



November 2020

WHEN:	WHERE:	PROGRAM:
NOVEMBER Thursday 19th MEETING 5:30 pm TENTATIVE !!	KMIW EAST HANGARS	Probably Last Meeting of the Year

WHAT'S FLYIN' THIS WAY !!!

Here it is the 14th of November and I'm just getting the newsletter out. It's been one of those years. As you know, the regularly scheduled meeting of the 12th was canceled due to the weather.

There is still a chance we can meet at the airport, outside, for those who are willing. At the moment it looks like this coming Thursday, the 19th, may have temps in the 60's and may make it possible to gather at the east hangars. Let's tentatively plan on a 5:30-6 meeting time to help with the heat of the day, bring a chair and something to eat if you wish, be courteous with covid rules and lets have a good time.

Keep an eye on your email. We will probably make the final decision on Wednesday night. It would be good if we can get at least one last meeting in to go out of 2020 on a positive note!

WHAT FLEW BY !!!

Our October meeting began with about eight or nine members walking the road ditch on the south side of the airport to help keep it clean. It was a very nice day and there wasn't all that much to pick up, so it was a nice walk. Garry Brandenburg (left) and Charles Kuhlman show off the bounty. Notice the smoke filled sky from the fires on the West Coast.



Don Feld mounting up for a ride in Paul Adams new old car.

Paul Adams brought his new car out to the end of the airport drive and gave a couple of rides as the ditch walkers finished. Then everyone headed to his hangar and he gave more rides, then a talk about what it took to build it. He even had some Amish folks help him with it. As with everything Paul builds, it could be an award winner! Maybe if we ask nicely, he will get it out for our next meeting too.

•President



Paul Adams
2144L Marsh Ave.
Marshalltown, IA 50158
641-753-6222

djpradams@gmail.com

•Vice President

Lorin Miller



309 West St.
Colo, IA 50056
641-485-0840

lorin.miller@emerson.com

•Sec/Treas



Dave McCurry
5 Valley View Rd.
Marshalltown, IA 50158
641-752-4729

dmccurry@centurylink.net

•Newsletter Editor



Corey Butcher
2940 Arney Ave
State Center, IA 50247
641-351-5476

coreybutcher@eaa675.org

CALENDAR

It appears from the Iowa Department of Aviation calendar, that all Iowa fly-ins, for the rest of the year, have been cancelled. Looking forward to next year!

Member News

Ercoupe Update

Here is an update on the Boehm Ercoupe situation. Corey Butcher called and received information about insurance. The insurance climate is not very good at the moment. It's nearly impossible to get hull coverage for older airplanes in a multi-owner situation. Liability is possible but with major restrictions. And it ain't cheap. \$1500-2500 per year. Restrictions include pilot age, time in type, and record keeping beyond the log book to name a few. And you can't buy it for less than a year at a time.

Wayne Bausch did say the airplane would be considered air worthy and legal when the 8-10 hours are flown. He simply adds an addendum that says he will do a compression check at the end of those hours. Everything else with the airplane is in fair to good shape. The only other issue are cracks in the paint, but it is flyable as is.

So the biggest hang-up is, what if the compressions do not improve? Naturally, we don't want to buy the airplane and immediately have to put an engine in it.

As of right now, the sellers are not willing to pay for the insurance that would be required to fly off the hours. Yes, it would be less for just one pilot, but it still could cost as much as \$700-900. So, if the 5 or 6 who are interested would chip in to cover the insurance, it would cost about \$100 each. That amount plus the gas would be the greatest risk if the engine does not pan out. If the engine does work out, then negotiation would resume at that point with the sellers. Insurance requirements are the other major consideration as noted above.

If all works out, here is a breakdown of costs. Divide by how ever many would be a part of the purchase...

1. Acquisition...To be determined, but probably around 15-17k. Maybe less if sellers get desperate.
2. Hangar rent...Currently around \$120 per month.
3. Insurance...\$1500 - \$2500 per year
4. On going preventive maintenance. Oil, cleaning supplies, etc.
5. Yearly Annual. This can be greatly mitigated by doing the work ourselves as the inspector oversees. Should not be over \$500.

If you are still interested in being a part of pursuing the Ercoupe, call or email Corey Butcher with your comments and questions and we will see where it goes from here.

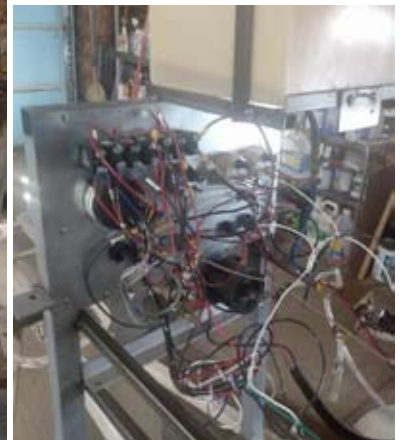
FOGz Report

The FOGz group had a good group together in Marshalltown at McCurry's hanger a couple weeks back with about 8 guys including at least 3 fly-ins.

Last week in Newton there were only 4 guys with 2 fly-ins. It's getting too cold to meet even in a hanger but the group is still watching for opportunities to fly and gather.

Doug Boyd's Waix is down for the moment with a stripped screw in #1 cylinder head when he cranked too hard on it during condition inspection. On Lorin Miller's advise he has a "Time-Sert" kit ordered to make good a fix and maybe get it back in the air before winter shuts him down. Always learning new things. That's why they are called "experimental"!

Robert Richtsmeier is getting his Nieuport 17 wired up. He has decided to go with a carburetor instead of fuel injection and actually had it running for a few seconds. Now he is doing the final wiring for the ignition and charging system and then will install it in the airplane.



Corey Butcher has narrowed down his Voisin engine problem to the fuel injector not getting a signal from the ECM. There is power to it, but no signal to use the power. Most likely a bad wire.

The diagnosis continues.

A Couple more photos of Paul Adams Old-Mobile.



Visit your Chapter 675 website!
www.eaa675.org



Now on FACEBOOK
www.facebook.com/EaaChapter675