



October 2018

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WHEN:	WHERE:	PROGRAM:
OCTOBER THURSDAY the 11th MEETING ~7:00 PM	KMIW EAST HANGARS	EAA/ PROJECT REPORTS

WHAT'S FLYIN' THIS WAY !!!

WHAT HAVE YOU BEEN UP TO?

Our last meeting at the airport will be packed with lots of news reports. We will watch the current months EAA report on video (projected on a big screen provided by Lorin Miller!), then have anyone who would like to update us on what they are working on, flying too, dreaming of. We might have time for some show and tell if you have something to you'd like to bring and show off.

Be sure to bring a chair and jacket! As of this writing, Thursday looks to be dry, but very cool. Maybe a hot chocolate evening?

Hope to see everyone there!

WHAT FLEW BY !!!

Our last meeting was a movie night with our new projector and seemed to work well. This month we will try a larger screen. Lorin Miller brought his popcorn machine and it was a good time had by all. We gained a few new members in the Eaton Family. Clare Eaton brought her son Hayden (or maybe it was the other way around), and were given a walk around of Doug Boyd and Paul Adams hangar's. Fourteen year old Hayden has designed his own ultralight and is excited to find a group that will support him in his endeavors. A Young Eagle flight has been promised and his excitement was so acute, they came back on Saturday for the Fly-in and brought brother Wyatt with them. They were there for the duration and even got to help push airplanes back to the hangars after the fly-in.

And speaking of the Fly-in...The BEST EVER!

I think there were well over 30 airplanes that flew in. Lost count after the first 26. Chapter 675 had nine airplanes on display. Chad Nablo brought the L5 from the Ankeny museum over on Thursday evening and displayed it in line with the other chapter airplanes.

The car guys had over twenty cars on display. Peoples choice awards were given to the top four vote getters and our EAA chapter gave out a special Best of Show award.

The Kiwanis were very busy and thrilled with the turnout. Tammie Frederick had this to say...

"It was a great day, very busy indeed! I'll have final numbers this week, but I figure we did over \$1500 after expenses. Which is wonderful, the more we do the more we can help the kids in our community. It's always a pleasure to work with you all, such a nice bunch!

Thank you for letting us be part of the [Airport] Open House!"

And thanks to all who contributed to make it a VERY successful Fly-in. Looking forward to next year!

Fly-in photo page inside.

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CALENDAR

Just a special note about our Christmas Dinner in November. We have rescheduled the date to the 15th due to scheduling conflicts. Make plans now to attend so you can let Paul know when he asks for a count. We will be asking for commitments to the Christmas dinner starting Thursday the 11th of October. The dinner was a big hit last year and we will probably do the same thing this year. We have already been able to secure the Grimes Farm and Conservation Center. Don Feld will head up the program with a synopsis of an awards ceremony he attended. More information in the next newsletter. We have a lot to celebrate this past year, so **DON'T MISS IT!!**

Order Your EAA Calendars Now...

Paul Adams has received the form for 2019 EAA Calendars. The cost will depend on how many we order, so get as many as you want. They have been averaging about \$9. The photos on the calendars are some of the best EAA has. They are worth framing. Orders need to be in before the end of October so we can get them by the Christmas Dinner on November 15th.

RAY ROBINSON UPDATE...

As many of you have heard, our fellow chapter member and good friend, **Ray Robinson**, had a series of strokes over the weekend of the 23rd. The latest news we have at this time is that he is sitting up, able to wear street clothes and is going through therapy. He is speaking fairly well and movement has returned to his right leg. His spirits are good, and Sandy, his wife is doing well too. Ray was concerned about getting his hangar in Iowa Falls cleared out, so some chapter members have done that for him and as soon as the weather cooperates, Wayne Bausch will be flying Ray's Chief to the hangar in Ames. Thanks to all for the support and prayers for Ray, Sandy, and his continued recovery.

Gary Kirchgatter Engine

Chapter 675 member Gary has built his own 9 cylinder radial engine!!
See it run here...
<http://tinyurl.com/ybgybqrv>



Movie Night at the Airport

Adam Williams and Paul Adams work on setting up the projector and screen (right) while Lorin Miller makes sure everyone who arrives knows there is fresh made popcorn to be had (below)



The Best KMIW Fly-in EVER!

The pancake batter and sausage were already to go when Chapter 675 members rolled out their airplanes for the KMIW Open House and Fly-in. It started out slow, but picked up very quickly. By the time it was over at 11 am, at least 30 pilots had flown in with their passengers and hundreds of Marshalltown residents enjoyed watching the airplanes and cars while they ate the breakfast provided by the Kiwanis.



Les Risius rolled out his Cavalier with newly applied striping down the side. It really sets it off well.



John Beck stands beside the newly refurbished Chapter display boards inside the main hangar. The upper one with members planes, the lower one depicting the F4 Phantom rejuvenation members did a couple years ago.



Chapter 675 member airplanes were in line by 7am and looking good



Just a few of the airplanes on the tarmac by mid morning

The Best KMIW Fly-in EVER! continued



This 1000 hp lifeflight helicopter from Waterloo took only 20 minutes to get to KMIW



A Very nice Luscombe



Adam Williams brought the Civil Air Patrol display manned by a couple of cadets



A Cessna 190 with that great radial engine look and sound



The Breakfast hangar was hopping by mid morning. The Kiwanis was kept busy the entire time. Plus, they were there very early to prepare.



This Gulfstream flew in the night before and Jayden got to sit in the cockpit after getting it parked. The pilot took the photo. Oh yeah...this is Comedian Tracey Morgan's private ride. He was performing at Mesquaki.

The Drive-ins at the Fly-in...

Over 20 specialty vehicles were up for judging. Winners received a certificate to be redeemed for an engraved trophy. Many thanks to Danny Nelson for taking care of the registration and vote tally. These are the winners....



EAA Best of Show went to Kevin Kirk. This was literally, a resurrected from the ground-up restoration. His Father bought the car new in 1936 and all of the work was documented in a photo album which is on the table in front of the car.



The other award winners were the top four finishers in the Peoples Choice Voting. This 1929 Dodge owned by Carl and Mary Jane Kolars was very stately



This 1970 Superbird Road Runner owned by Chris Hammond had less than 10,000 miles on it and was unrestored!



Wayne Fiscus brought his 1946 Chevy Pickup with an old time hot rod look. Very popular.



Another fantastic and detailed restoration was this 1929 Model A Ford pickup owned by Newell Drury.

A FOUR DAY B-25 WORK PARTY



From the above picture you might be able to tell the B25 is really starting to look like its getting to the finished stage. Well it's close.

As the end of the work is nearing, EAA asked if we could support longer work parties, IE. four day work sessions. Fifteen went up and some of us stayed all four work days. We got a lot of work done. Two more four day sessions are planned this year.

The work was varied as usual. My first job was to rivet a patch that one of the Weeks A&P guys had already made. Had to start with some dimpling and then riveting. The patch as seen below was made to fill a dent that was in the left nacelle. Kind of like flack damage, but It wasn't.



I had two helpers, Chuck from Minneapolis and Barb. Barb came with her husband and wanted to pitch in somehow. So in the spirit of EAA we taught her how to shorten rivets and she made half rivets for us as we put them in. Fun folks and great to talk with. They were both about as "EAA" as you can get!



My next project was a long one that actually took place over a three day period although I didn't work on it continuously. The B25 has two 28 volt batteries that are located in the left and right engine nacelle just behind the firewall. Their location in the airframe is significant because each battery weighs about seventy pounds. To get them in place was an ordeal. Here's how it went. First the batteries had to be filled with acid and then charged. Servicing them with acid wasn't all that difficult nor was the charging. They needed to be charged each for 24 hours but only one charger of the appropriate type existed, thus two days of charging. While charging was being done the nacelle area was readied. Here are the batteries, as you can see they are large.



I figured there was no way I could "bench press" them into their resting place within the nacelle. What was necessary was to lay on your back on the main tire for that nacelle. Place the battery on your stomach and then "bench press" it in place while moving it forward. Here's a pick of one sitting in the nacelle. A Weeks employee did the heavy lifting.



I'm laying on the main wheel to take this picture. Once in place we had to hook up vent tubes and safety the hold downs.

One humorous event during all this activity was a fellow named Bob who was working on installing the instrument panel rushed over in a panic. You can see the instrument panel through the window in the picture below.



He thought we were going to hook the batteries to the electrical system. It turns out the B25 has a positive ground system. He was worried about shorting things out while installing his instruments. The green tape that can be seen in the above picture of the battery sitting in place which is across the terminals was already in place stating "do not hook up." While the batteries were charging we were given a B17 task the B17 was in for some work. As you can see below an engine is missing and it is time for a 100 hour inspection.



Our task was to change the tire on one of the spares. It seems a main tire can't last an entire season so they have spares ready.

The length of time a main tire lasts depends on the pavement type, concrete is worse, and the piloting. Landings can put a flat spot on the tire. Before the tire is worn down to the cords it is removed and they can be sent out for retreading three times. A new tire now costs about \$5000. So our job was to remove a worn tire that had a flat spot and put on a new tire. Did I mention a main tire with rim ways about 425 pounds! They have a split rim. So after removing the air the tire is put into a special bead splitter to break the bead.

The picture on top of the next column shows the tire getting ready to be placed in the bead splitter. The splitter is a hydraulic tool shaped like an overgrown C clamp with two daisy cutter looking ends where the clamping is done. The tire is about 5 feet in diameter. When being given instructions



we were told the splitter is a little persnickety.

Didn't know exactly what that meant until using it. The open end of the C clamp can be pivoted up and down. The control for that, a lever, had no resolution so it jerked up and down without any precision. This actually reads trial and error. It was important to center the jaws we found out. The fingers of the daisy cutters had to be adjusted to fit around the rim in the bead area. Once done the jaws were hydraulically moved inward to hopefully break both beads. If both beads didn't break then the fingers had to be readjusted to push the rim on the broken side while the other side pushed just on the rubber bead area. Of course we only had one bead break so we went through that process. Once both beads are broke the tire is held as seen in the above picture and the split rims are unbolted and removed. Once cleaned and the inner tube is placed in the new tire, reassembly takes place with 2400 inch pounds of torque on the bolts. Talc is used so the rim doesn't pinch the very large inner tube. Once assembled only 60 psi is put in the tire. They use a very unusual way to apply the final pressure. Once the tire is on the B17 they measure the height to determine the final pressure. Kinda of like measuring bolt stretch to determine torque on a large bolt.

Overall it took half a day. Fun project. I should mention the care it took to move a tire. Heavy and if you drop it it could damage you or something and they are hard to stand up.





A large amount of time was spent readying the wing for paint.

Scotch Bright pads and elbow grease was the activity. The above picture shows Bob Voltz on top of the port side wing. That was my area to clean. Tiring also!!! Here is a picture of the top after I was finished.



I was working on the small parts pictured below when time ran out. Always more to do. Can't wait to see what it will look like all painted.



As stated above, the project is coming to an end. Here are some pics of what other areas look like. The first is in the rear passenger area. A lot of detail work has been done to make it look authentic. Two gas firing 50 calibers are in the rear with actual mounts and stowage hardware. Seats have been added in the bomb bay for three more passengers. The radio area looks really cool with actual radios and hardware that were used in the war.



Rumor has it that engine runs are scheduled for the November work session. Can't wait!!!

