



April 2017

	WHEN:	WHERE:	PROGRAM:
APRIL MEETING	Thurs. the 13th 7:00 pm	Fisher Community Center	FORMATION FLYING Jonathan Walter

WHAT'S FLYIN' THIS WAY !!!

Guest Speaker: Jonathan Walter

We are excited to have Jonathan Walter, the airport manager of the Independence airport, give us a primer about formation flying. This isn't about flying like the Blue Angels. This is information that can enhance our skills by adding a tool that regular pilots like us can use to make flying a bit more fun. This will be especially useful for air-to-air photography!



We will also have a demonstration of the different ADS-B kits that members have been building. There are some different configurations so it will be interesting to see how they all work. Also, Dan Adams has found some new information about ADS-B that will help those who have built the kits and others who haven't, to decide which way to go.

And thirdly, Prez Paul will give us a brief on his trip to Oshkosh to work on the EAA Museum's B-25 and how you can too!

Join us for all the good info and don't forget the pre-meeting gathering at Taco Johns at 6 pm!

WHAT FLEW BY !!!

What a privilege it was to have Charlie Becker and his assistant, Kyle Voltz speak with us at the Grimes Conservation Center for our last meeting. Charlie is definitely a like-minded aviator. As an avid pilot and builder, he is completely in tune with his duties at EAA as Director of Chapters. And naturally, a vital part of OUR chapter is food, so we changed venues slightly and about 20 people joined Charlie and Kyle for supper at the Plaza de Mexico restaurant before the meeting.



Chapter 675 President Paul Adams with EAA's Chapter Director, Charlie Becker

Everyone then caravanned to the conservation center where we first went around giving him details such as names and airplane interests where there is no way he could remember, but was an indication of how many airplanes and projects were going on in our chapter.

After Paul introduced Charlie, he began by discussing the building of his Sonex and his Pirate Cub, a Super Cub clone of his own design utilizing plans from different sources. He then mentioned some of the resources EAA HQ has for members and chapters as well as some of the things coming for Airventure. He ended with questions and answers where Kyle really showed his expertise. Whenever there was a question that they didn't know off the cuff, Kyle worked wonders on his smartphone and had the answer to the question in just minutes.

Overall, it was a great evening and you could tell that Charlie and Kyle are dedicated to helping the EAA membership as much as they can.

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CALENDAR

Apr 8	7am-11am	Ames Municipal	Fly-in Breakfast
Apr 13	7pm	Fisher Community Center	Chapter 675 meeting - Formation Flying
Apr 22	8am-Noon	Independence Muni	Tailwheel Fly-in/Safety Smeinar
Apr 22	9am-11am	Marion Muni	Young Eagle Flights - 319-377-0457
Apr 30	8am-Noon	Dubuque Regional	Fly-in Breakfast
May 6	7am 11am	Boone Muni	Fly-in Breakfast
May 6	7am-10am	Pella Muni	Fly-in Breakfast - Tulip Time
May 21	7am-Noon	Cherokee Muni	Flight Breakfast
May 21	10am-2pm	Green Castle Aero Club	Fly-in Brunch
June 4	6:30-10:30am	Audubon Muni	Flight Breakfast
June 4	7am-11am	Denison Muni	Flight Breakfast
Sept 16	7am-11am	Marshalltown Municipal	Fly-in Breakfast and Open House

Note that the date has been set for the Marshalltown Fly-in! EAA 675 will have a hand in helping Steve Valbrecht put on another great Open House. Reserve the date now.



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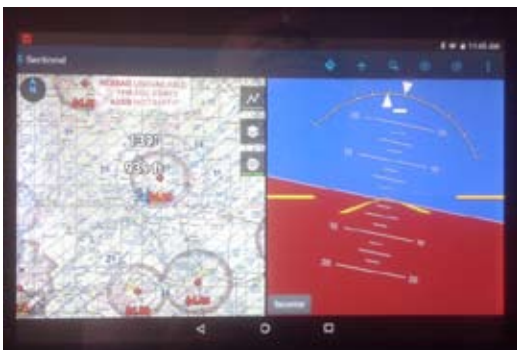
Member News

March 25th was a field trip day and around 20 people showed up at Nilands Cafe in Colo to gather for breakfast and to then caravan over to Ray Robinson's shop in Fernald to look over his various projects. His helicopter was the featured attraction as he gave some of the details as to how he is advancing on the project.



Nilands Cafe (left) was a bit overwhelmed with 20 hungry airplane nuts to feed at one time! Ray Robinson (second from right) relates his progress on the Scorpion helicopter project.

Here is a screen shot of Paul Adams ADS-B kit which he will be demonstrating at the next meeting.



Paul will also be talking about the B-25 Workshop he attended at Oshkosh a couple weeks ago. This photo is of one of the workers testing and calibrating the propane powered .50 caliber machine gun.





B-25 Mission, Berlin Express

It was a cold and gloomy overcast day. The low ceilings were left over from the inclement weather that grounded most planes the day before. Only two missions had been flown. An early wake up followed by some hot coffee started the day. As the crew members downed the coffee the conversation increased. You could hear anticipation in their voices. After the hot breakfast, they boarded the crew trucks for the drive to the awaiting B-25. In route they passed rows of standing aircraft. The P-51 stood proudly with its nose pointed skyward like a sentinel awaiting its first vision of new prey. A stop in front of the hangar and as they exited the van a reminder hit them again of the cold gloomy weather that defined the day. They entered the hangar and there stood the mighty B-25 awaiting them like a proud warrior. Then the leader announced "don't forget to sign in, and have fun today". Yep, that was Curt from EAA chapter 237 north of the twin cities. The 16 EAA volunteers and myself walked to our place of work and started on the second day of B-25 restoration. Here's the whole story.



The EAA's B-25 is in need of a restoration. The plan is to restore it and then put it out on tour like the B-17, Aluminum Overcast. In case you missed it, they sent out a message to all EAA'ers asking for volunteers. I signed up as did Dan, but work would not let Dan go. Bruce Grumstrup filled his slot. We went up on Thursday, March 17. Worked Friday and Saturday and drove home Sunday. It was great fun, EAA personnel were great hosts and what a privilege to work on a piece of aviation history. Here are a couple of shots of the "Berlin Express". Why the name "Berlin Express"? That was the name given this B-25 during its participation in the filming of the movie "Catch 22". This specific B-25 did not actually see action in the war.

The 16 volunteers were from chapters in Minnesota, Illinois, Iowa, Wisconsin and Missouri. Pictured below is our crew along with the leaders and some EAA staff from the Kermit Weeks facility.

The work performed by our crew of volunteers was varied. After a tour of the Kermit Weeks facilities, we were shown where the tools and supplies were located. Then we were assembled in the break room and were given our work assignments. These jobs included installing a smoke system, checking out the 50 caliber guns operation (they now fire on LP gas and a spark) followed by their installation in the nose, cleaning and repair of the nose bowls for both engine nacelles, removal and cleaning of the panels that cover the fuel bladders including inspection of the fuel bladders, right wing repair and cleaning, some aluminum work including some repair and the making of an internal step, some priming of parts, and Bruce and I got the job of installing a headliner in the bomb bay which is now used to carry passengers. Here are some shots of the various work groups.



The two shots above is the team working on the cowling. First they cleaned it then did some filling with Bondo. Looked awesome when they finished.



The cowl team also did the left wing work. An earlier work team had removed the wing.



The above picture is Chuck. He and my roommate Bob did the smoke system installation work. Bruce and I, after we finished our job, helped them chase some wires.



These two photos are the 50 cal. guys and then Bruce sitting in the nose where the guns were eventually installed. To calibrate the guns they continually fired them. When working inside the fuselage they fired them once without telling us. It gave us a little bit of a startle to say the least.



They are loud! The picture with Bruce in the nose section was taken after the second work day and we were, shall we say, enjoying ourselves. We were told the B-25 normally didn't

have both the Norton bomb sight and six 50 cal's, but they did put both in the Berlin Express for display purposes.



The two pictures above is the team that worked on the fuel bladders. Tough job working over their heads removing the panels that cover the bottom bay in the wing with the fuel cells. The fuel cells were inspected once the panels were removed. You can see the fuel bladders in the top picture. In the bottom picture they are stripping the paint prior to replacing the panel. The fellow in the middle with the yellow shirt is Curt, one of the project leaders from Chapter 237.



The above two workers are replacing some rivets. Their work station was right next to ours. When they fired off the rivet gun it gave us a startled surprise.

Between that and the machine guns firing it sounded like a war zone ever so often. Once the rivets were repaired, they built a step out of aluminum to assist passengers to move about the plane. Speaking of our work station, here are some shots of where Bruce and I spent most of our time.



At first we had to do some refitting on the aluminum panels that hold the insulated covering on. Once fit, I would work on attaching the insulation to the panels, finding the mounting holes and installing the screws. Bruce would then fit the panels in the plane. They say the B-25 is pretty noisy. I believe there will be more work like this to be done since they are adding seats in the waist gunner area.



There were a few surprises during the time in Oshkosh. The first night there was a talk at the museum. The speaker was Mikey from the show "Ice Pilots". Funny guy and very nice to talk with. That's Mikey and me below in the first picture, he has the long hair.



After the talk we were let loose in the museum for a while. We got to sit in some planes, I chose the P-51, the one with my name on it. Another surprise hung in the Weeks maintenance hangar where we did our work on the B-25. It was a plane built by one

of our chapter members, Dick Merkel with plenty of help from other chapter members. His EAA Acro Sport, complete with the tale tale eagle on the side, hung above the break room where we also had beer call one evening. I figure that's a good place for Merkel's Acro Sport, near the break room. Here are some pics.



A lot of fun as you can see. One thing that was truly impressive was the fantastic job the organizers did and the amazing hospitality of EAA. Staff members from EAA continually showed up to make us feel welcome. Charlie Becker, the Director of Chapters, who visited our chapter last month, not only visited at various times throughout the week end, but also took us on a tour of Sonex. Later he took us all to his home workshop for a look and see on his projects. We stayed in the lodge and had our meals there. This will be the case on an availability basis for future work parties.

If not available they have other facilities to house workers. And I have to mention the food, pretty awesome! But most of all, great times with new friends!

Paul Adams



Supper with Charlie Becker and Kyle Voltz at the Plaza de Mexico restaurant.



Charlie spoke about his airplane projects and what his position at EAA HQ can do to help chapters around the country.

Aviation Videos of the Month...

RedBull Hangar Flying

<https://m.youtube.com/watch?v=0GCFWKB0V7E>

High Quality Brodhead video

<https://vimeo.com/196352708>