



June 2018

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WHEN:	WHERE:	PROGRAM:
JUNE THURSDAY the 14th	KMIW	POTLUCK
MEETING ~6:30 PM	EAST HANGARS	

WHAT'S FLYIN' THIS WAY !!!

Our Annual Potluck will be the highlight of our next meeting at the airport this coming Thursday. Bring whatever you would like to share. The grill will be available if you want to cook.

Paul says the Corn Roaster is built and we have a bit of planning to do as to when we are going to use it. Possibly with our Ice Cream Social next month? We will talk about it.

As this is being written, it looks like our Thursday meeting will be in sunny and hot weather, so maybe some flying time?? Come early and catch them in the air! And by the way, EVERYONE is welcome! There is lots of parking space for air-planes and road vehicles.

WHAT FLEW BY !!!

The weather mostly cooperated for our last meeting so we got to see Dan Adams flying in his newly acquired 1956 C-172. What a beautiful airplane! Some members got to go for a ride too.

Garry Brandenburg got up in the air as well with Adam Williams as passenger and Adam's son Joaquim as a new Young Eagle! The entire Williams family was there for the special event. Joaquim went with us a couple of months ago to the SAC museum and is well on his way to having his head in the clouds! Here is a photo of Garry and proud Joaquim with his Young Eagle certificate.

Then, when the big EAA Chapter 675 pancake griddle was hot, everyone had there fill of the cakes and sausage. You could say, "Hangar Breakfast in the Evening". All had a good time with lots of airplane and hangar flying.

Thanks to all who helped with the ditch cleaning before the pancake feed too. About six members or so picked up the ditch trash that had accumulated for the past 6 months. It wasn't too bad this time.



CALENDAR

June 14

Marshalltown Municipal Airport
EAA Chapter 675 Potluck Supper
~6:30pm
641-753-6222

June 16

Keosauqua Municipal Airport (6K9)
Fly Van Buren Fly-In
7 a.m. – 10 a.m.
All fly-in pilots eat free
800-868-7822 (Villages of Van Buren)
Email: info@villagesofvanburen.com

June 24

Pocahontas Municipal Airport (POH)
Flight Breakfast
7 a.m. – 1 p.m.
Airshow at 11 a.m. (Vanguard Aerobatic Squadron)
515-570-4128 (Gary McCartan)

Red Oak Municipal Airport (RDK)
Flight Breakfast
8 a.m. – 11 a.m.
Fly-ins eat free
712-370-1511 (Kevin McGrew)

July 1

Emmetsburg Municipal Airport (EGQ)
Flight breakfast
7 a. m. – 12:30 p.m.
Pilots eat free
712-260-5651 (Mark Evans)

July 2 - July 4

Iowa Falls Municipal Airport (IFA)
RISE ABOVE TRAVELING EXHIBIT
P-51 honoring the Tuskegee Airmen
Monday & Tuesday: 8 a.m. – 5 p.m.
Wednesday: 7 a.m. – 11 a.m.
641-648-3191 (Jane Knutson)
Email: fourwindsaviation@prairieinet.net

July 3

Iowa Falls Municipal Airport (IFA)
Youth Aviation Rally and Movies in the Grass
4 p.m. – 7 p.m.
641-648-3191 (Jane Knutson)
Email: fourwindsaviation@prairieinet.net

July 4

Estherville Municipal Airport (EST)
Flight Breakfast
7 a.m. – 11 a.m.
Pilots/co-pilots eat free
Email: echamber@gmail.com

July 4

Iowa Falls Municipal Airport (IFA)
Flight Breakfast & Airshow
7 a.m. – 11 a.m.
PIC's eat free

Corning Municipal Airport (CRZ)
Flight breakfast
7 a.m. – 10 a.m.
Fly-ins eat free

July 7

Clinton Municipal Airport
Phalanx Aviation open house
2 p.m.
Website: www.facebook.com/events/382295358949415/

July 8 - July 10

Ames Municipal Airport (AMW)
American Barnstormers Tour
Vintage aircraft rides/displays
9 a.m. - 8 p.m. daily

July 14

Davenport Municipal Airport (DVN)
Free Young Eagle flights
Ages 8-17
8 a.m. - 11 a.m.
EAA Chapter 75
563-343-1825 (Bob Thomas)

Eastern Iowa Airport in Cedar Rapids (CID)
Pulling for Honor Plane Pulling Contest
FedEx Boeing 757
8 a.m. - 1 p.m.
Proceeds to Eastern Iowa Honor Flight
Website: www.flycid.com/pullingforhonor

July 15

Forest City Municipal Airport (FXY)
Flight Breakfast
7 a.m. – 11 a.m.
PIC eats free
641-581-2880 (Richard or Theresa Trimble)

Northeast Iowa Regional Airport (Charles City- CCY)
Flight Breakfast
8 a.m. – 12:30 p.m.
641-228-3553 (North Iowa Air Service)

July 17

Boone Municipal Airport (BNW)
Potluck and movie night
6 p.m. – 9 p.m.
515-432-1018 (Dale Farnham)
Email: farnhamaviation@outlook.com
Website: www.farnhamaviation.com



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www.eaa675.org

The FOGz are Back in The Air

After a tough winter (especially on Thursdays), the Flying Old Geezers have been able to get out to a few different destinations for breakfast fly-outs.

One of the locations they make is Grinnell.

The accompanying photo was taken at the FOGZ breakfast in Grinnell on Thursday, May 24th. As can be seen our mighty helicopter and A10 Warthog, and grasshopper pilot is now in the training mode. Apparently it was his day to baby sit and he brought them along to the FOGZ outing. Never too early to start the training cycle. It is unique that the restaurant in Grinnell has cartoon characters on the wall as can be seen in the background. Report was they ate well. I believe I heard airplane noises from the instructor as the spoon for the youngest student neared his mouth after completing some lazy S-turns on the way there. It can also be seen the older one on the left has crayon in hand and is apparently plotting the course back home. (Possibly Gene Atkins took the photo?)



Fly-in Breakfast in the Evening

A closer look...

Gary nablo grills the breakfast sausage as Paul Adams flips the pancakes. There was also orange juice, coffee, and someone brought cookies.

Below is a shot of part of the group. Some were still out flying when the cakes were being served!



GETTING CLOSER by Paul Adams

The May trip to Oshkosh was again a fun time filled with plenty of work, good friends and the accomplishment of some milestones.

Bruce Grumstrup and I went up on Thursday and after spending some money at the local Harbor Freight store, we visited Charlie Becker at the EAA headquarters. Nice offices with lots of EAA stuff around. We ate that night at a new place we highly recommend, the Hangar Cafe.

Good food and reasonably priced. Of course, we had many stories being told as we ate dinner with the rest of the crew and I think some stories were even fairly factual.

The work is always different and we never know what we will be working on. Bruce and I have become the lead rivet dudes so our work was centered around that. As I reflect on what we did, it was a little different this time in another way. We had lots of varying things to rivet.

The reason is we are getting close to BEING DONE! Our jobs were finishing this off then that. As an example, the photo below is of the nose wheel section where I was working with Bruce, who was laying in the crawl space behind the pilots seats.



This work area involved four items. One was to rivet nut plates to hold an access panel for the landing gear hydraulic strut. As we did that another plate was made and nut plates added to cover a none used hole. Here's the cover in the paint booth.



Since various changes have been made to the aircraft over time, there were some extra holes in the nose wheel well. We filled those with rivets or machine screws and nuts for the third task. The fourth item was to add two grommets to two hydraulic lines that passed through the rear bulkhead of the nose wheel well. I did this while Bruce prepared stuff on his side for the rivet project. These grommets could only be reached through a small access hole in a panel above the light in the picture. I could just barely reach it and could not see it as I worked. Took over an hour. More arm bruises but the grommets are in place.

As people moved in and out of the nose section from doing various tasks, Bruce and I finished up some skin rivets. He was inside and I was on the ladder.



In the middle of working on the nose skins we got a job to rivet a doubler on a cowl flap. Here it is in the painting area. Ready for assembly to the airframe.



As the first work day progressed, a package was delivered.



The package was the second engine. The first engine was received the week before and as we worked in the nose wheel area another team was mounting parts to it to finish off its installation. Looked good to have one back on. Here's a pic.



There was so much excitement when the second engine came, we all stopped and assisted where we could to help mount the second engine.

To have two engines mounted was a milestone. Here's some pics of the mounting. The first is the mount as prepared to except the engine.

That's Charlie, who is from Michigan, standing below it, yes he uses a ladder.



Using a fork lift the engine was raised up for mounting. That's John Hopkins, the lead man at the EAA hangar on the ladder. My small contribution was to insert three mounting bolts in the lower section.



And finally it was on. We celebrated with a group picture. It was a good feeling by all that we had completed a major milestone.



As to what's next, guess what else sets in the wings (pun intended)? The propellers!



That evening after dinner we sat around the lodge's outdoor campfire.

It was John Hopkins' birthday and we helped him celebrate. Early to bed however, as another work day awaited.

The second day was very similar. More riveting. I was asked to rivet some nut plates on some intercom boxes. Since the B25 will be used to carry people aloft in the future, and I have heard it is an extremely noisy aircraft, each seat will have an intercom. The intercoms will have the look of the original crew boxes. Since the Berlin Express had been used for many different things since leaving the military, the intercom had been removed. So the team made new boxes and they needed some riveting. The final afternoon, Bruce and I were given two rivet jobs. Neither very easy. An outer

skin had been replaced on the top middle starboard side above the wing. Four rivets needed to be replaced. One team member had been working all day inside the fuselage to gain access to the back of the rivets so we could get the bucking bar on them. Also three of the old rivets needed to be removed. They were Cherry Max rivets and loose, thus not easy to remove. We finally got the old ones out and put three new ones in, but the fourth required the use of a machine screw and nut. Once done I think Bruce and I were more proud of that effort than all the others jobs we did over the weekend. It was a hard job. We were also asked to rivet some doublers on the rear ribs next to the flaps. More ladder work with one of us on top of the wing, one below. We got started but ran out of time.

The week end was unique in that what we did was leading to the fact that we were doing a lot of final touches. During a break we asked John Hopkins what was next. He gave an answer that raised some eye brows. They plan to paint the exterior in the next few weeks. They have to paint it outside and they want to get that done before the bugs get too bad. Some work on the landing gear and it will be ready to roll out. They also would like to get it painted so they can display it at Oshkosh. They say they plan to display it at the museum.

Also during a break, the fellow in charge of fund raising for the project came by. He has come by before to thank the group for all its work. This time he was doing the same but added a new twist. He said he was called by a donor wondering if more money was needed. Actually the project is fully funded but some "what if" money wouldn't hurt. At first the donor wasn't going to add to the kitty. Our EAA fund raiser told him the team was working that weekend and all total, with the large amount of volunteer hours donated, the team has contributed the equivalent of over \$1,000,000 dollars of time. The donor immediately added to the kitty! Also we were told at first EAA thought this project would take ten years. We will be done before the four year mark.

So with that it was suggested "why not another volunteer project". The project leader, Curt, started looking and found a AT11 that needed some attention and suggested it to a few. He got one very important response. Jack Pelton says "I want it". They are going to look at it within a few weeks. So if you want to join in on a new project, how about an AT11. An AT11 was the bombardier trainer that trained 90% of the WWII bombardiers. Here's a picture of one off the internet.

