



November 2018

WHEN:	WHERE:	PROGRAM:
NOVEMBER THURSDAY MEETING the 15th 6:30 PM	GRIMES FARM & CONSERVATION CENTER	ANNUAL CHRISTMAS DINNER

WHAT'S FLYIN' THIS WAY !!!

It's time for our annual Christmas Dinner (which we do in November to avoid as much snow as possible) and it is going to be a GREAT one! We have 50 signed up as of November 1st. The date is Thursday the 15th at the Grimes Farm and Conservation Center. You will probably receive this newsletter too late if you haven't already signed up, because the food, again from Haley's, is in the process of being ordered, but if you beg and hurry, you MIGHT be able to still put in a reservation by calling Paul at 641-753-6222. **ASAP!! And Please Note... Paul leaves for Oshkosh on Tuesday the 6th, so call now!**

Our program will be chapter member, Don Feld, speaking about a Medal of Honor presentation he attended. Don is a great speaker and I'm sure he will be very interesting.

If you need directions to the Conservation Center, just email me, Corey Butcher, and I will email you a map.

WHAT FLEW BY !!!

Our last meeting of the year at the airport was...a record of sorts. First, only 5 people showed up. Second, the meeting lasted about a half hour. Now, there were extenuating reasons for this record breaking meeting. We will blame the weather for most of it. And it gets dark earlier. And someone had a flat tire. And, and, and....but hey, we will make up for it at the Christmas Dinner!

Those who were there did talk about the buzz about EAA and FAA talking about changing the Light Sport aircraft parameters, specifically the speed and weights possibly being loosened a bit. Maybe aircraft up to 3600 lbs. gross and speeds up to 150 kts. It must be pointed out that EAA did pull it back a bit and did emphasize that they were still in the TALKING stage. However, they have been talking for nearly two years. So we will just have to wait and see what happens, but you can just imagine what kind of affect this could have to the LSA rules.

Also, we called on chapter members to help with ditch walking on the 20th, but only three folks showed up. Despite the wind that tried to take them to Tama County, Dave McCurry, Charles Kuhlman and Garry Brandenburg did the airport road ditch clean up. Yes, they found litter. Most of the litter patrol was via a super slow drive along the shoulder in Garry's truck as Dave and Charles observed from the truck window or tail gate. They accomplished the deed and it is done until spring 2019. Yeah! Thanks Guys!

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Member's Reports

After almost four decades (*that sure sounds like a long time*), **Les Risius** has scheduled the FSDO to come and inspect his Cavalier next week! He just had a few little things to do, like bleed the brakes, so he is pouring over every little thing to make sure the inspection goes well. So everyone raise your hands to the sky and ask for a problem free and smooth inspection for Les!

I haven't heard what **Ray Robinson's** status is, but he is on the list to be at the Christmas Dinner, so I assume he is doing well.

If anyone knows how **Ed Boehm** is doing, let us know. He doesn't reply to phone calls and emails and some are getting concerned for him. He was having a health problem in September of 2017 and we just want to know how he is doing.

Corey Butcher has 9 parts recovered on his Voisin, with just the four wing sections left to do. The air is getting cold, so the glue takes longer to dry, so things have slowed recently, but here are a couple photos...



The Lower Right Aileron for the Voisin (above) is ready for paint and the Horizontal Stabilizer is taped and ready. All four ailerons, the h. stabilizer, the rudder, the elevator and the lower center sections are covered. The upper center section is ready to cover and the four outer wing sections will be last to cover when above freezing temps allow.



Can you help? Looks like fun!

EAA Chapter Presidents,

On behalf of US pedal plane builders, I am reaching out to Midwestern EAA chapters for help in setting a new (unofficial) world record for the largest parade of pedal powered airplanes during Oshkosh AirVenture 2019.

During AirVenture 2018, PedalVenture set a world record for a parade of 28 toy pedal powered airplanes. In September the United Kingdom YES Flyers (Youth & Education Support) topped our record with 31. Now, we are looking for EAA chapters and individuals who can help bring the record back to the US. Why are we doing this? Two reasons. 1) Think of it as a pre-Young Eagles event to get kids 3-7 years old interested in aviation. 2) Bragging rights, we can't let the Brits have all the fun.

We're asking that you please bring this up at your next EAA chapter meeting. If your chapter or any chapter members have a pedal powered toy airplane, you are invited to participate in PedalVenture on July 24, 2019 during AirVenture. If your plane has a young pilot, even better! If you have a plane but no young pilot, no problem. Kids attending the airshow can register free for a drawing to fill empty cockpits during the parade. If your chapter or someone you know can help us with our record attempt, please feel free to forward this email and contact Rob Peterson at robdtw@gmail.com so we can have an idea of attendance size.

Below is a link to the event on our facebook page "Pedal Planes" and some photos and video of last year's parade.

Thank you,

Rob Peterson
EAA Chapter 333

Pedal Planes

<https://www.facebook.com/events/311922356269636/>

Parade video starts at 15:00

<https://www.youtube.com/watch?v=ulHhhO3rKNQ>

Getting Ready for Paint and then Some

The October B25 work session was another four day work period plus a day up and a day home. We made good progress But it feels like we have a lot to go. The remaining items left to do seem to take lots of man hours. But we knocked some of the list. Here's how it went.

We had about fourteen folks there this time. All sorts of projects were going on at the same time. I worked with a guy named Al on my first item which was to take some bolts out and turn them around. As many of you know aircraft bolts are to have the nuts placed on the bottom if they are vertically installed and to the rear if horizontally installed. There were some that needed changing in the cowl flap assembly. In the 1940's they didn't use lock nuts I learned this week. These bolts were all cotter pinned and cotter pinned in tight places. The work was some times done while standing on the floor, sometimes on a ladder. Some were done by the two of us together. For example on some the wrench turner, Al, couldn't see and I couldn't get my hands in to reach. So I told him what to do and he would try it without seeing what he was doing. Needless to say these bolts took a while. We "high fived" when this project was done. Here's a picture of the work area. That's me in there somewhere.



While we were doing this we heard the B17 fire up. Of course all work stopped and we watched it depart. It was on its way to Pennsylvania to resume its touring. Nice sound! They flew to Pennsylvania from Oshkosh at 2000 feet VFR. Notice we had the same weather Marshalltown was having, cold and rainy.



Another job that consumed a lot of the weekend was preparing the B25 for painting the wings and engine nacelles. At first I was assigned to scotch bright the left side nacelle. We had a lift help with doing the underneath side which was very labor intensive. Here is a pic of a real trooper who did the under side of the wing. Notice it is looking shiny and clean. You quickly learn how big a B25 is when doing this job.



They wanted to completely close up the nacelles for painting but before doing so we wanted to get as much work done as we could while we still had access inside. So AL and I got another job of putting the exhaust stacks on the right engine. Tight places and some blind spots again. We put on seven stacks and it took a half a day. Each stack is different. They were numbered and we had to follow the tech manual to figure out what went where. Here's a picture of the stacks with the tech manual page and then me pointing at job done.



After everyone had their projects finished inside the nacelles they asked Bruce and I to cover the engines inside and out for painting.

Before it was over we had a lot of folks doing this. We started by covering the engine and accessory areas with plastic and tape to make sure any overspray didn't land on them. Then we replaced all the panels and then we covered the propeller. It took over a day to do this work.



One thing about going up and working on the B25 is learning. I was asked to verify that some work was completed in the landing gear area. In doing so I found what I believed to be a wrong bolting technique. We wrote it up in a work order and I changed the bolt. To do this I went to the tech manual to be assured I was doing the job correctly. It spelled out clevis bolts and cotter pinned nuts. Saw some others that weren't of this configuration thinking that a AN bolt wasn't as strong as a clevis bolt which was what was called out. I was wrong, they are the same strength and this caused a lot of discussion. That's when I found out they didn't have lock nuts in the 1940's and a lock nut was an acceptable solution for this application. The nice thing was John who is the Weeks hangar manager said "well, now you know". Good people to work with.

Some tests were needed to be done this weekend. One was we filled the engine oil systems with oil to check for leaks. Thirty five gallons each side! No leaks. This was good because a lot of oil lines had been replaced and a B25 has a bunch of them. Also, they wanted to fill it full of gas to check the fuel system for leaks.

We did that outside and while outside we washed the wings for painting. Both jobs were cold jobs. First picture is John pulling the B25 outside which was a happening in itself. Then various folks took turns washing, remember it was cold. The next two pictures are Bruce topside filling it full of gas or at least 150 gallons a side.

Cold job again, notice the hat. But he was happy, said he can knock "fueling a B25 off the wish list". Oh yea, no leaks again.





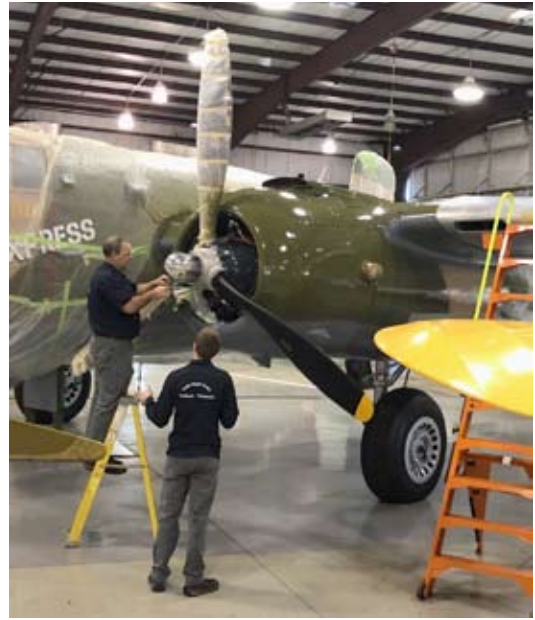
So it was a good week and a good time. We made progress but left plenty of work to be done. It was good to see the Berlin Express outside. Makes me think we might at least hear the engines run yet this year!! Now that's exciting!!



As a postscript, one evening we went to the Oshkosh EAA Chapter 252 meeting. They have a chapter hangar and hold all their meetings there. It's heated!! They are eaters like us. In fact they eat at every meeting! So a meal, then some social time with a program. They have approximately 120 members and typically 40 or so show up. They have an ongoing project which is to restore not to flying condition, but for display, an old Steve Wittman plane called Buster. Nice evening. Here are some pics.



Update...I received some pics of the Weeks hangar folks painting the B25 while we were gone. We prepared it, they painted it. Heard they ran out of paint or might have kept going. Here they are...



Next session will be November 7-10, helping with little things and watching the Top Dog A&P's do a fine comb inspection, plus, as I mentioned earlier, maybe the engines will run! Watch for the next great update in the December Chapter 675 newsletter.