



February 2019

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WHEN:	WHERE:	PROGRAM:
FEBRUARY THURSDAY	KMIW	PIZZA
MEETING the 7th	AIRPORT	&
6:00 PM	TERMINAL	OSH VIDEO

WHAT'S FLYIN' THIS WAY !!!

Our next meeting will again be at the KMIW airport terminal where we will indulge in pizza and view the 2018 Air-Venture video. \$3 gets you all the pizza you can eat until it's gone. Soda pop is available in the building for a \$1 and coffee will be provided.



Note that our meeting time will begin at 6 pm since this will be supper for many. We would ask that if you know you can be there that you call or email Paul Adams at the links to the right so

we know how much pizza to get. It will be picked up on the way to the airport so it will be hot and tasty. Needless to say, no pre-meeting at TJ's.

2018 AirVenture was one of the busiest ever and with this outrageous cold weather we are having, the video will give us some warm weather to look forward to.

WHAT FLEW BY !!!

Adam Williams was our program leader at our last meeting and introduced 1st LT Kevin Anderson of the Des Moines Squadron, who did an excellent job describing all that the Civil Air Patrol is and does. They are much more than just the airplane parking kids we usually see at fly-ins. And do much more than Search and Rescue operations for the local authorities. Education in the multiple rolls of the CAP is much more intense than even the National Guard. To see all that they are about, visit <http://www.iawgcap.com/>



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MEMBER NEWS

Garry Brandenburg reports the following...

Sunday morning, 1-20-2019, the "snowhawk" was towed to its hangar after a big path was dug out. A leaf blower removed top surface snow. Bruce G could not get the plane to the hangar on Saturday 1-19-2019 due to unplowed hangar access. So he had to tie it down on the ramp for an over-night stay. Then the Wx brought new snow.



We dealt with the situation. Three people 'McGuivered' our talents and made it happen. The plane was at Waverly last week getting ADS-B transponder installed. Long story short, the plane is now clean and safe in its hangar.

Despite the cold weather, **Rich Richtsmeier** was able to get a couple coats of primer on the fuselage of his Nieuport 17.



Lorin Miller updates us on his Waix and Clipper...

Annual condition inspection on the Waix is completed. When weather clears up a little, I'll knock out my BFR and start flying again.

Clipper – floor panels are cleaned up, new felt glued on and ready for installation. Tailwheel (Scott 3-24B) is rebuilt, painted and ready for installation. Rudder pedal assembly, control stick assembly and battery box have been completely disassembled, media blasted, and ready for powder coating. Landing gear have been media blasted and are in process of being prepared for priming and new fabric installation.

Notable Iowans in Aviation

Few people are really aware of the importance that Iowa born natives or Iowa residents have had in the history of aviation. While there are many Iowan's that have made a significant impact in aviation, below is a short list of some of the more important ones. For a comprehensive list of individuals in the Iowa Aviation Hall of Fame, please visit this website:

www.flyingmuseum.com/hall-of-fame/

- 1) **John Livingston** – Born in Cedar Falls, Iowa. First place in 80 national air races during the 1920-30's. One of the most famous racing pilots in history.
- 2) **Don Luscombe** – Born in Iowa City, Iowa. Founder of Luscombe Aircraft. Co-designer of Monocoupe aircraft. First aircraft ride in a Voisin.
- 3) **Clayton Folkerts** – Born in Grundy County, Iowa. Primary designer of Monocoupe aircraft, a popular GA aircraft and racing plane of the 1920-30's.
- 4) **Clyde Cessna** – Born in Hawthorne, Iowa. Founder of Cessna Aircraft Corporation.
- 5) **Eugene Ely** – Born in Williamsburg, Iowa. First pilot to land an airplane on a ship in 1910.
- 6) **Amelia Earhart** (lived in Des Moines from 1908 – 1914, not born in Iowa). First woman to fly across Atlantic, lost during attempt to fly around the world.
- 7) **Arthur Collins** (lived in Iowa from 1916 – 1987, not born in Iowa). Key in development of aviation radio communications.
- 8) **Clarence Chamberlin** – Born in Dennison, Iowa. First pilot to fly a paying passenger across the Atlantic Ocean.
- 9) **Glenn Martin** – Born in Macksburg, Iowa. Founder of Martin Aircraft Company responsible for first "China Clipper" flying boat and B-26 of WW2 fame. Now part of Lockheed-Martin.
- 10) **Bert Kinner** - Born in Elberon (in Tama County), Iowa on December 16, 1882. Designer of the Kinner Radial series of engines and Kinner series of aircraft very popular during the 1920-30's. He also invented the folding wing concept which was copied and refined further for use on Navy aircraft carriers.

Time Spent With a "17" and a "25" by Paul Adams

The January Oshkosh work week was a busy one. We feel like we accomplished a lot and we are definitely getting closer. Plenty of work for all who attended and I believe the last count was 18 attendees. My week started with the B17.



The B17 was in for an 120 hour inspection, don't ask I don't know why a 120 hours. But this inspection is a very thorough look and maintenance event. My job on Wednesday was to work with two others and inspect and service the flap system. Fun but tiring. We had to work threw covers in the bottom of the wing and grease ten different jack shafts along with an inspection including an operational check. Some were easier then others but the safety wiring of the grease port screw was tricky at times as I had to work upside down through the access cover. Here's a poor shot of the work area on one of the easier ones.



The next pic is us working through the covers. Hard on our necks the next day we all had sore necks. No ladders though, so the knees were good.



The next three days was all work on the B25.. My work area was in the rear section and was centered around finishing up the addition of panels on the lower inside fuselage. Since passengers will be in this area, they wanted some panels covering some cables etc. As the job was explained it was also decided to have a glove box added below a window. We joked and said this was the "bar", a place for a nice libation and some glasses.



Here's a couple of shots of the rear area. It actually looks pretty nice and will probably be the nicest interior in a B25 complete with real leather seats.

So besides adding some more side panels we added some sill fillers so things wouldn't drop down behind the panels and get lost or jam something.



Next was the glove box. A fun project but much more detailed. Here it is under construction and then in the paint booth. I hope to install it in February.



Once we were finished making parts we were asked to make stencils and mark the parts and mark the fuselage as to where they were to be mounted.

Doing this when the panels come off for that "120" hour inspection they can easily be located for replacement. Here's a stencil in place for the glove box.



As you can see, many of the projects are team events. Therefore I cannot pass up the comment about one of the newbies, the painter. He painted a lot of stuff and it was his first work session. Turns out he worked at Emerson in Minnesota and new Bruce Grumstrup who was with me. He had built a Kitfox in the past.



And you ask where did the stencils come from, we made them. The Weeks hangar has a 1940's stencil machine much like the one used in WWII. Here's a pic, fun to do, along with



a pic of Bill Barnes the head stencil maker.

Once we had the stencil matching going and a role of tape and the paint we had some jobs to stencil other stuff around the aircraft, like the brake system accumulators. Maybe you can tell they are a little bigger than the ones in a standard Opel (who remembers the Opel?).



One thing about working in the back of the B25 it involved going up and down the ladder. So the neck finally felt better but the knees started talking to me.

On the final day I walked and crawled around and took some shots so you can see how the project is coming along. I don't know if you can tell from the pictures but it looks sharp. I really like the paint they added this week to the tail. They started laying out the stars and bars but didn't get them painted.





Some detail work is being done. A funny story from the detail work is John Hopkins, the man in charge of the Weeks hangar, had bought a flare gun to add to the project. He had stored the "gun" in his file cabinet until it was time to mount it behind the pilot seat which they did this week. Turns out someone saw it in the file cabinet and told the EAA Human Resources people that it was there. They called while he was in a meeting and asked to be taken off the speaker phone since John was having a meeting. They asked about the "gun" and he explained what it was. Problem solved, but funny. Along with that detail work here are some more pics of some of the work that's been done.





The long lead item continues to be the wiring. From these pics you can see work still needs to be done, but we hear it will fly in July.



The last picture is the bumper in the back to protect the plane if the pilot over rotates on take off. I was glad to see it installed. I made the metal template during the last trip so they could cut the hole in the bottom of the fuselage to mount this rather large "bumper".

One sad but nice thing that happened was Friday was the last day for one of the permanent A&P's at the Weeks hangar. Gerard was a great guy to work with and enjoyed having us there. He worked in the Weeks hangar for 30 years with the specialty of large aircraft and fabrication. He will be missed.



Save your money because we heard the plan is to have it flying out of Appleton with the B17 and hoping rides during AirVenture 2019!!

