



May 2019

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	WHEN:	WHERE:	PROGRAM:
MAY MEETING	THURSDAY the 9th ~7:00 PM	KMIW East Hangars	Ray Robinson Vietnam Photos

WHAT'S FLYIN' THIS WAY !!!

Ray Robinson has some photos to share of his stint in Vietnam. We will probably meet at Lorin Miller's hangar where we will use the big screen to show the photos. Seeing personal photos of our military in Vietnam always presents a unique viewpoint to what it was like over there.

Hopefully some are getting up in the air between showers. There may be a small window of opportunity before the meeting for some fun-fly. Come early and watch the airplanes!

WHAT FLEW BY !!!

Our last "indoor" meeting of the year had a bunch of us packed into the Marshalltown Aviation terminal to watch the 2018 AirVenture video and to share some project reports.

Les Risius and **Paul Adams** are anxious to get their airplanes in the air this year. Just waiting for a few day run of good weather to happen. **Don Feld** has all the major assemblies completed on his Rans S6 and now is ready to start the other 90% of the airplane! **Corey Butcher** has started the wing covering on his Voisin rebuild project. He hopes to have it flying before the end of flying season this year. We also had a couple of visitors, Dave Sult and Jason Sampson, previous pilots looking to get back in the air. Let's help them out!

Berlin Express Maiden Flight

On April 20, 2019, EAA's B-25, Berlin Express, made its first flight in decades after a thorough restoration that took nearly four and a half years. The airplane, best known for its role in the 1970 movie Catch-22, will join EAA's B-17, Aluminum Overcast, on tour throughout the country as part of the living history outreach program. As many in our chapter are aware, Paul Adams has been a major contributor to the restoration (last report in this newsletter). Here are a couple links to videos of the first flight

<https://twitter.com/eaa/status/1119718218816528384?s=21>

https://youtu.be/PMX7363t_XQ



CALENDAR

Saturday, May 18

Mason City Municipal Airport (MCW)
Flight breakfast and open house
7 a.m. noon
641-424-9366 (North Iowa Air Service)
info@northiowaair.com

The Eastern Iowa Airport (CID)

Flying Start (for adults)

9 a.m. noon

EAA Chapter 33

Contact: Justin Cook

YoungEaglesCoordinator@eaa33.org

Sunday, May 19

Cherokee County Regional Airport (CKP)

Fly-in breakfast

7 a.m. 1 p.m.

Sunday, June 2

Audubon Municipal Airport (ADU)

Flight Breakfast

6:30 a.m. 10:30 a.m.

Fly-ins eat free

712-563-3780 (Barbara Smith)

audchmbr@iowatelecom.net

Sunday, June 9

Spencer Municipal Airport (SPW)

Flight Breakfast/Young Eagle rides

7 a.m. 11 a.m.

712-262-1000 (Gayle Brandt)

Saturday, June 15

Keosauqua Municipal Airport (6K9)

Fly Van Buren Fly-In

7 a.m. 10 a.m.

All fly-in pilots eat free

319-293-7111 (Villages of Van Buren)

Email: info@villagesofvanburen.com

Sunday, June 16

Le Mars Municipal Airport (LRJ)

Fly-in breakfast/Young Eagle rides

Pilots eat free

7 a.m. 11 a.m.

712-540-1665 (Tom Mullally)

Tuesday, June 18

The Eastern Iowa Airport (Cedar Rapids- CID)

EAA B-17 Tour (Aluminum Overcast)

9 a.m. 5 p.m.

800-359-6217 (EAA Tour HQ)

Email: B17@eaa.org

Thursday, June 20 Sunday, June 23

Southeast Iowa Regional Airport (BRL)

Ford Tri-Motor Tour

June 20: 2:00 p.m. - 5:00 p.m.

June 22-June 24: 9:00 a.m. to 5:00 p.m.

Email: membership@eaa.org

Friday, June 21 Sunday, June 23

Ankeny Regional Airport (IKV)

EAA B-17 Tour (Aluminum Overcast)

9 a.m. 5 p.m.

800-359-6217 (EAA Tour HQ)

Sunday, June 23

Marion Airport (C17)

Fly-in breakfast

6 a.m. noon

319-777-9488 (P&N Flight & Charter)

Email: jackie.sebetka@fly-iowa.com

Thursday, June 27 - Sunday, June 30

Knoxville Municipal Airport (OXV)

Ercoupe National Fly-In

515-778-8833 (Jack Arthur)

Email: Jearthur@gmail.com

Hi Stress Training

Many of you know but some may not know that chapter member Jayden Waterbeck, Paul's grandson, is living in Carlsbad, CA. and attending an ATP school. He is presently working on his instrument license and building time towards his commercial license with the ultimate goal to fly professionally. Recently Jayden had a training flight North from the San Diego area past the LA area and on North. During this flight, an instrument lesson under the hood, he passed over LAX, or the main commercial traffic airport in Los Angeles. The Southern California area is the busiest area in the world for air traffic. The Carlsbad airport is the second busiest airport in the world for a single runway airport. Thus the instruction area is an extremely busybody air traffic area. Jayden reports that the radio traffic is constant and something that he has now learned to keep up with. The unique thing about the area is the use of TEC routes for training. These routes are permanent routes that are used for the extensive amount of training that occurs in the area. In the photo, Jayden was in a TEC route on an instrument cross country headed north over LAX. The flight instructor allowed Jayden to remove the hood and photograph LAX below. In the picture you can see the wheels of the 172 training aircraft. To put this another way, here is a 172 in a Class B airspace in the busiest flight area in the world on a training flight. Go figure. He also told me a story about sharing the airspace one day with a Boeing 777. Not your central Iowa flying. Great place to train for a professional goal however.



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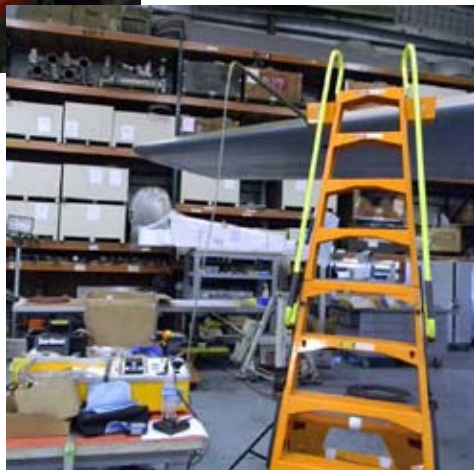
www.facebook.com/EaaChapter675

FUN but FRUSTRATING



The April Oshkosh Berlin Express work session was a lot of fun as usual. But I did have some frustration. With being so close to being complete with the restoration we again approached the week wondering what we were going to do. But as before there was plenty of projects. When we got there Tuesday we went over to the Weeks hangar where we do the work to see what was happening. I noticed the lead of the Weeks hangar, John, was setting up a tester to test the pitot/static system. As it turned out the next day I was assigned with a friend Bob Viltz to test out the system using this tester and of course John was supervising. Fun project, but it did have some frustration attached to it, and I did not expect it to last three and a half days. But, it did.

First here is the tester set up. A tester John had borrowed from someone on the field at Oshkosh. Nice tester, pretty easy to use. The tester had already been hooked up to the Berlin Express via a hose placed on the pitot static probe that extended from the right wing as can be seen in the second picture. It was our job to look for leaks, and there were some.



We pressurized the system and started soaping fittings. Our theory was at first to soap all new fittings and any taken apart during the restoration. We found some. But still had an issue. Next we found we had not covered up all the moisture drain holes in the pitot tube. It turns out some very small holes are put into the pitot during it's manufacture. They are so small that theoretically it does not effect the instrument reading. But it did not allow a zero leak rate.

That fixed we went back to looking for leaks. Found the airspeed indicator in the nose, which is there for looks only not a true flight instrument, had a leak.

We took it out of the system but still showed a pressure decay. So we checked the airspeed indicator in the panel. It was good. Later the second day we got worse. We were diagnosing this when we found the tester had a leak. Went to town and bought some fittings to make an exterior shutoff valve. And timed our pressure decay on the good airspeed indicator as a means to see how we were doing. Came back from lunch and the tester worked. Go figure. Dirt or something on the bleed valve we figured. Kept up the work the rest of the day and into the third. The head of the Weeks hangar noticed the pitot tube was mounted incorrectly. The wing has sweep and the pitot tube has a slight angle in it to account for the sweep. The pitot tube was swept the wrong way. We removed the pitot probe which is an experience in it self. It was obvious the arm was not meant to be taken in and out often. To take it out two soft aluminum tubes must be bent for clearance then re-bent on replacement. On replacement they broke. So we rebuilt the entire assembly. Pressure tested it before we reinstalled it and after reinstallation we tested the wing section, it leaked. We were afraid it was the tubing in the wing. After some further evaluation we found the fitting we were using to test the wing section was the problem and had been our whole system problem earlier. So on the morning of the last day we had a tight system. What was nice was seeing John in the cockpit saying "pressure holding" and later after an internal inspection saying it looked good. He also said I might have the Most B-25 knowledge and experience then anyone in the US! I just noticed this is a long paragraph. It was a long ordeal. This is a pic of Jim my coworker on the last day and a half.



The smile says we got it!! the second picture is where the last leak was, at the point we split the problem in two, the wing side and the fuselage side. The picture shows an access cover on the bottom of the wing next to the engine nacelle.

Ended the week by making a list of parts that needed to be ordered to mount the retention system on the port side 50 caliber gun in the waist gunner position. You can sit and



do this. The whole team then spent some time on cleaning the hangar. Here's a pic of the 50 cal. You can see a rubber bungy that was being used, but it is supposed to be a cable hooked to a retention mechanism which is the small egg shaped item above the door to the left of the picture.



Saturday was a flight breakfast at the Whitman Airport terminal. Still a little unusual to me to have a flight breakfast at such a fancy place. And to my knowledge I believe no fly-ins. Nice indoor plumbing however!



We again had some fun at the museum during the week. They had two events. One a special showing of the movie "Thirty Seconds Over Tokyo" and a talk about their nose art display. I only attended the movie, but it was cool.

They told us there would be a special speaker. The speaker was Jeff Thatcher the son of Tokyo Raider David Thatcher. Here's a pic of him giving his talk and one of the theater.



Jeff's dad was played in the movie "Thirty Seconds Over Tokyo" by Robert Walker. Here is a pic of the start of the movie and Robert Walker is the actor on the right. David Thatcher was the gunner in the top turret and did the airborne refueling. Also as he was not seriously hurt after their water landing he was instrumental in helping save the lives of his fellow crew members. The second picture is David Thatcher, age 20, as a Doolittle Raider.



The last day at noon we stopped at the local hotel and picked up David Thatcher and he ate lunch with us. We asked so many questions and he offered so much interesting information that he barely got to eat. I have always enjoyed the Doolittle Raid story so I was really enjoying all the details that I hadn't heard.

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www.eaa675.org

David followed us back to the hangar and stayed for the group picture. That's him second from the right in the back row with the dark blue jacket.



You might notice the tall guy in the back with the eye patch. Well that's George, a fun guy. He had torn his retina a while back and as it heals he has to wear the patch. To have a little fun with George, Charlie, the fellow on the bottom row kneeling to the far right, bought us all a patch. So we put them on real quick and had another picture taken. Good laugh, George is a hoot he deserved it.



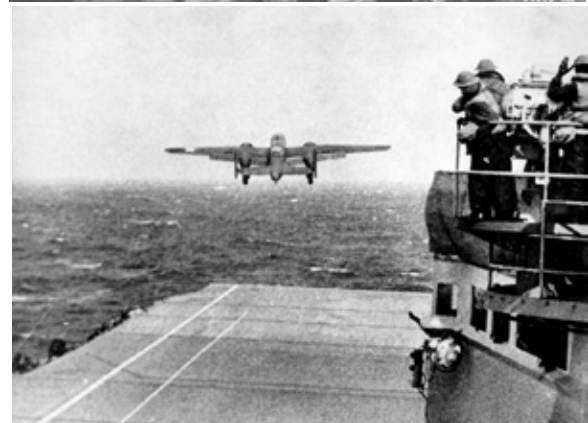
In closing I would like to pay tribute to Dick Cole who was the last living Raider. He died while I have been writing this article. Actually Dick and his fellow Raiders have a lot to do with my participation on the Berlin Express and some of the earlier articles and talks that I have given. While at the Leadership Training course at EAA they opened up the museum one night and informed us that we could get in most of the planes. Son Dan and I be lined it for the B-25, which was the unrestored Berlin Express. While sitting in the cockpit I visualized a scene from the movie "Thirty Seconds Over Tokyo" where they are flying low over the Pacific. I wondered if an Iowan was a Doolittle Raider.

There were, three and I wrote about them. Read a book about all 80 Raiders and learned of Jacob Deshazer, plane

18, and his relationship with Mitsuo Fuchida, the flight leader of the Pearl Harbor raid by Japan, and wrote and gave talks on that. Saw and met Dick Cole at Oshkosh as he gave talks in War Birds Square and the museum. Read his book and his life not only as a Raider but as a pilot that flew the hump in Burma during WWII. A great Raider, a great patriot and a great EAAer. Here's a pic of Dick at age 101 being interviewed by David Hartman on the War Bird Square in 2017.



Dick Cole flew on the mission as Jimmy Doolittles copilot. Here's a picture of the crew of plane one, the first to take off and a pic of the actual take off. Dick is in the front row standing next to Jimmy Doolittle.



In the photo below is where I first shook Dick's hand He was sitting with the three remaining Raiders and shaking hands and talking with folks at Oshkosh.

As I stood there a fellow in front of me turned after shaking their hands and with tears in his eyes said I just shook the hands of some real heroes. Dick Cole, as the last surviving Raider, living until the age of 103, was buried on April 18, 2019 on the 77th anniversary of the Doolittle Raid. To a great person and a great patriot God Bless You.



Dick Cole, the last surviving member of the Doolittle Raiders, passed away at the age of 103 on April 9th, 2019.

AIRPLANE RIDDLE

What airplane am I?

- 1) In my original configuration, I only had three tires – each with a diameter of over 100". In this configuration and with my heavy weight, only 3 runways in America were thick enough(22")to allow me to land on them.
- 2) My final configuration weight was over 160k lbs.
- 3) My flight range was 10,000 miles.
- 4) I could stay aloft for 40 hours.
- 5) My propellers were 19' in diameter
- 6) Originally I only had 6 engines, but in my final configuration I had 10.
- 7) I could climb at almost 2000' per minute.
- 8) I am large enough that crew members had to ride a trolley from their rest area to the front of the aircraft.
- 9) When describing me, people would say "2 howling, 2 growling, 2 smoking, 2 choking, and 2 unaccounted for..."

OH, I know, I know...ask me!! Or ask Lorin Miller at our meeting. He submitted the fun riddle.