



April 2019

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	WHEN:	WHERE:	PROGRAM:
APRIL MEETING	THURSDAY the 11th 7:00 PM	KMIW AIRPORT TERMINAL	TBD

WHAT'S FLYIN' THIS WAY !!!

As most of you know, our yearly schedule is planned in December and many things can happen to dictate changes to a perfect plan. This month's meeting is tentatively Chad Nablo doing a talk on Citation Jet Simulator training. There is a very good chance he won't make it, so in case he does not, we have alternatively planned on some Deluxe Project Reports. Corey Butcher, Les Risius, Lorin Miller, Robert Richtsmeier, Don Feld, Paul Adams, and Mike Maury will all be prepared to have a short presentation and/or show and tell about their current projects. Any one else who has a report will be welcome to chime in too.

Again, we will be meeting at the KMIW terminal beginning at 7 pm and will meet at Taco Johns for the pre-meeting face-stuffing around 6 pm.

Hope to see everyone there!

WHAT FLEW BY !!!

Our last meeting had an abrupt location change at the last minute because of flooding, making the airport an island and hard to get to. Hopefully all the bad weather is past and we won't have to worry about cold, snow, and floods.

We met in the basement of the Presbyterian church near downtown Marshalltown where Joe Latham spoke about his Vietnam Pilots Gathering held in Hanoi, Vietnam. The gathering included pilots from both sides and were all treated to great food and tours of the city. Some of the pilots had actually fought against each other, and as with most gatherings of this sort, memories were shared openly and cordially from friend and foe alike.



This photo was taken at the Hanoi banquet, where Joe Latham met Retired Senior Colonel Dong Van Song, the MiG-21 pilot who he shot down on 5 Nov 66, north west of Hanoi, after he and his flight leader attacked the EB-66 that Joe and his wingman were escorting. Van Song was credited with downing three US aircraft during the air war.

CALENDAR

Thursday, April 11

Independence Municipal Airport (IIB)
Grill-Out
4:30 p.m. 7 p.m.
PIC's eat free
319-777-9488 (P&N Flight & Charter)

Saturday, April 13

Dubuque Regional Airport (DBQ)
UD run/walk for human trafficking awareness
8 a.m.
Email: kdimmer@dbq.edu
Website: www.runsignup.com/humantrafficking

Saturday, April 13

Spencer Municipal Airport (SPW)
AOPA Rusty Pilot Program
9 a.m. – noon
Email: spencerairport@smunet.net

Saturday, April 13

Independence Municipal Airport (IIB)
Ribbon cutting/open house
Airport renaming: James H Connell Field
1 p.m. - 3 p.m.
319-243-9899 (Alyssa Connell)

Sunday, April 14

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

Saturday, April 27

Ames Municipal Airport (AMW)
Fly-in Breakfast
7 a.m. 11 a.m.
515-292-9056 (Nikki Kyle/Sarah Bauer)

Saturday, April 27

Marion Airport (C17)
Free Young Eagle flights
Ages 8-17
9 a.m. noon
EAA Chapter 33
Contact: Justin Cook
Email: YoungEaglesCoordinator@eaa33.org

Saturday, April 27

Perry Municipal Airport (PRO)
Tailwheel Fly-in
8 a.m. – 11 a.m.
PIC's and under age 5 eat free
515-465-3970 (Walter Aviation)
Email: office@walteraviation.com
Website: www.walteraviation.com

Saturday, May 4

Boone Municipal Airport (BNW)
Fly-in breakfast
7 a.m. – 11 a.m.
Pilots-in-command free
515-432-1018 (Dale Farnham)
Email: farnhamaviation@outlook.com
Website: www.farnhamaviation.com

Saturday, May 4

Pella Municipal Airport (PEA)
Tulip Time Flight Breakfast
7 a.m. – 10 a.m.
Shuttle available to Tulip Festival May 2nd, 3rd, and 4th
Pilot in command eats free
641-628-9393 (Shane Vande Voort)
Email: shane@flyclassicaviation.com
Website: www.pellahistorical.org/tulip-time

Thursday, May 9

EAA Chapter 675 Meeting
KMIW



Dan Adams 1956 Cessna 172 got some new fancy pants! Word is, he and Meagan really like this airplane as you can see in the photo below.



WOW!!!! What A B-25 Work Session!!!!

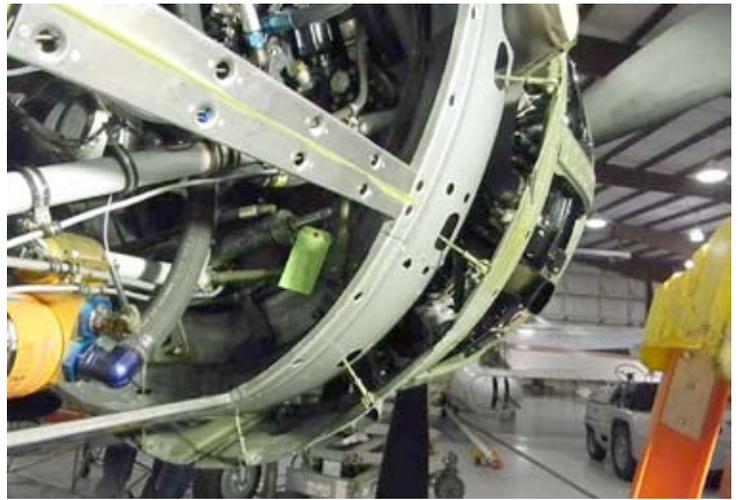
The March B-25 work session was not what I expected. We are getting close to the end of the restoration and some of us figured the work would slow down and we would be doing other activities to fill up the week. Not so! We all were busy with all sorts of projects. AND we got to RUN THE ENGINES!! My first job was to make some cables and install them and secure some wiring in the starboard engine accessory area. The cable connected the ground 12 volt electrical plug to the electrical box. I made up a number two wire and ran it from the wheel well to the engine accessory area. The trick was I had to lay backwards on the starboard main wheel to work in the wheel well area. Here's a pic. The white wire in the center is my installation.



Next was connecting it to a solenoid inside a junction box in the accessory section. From the pic below you can see it was a busy area to work in. The cable is one of the big white ones in the picture. Tidied up some other wires and the project was done.



Next came the cowl flaps. It seems we have been putting bolts and nuts in the cowl flap actuation system forever. Some more work had been done so they asked Bruce and John who is from Anoka to add some washers and finish up the cotter pins. Problem is there are a bunch of these. So since my first project was done I assisted with this one. In the pic below you can see some of the cowl flap segment and some of the actuation system that we were working on. The ones inside the shown area which you can't see were the tough ones.



Next was an inspection. The head mechanic at the Weeks hangar must inspect and sign off all work that has been performed no matter who did it. He was going through work orders that had been completed and did a visual inspection of the fuel system since we had made and put a lot of new hoses on which were located inside the wing. He found that two hose clamps were missing so I was asked to pull all the access covers that were needed to inspect the whole system. About eighteen covers in all. One thing nice was these are the covers we numbered earlier in the year so it was easy to reinstall them once the inspection was finished. By the way no more missing clamps were found. The first pic is the area under the wing where the covers were removed. The second is me sitting on top of the starboard wing removing a cover on top. It was a tough one.



My next project almost became a career. I was first asked to remove the desiccant plugs from both engines, 14 a side 28 in all, one per cylinder. The thing I didn't like was the type of desiccant plug. It was plastic with a cylindrical glass tube filled with desiccant and the tube was held on with a somewhat flimsy retainer. You put a socket over the plug to remove it and hoped you didn't knock the retainer off and spill the desiccant granules. If the granules go in the engine that was not a good thing. Got them out but did have a couple break but no gradualness in the engine. Since a lot of this work was on a ladder I put removed plugs in my pocket. Knocked the retainer off removing them from my pocket and ended up with a pocket of granules. After an inspection to make sure no rubber gaskets were left at each hole it was time to put the plugs in. If an aircraft plug is dropped due to the porcelain inside it must be thrown away. At \$75.00 a plug no pressure. Got them in no problem. So it was soon time to do the first engine run. Here's a pic of the plugs gapped and ready to go in on one engine.



After the plugs were in Ron and I were asked to secure some more wires. To do this we added some adel clamps and rerouted some wires. I caught a picture of Ron on the ladder trying to figure out how we were going to do this. It definitely took two people one on each side of the fire wall and some more ladder work.



The first engine run was exciting. It definitely was a long awaited event. To start this process while still in the hanger we pumped oil into each engine and checked for leaks and to see if we registered some pressure on the oil pressure gauges. To do this we needed to also turn the engine through. We had done this prior to me putting in the plugs.

All good so we moved outside. It was exciting for the team just to see it outside again and I might add it is completely painted. Fifty gallons of AV gas per side and we are ready for start.

Checked fuel flow to the port engine, all good. Checked fuel flow to the starboard engine, not so good. So we decided just to run the port engine. It started almost immediately and with a cheer from the team.



John the lead from the weeks hangar was in the cockpit doing the run up and gave us a down load of how it went. All gauges were working a good first run up. He turned to me and said it was slightly rough on one mag, so would I pull all the plugs and check them. I always wondered what it was

like to change the plugs on a double row radial, now I do. That happened the next day and my helper and I felt we were under a little pressure to get it done so we can have another try. Got it done in plenty of time including testing each plug in their plug tester. The only thing we saw was it was running a little rich. John said it was idling a little low and that might be the cause since it did idle for a fair amount of the time on the first run. Also we spent a fair amount of time chasing down some small leaks and tightening some fittings. Not bad for a radial however. Here's a pic of me happily changing spark plugs. The lower ones make you smile!



So back out for two engine runs. It turned out the no fuel flow problem was they had not opened the emergency fuel shut off valve for the starboard engine. First to turn the props through. I helped on the port engine and used my shoulder. Not a good idea, I still have a bruise.



Next the fuel flow check. Uhhhh, what's that running on the ground? My job was manning the fire extinguisher so I stood ready. Bruce and others go check, it's smoke oil! Turns out the smoke oil switch was wired backwards. So in the picture you can see a small puddle under the engine. But that's the reason you test. So the Starboard engine fires up for the first time. Then John fires up the port side and both engines are working together. John also closed and opened the bomb bay, the cowl flaps and lowered and raised the flaps. All good and she was holding pressure even after we pushed it back in the hangar. It was an excellent test. One big yelp from the happy team. And with the addition of the residual smoke oil we got a mini airshow for which we thanked them.



During the week we also had some fun together as a team. Dinner out the first night. Our leader, Kirk, has been good at finding us new fun places to eat.



That's the first pic. Next you will see us eating at the EAA Air Academy lodge and it is where we eat most of our meals, great food.



Afterwards on the third day some of us got some shot eye.



Also on Thursday night we went to the museum to listen to a speaker talk about his life as an Apache helicopter pilot



All in all a very busy week with some milestones met, a lot of good work and we had some fun.

If anyone would like to see some video of the B-25 engines being run and also some video of us turning them over in the hangar they can see this by going to Facebook and searching for EAA Chapter 237. There are four or five videos on their site. Thought you could add this to the newsletter.

Joe Latham, front and center, with a small group of ten former MiG pilots along with other US pilots later on in the trip to Vietman. This was taken in Ho Chi Minh City.



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