dbq.edu

Saturday, May 9
Boone Municipal Airport (BNW)
Fly-in breakfast
7 a.m. - 11 a.m.
Pilots-in-command free
515-291-5094 (Dale Farnham)
Email: defarnham@msn.com
Website: www.farnhamaviation.com

Airventure Oshkosh 2020
Jul 20, 2020 - Sun, Jul 26, 2020

Fly Iowa
Ames Municipal Airport
August 8th, 2020

Visit your Chapter 675 website!
www.eaa675.org

Member News

Hopefully by the time you receive this newsletter you will have been able to pull the airplane out and get some good air under the wings. Seems either the cold, the wind or the snow or rain happens Every. Single. DAY!

But, I know you are working on your annual condition inspections and drooling over the next perfect day to get flying.

One thing that was in the news recently is that there may be a real oil price war about to develop. That means possibly really cheap gas for flying pretty soon. We can only hope. Maybe by Oshkosh it will be cheaper to fly than drive! (I know it will be for me).

Another bit of news is that the FAA is modernizing the way that NOTAMS are produced and made available. This might be a good subject to talk about at a future meeting.

If you have something that would be of value to our members, send them to me at coreybutcher@eaa675.org

Oh, and by the way, the Voisin has new brakes, tires and repacked bearings. Still just need to get the engine rebuilt.

Name THIS Plane

Two photos of the same type airplane are below. It was made of wood and 45 of them were built back in the '30's. It was 17.5 foot long and had a 24' wingspan. It could top out at 140mph on 75hp. Weighed just under 1000lbs gross. As a greater challenge, name the radial engine it is powered by in the photos. Notice it has a redrive.

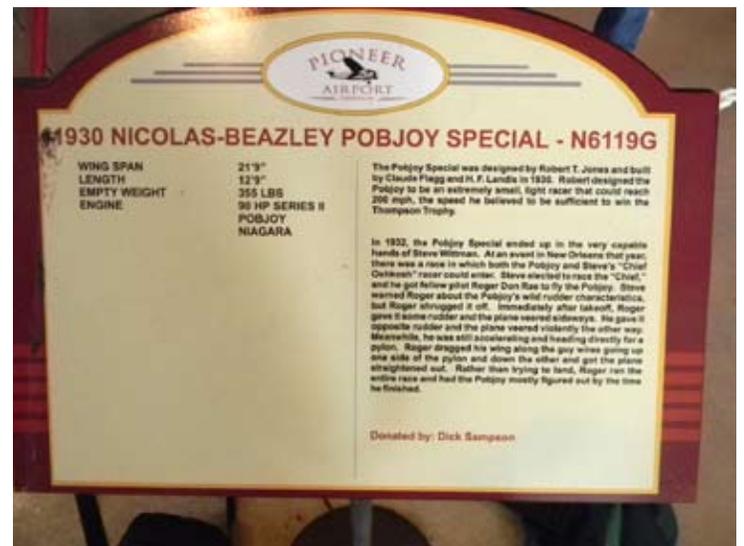


VOLUNTEERING AT ITS BEST

Bruce and my volunteering in Oshkosh was initiated by the B25 project. And as many of you have heard or read, it was a lot of fun for us both as we got very committed to it. Also, if you have read some of my previous articles, you might remember there were times that we did other things than work on the B25. In earlier times we would work on other in-house projects because maybe the paint was drying. Or, there was such a large group that we could help out the Weeks permanent team by working in other areas other than the B25. For example, going to the museum and airing up tires on the display aircraft. As time went on the B25 project came to an end, which means it was flying. But we continued to go. We went for more than one reason. One compelling reason was the friendships we had made over the years; we simply enjoyed getting together with our new friends. Another reason to go was to simply volunteer at an organization that had treated us so kindly. And not the least of which the work was always interesting. Recently we had an extra special outing.

We showed up as usual and went to dinner with the group. Early the next morning after a group breakfast, we met at the Weeks hangar to see what work needed to be done. The assignment for the next four days was to pickle all, repeat all, the engines on the aircraft and the display engines in the museum. This was to happen both at the Pioneer airport and the main museum. We collected some tools and off we went. We broke up into teams and first headed to the Pioneer airport. Now let this sink in. We were going to get to work on this vast collection of aircraft in one of the best airplane museums going which spanned 80 plus years of flying from its infancy to present day. Commercially built aircraft through a unique collection of homebuilts.

Next was a Nicolas Beazley Pobjoy Special. You say what?? I have included a shot of the write up to explain.



How about an OX5 powered Pheasant for Bruce.



Day one started in the Wittman hanger at the Pioneer airport. Here are the ones I worked on. First Steve Wittman's "Witt's V". A Volkswagen powered small racer, right down my alley.



Going back to the start of aviation I did a Wright model B. Although a replica it did feel like the real thing. Easy for this cute little body to get caught in all those wires.



How about a Rearwin, a Consolidated, a Monocoupe, a Great Lakes, a little Taylor E2 and its younger brother a J3, one like I have actually flown.



It was extra fun for me to work on a Kinner. This one, instead of being on a Meyers OTW like I have flown, was on a Kreider Reisner KR 21-B, a 1930 version.



One of the aircraft that brought home a recent surprise was the Harlow. My wife gives me an airplane Christmas ornament every year, I have a collection of 25. Two years ago it was the Harlow, and the Hallmark modeler that sculpted it used the Harlow from the EAA museum. Now here I am working on it.





Moving to the next two buildings brought some airplanes I was familiar with from my days going to the Antique Aircraft Association fly-ins in Blakesburg.

The Bucker Jungmeister and one of my favorites that actually gets flown in to Blakesburg from the west coast, a Ryan SCW. beautiful, simply beautiful. Worth two pictures



It was a long day. But we covered quite a few years of aviation. And these are just the ones I worked on except for Bruce's Pheasant. The rest of the team did many others. We were picking the engines, I would hate to think of how many spark plugs we removed and replaced. That nights dinner and sleep were good ones.

The next day was the main museum. Again lots of older planes and then to some homebuilts



A homebuilt Baby Ace on floats,



a Fairchild with its floats near by,



a naked Jenny,

a very tall Stearman,



one of Paul Poberezny's a Pober Sport used to promote EAA through out the USA,



and one of the world's smallest (yep someone else did the large gyrocopter , Miss Champion, in the background of this photo). How about that for a mixture of flying machines. And there were others, but this article is getting to long.



Again a long day but filled with a lot of variation. More dinner and a really really good sleep. Oh yea, some fun talk of the days events and aviation stuff.

The next day was the big iron. And the boys at play. I started with the Corsair. Now we are really talking big and tall.



The next was the P38. Two engines to pickle plus some cockpit time. We just had to do it. Also, while sitting in the P38 cockpit a Messerschmitt BF109 passed my gun site and I flamed him. Great shot since in the picture you can see that my port engine was shut off. And I did that using the P38's yoke instead of a stick, Kelly what were you thinking? I finished off my day by working on the XP51, the prototype to the famous P51. The B17's with their P51 escorts were the scourge of the Nazis. Herman Goring's comment that "his name would be Meyer" if the Allies ever had bombers much less bombers with fighter support over Berlin. Wonder if anyone ever did call him "Meyer". Now that's working on a piece of history. Actually the second time I worked on that airplane but that's another story. Forgot to take a picture. But found one on the internet. An interesting sideline was when people walked by they would ask us questions as if we worked there. A women and her young son stopped to watch us work on the P38. Their look got to me so I invited them both over the fence and up the ladder to look in the cockpit. Priceless.



Now here is some EAA trivia. First you may wonder why they need to pickle the engines. Most of EAA's museum airplanes are kept very close to flying condition, thus they re-preserve the engines occasionally. Take the Corsair.

EAA's head of the Weeks hanger, John Hopkins, in his earlier years did the restoration on the Corsair. It flew some after the restoration then went to the museum. It could fly again with minimal work. John Hopkins also restored the P38. It never flew, so EAA's P38 is a "freshly" restored aircraft that occasionally gets serviced as in pickling the engine. As we opened it up we noticed the P38 was really pristine as with the Corsair.





How many times have you been to a museum or outing where you were allowed to look but, heaven forbid, not touch. Here we were across the pedestrian guard not only touching but removing parts and letting the internal fluids of these machines wash across our skins and drip on our clothes. Up close and personal I call that. Now if you can imagine, we had 6 teams working on other aircraft doing more besides of what you see here. An estimate is we pickled well over 90 engines. And while doing that, had fun and some awesome comradery.



Bruce and I had to leave a day early, but shucks, what fun! The fourth day they actually worked on a WWI Sopwith Camel!

As you can see, it was a fun filled three days for Bruce and I. Where else can you have the opportunity to do what we did. EAA is truly an amazing organization. Thanks EAA!!

Gold Star Museum Field Trip

