



February 2017

	WHEN:	WHERE:	PROGRAM:
FEBRUARY MEETING	Thurs. the 9th 7:00 pm	FISHER COMMUNITY CENTER	CHINOOK PILOT BRUCE GAPSTUR

WHAT'S FLYIN' THIS WAY !!!

Well, last month our program speaker, Bruce Gapstur, came down with some crud, so hopefully he will be in much better condition this coming Thursday the 9th at the Fisher Community Center. He is a retired Air Force and Army pilot and will be talking about his experiences flying a Chinook helicopter. Bruce is currently the airport manager at Belle Plaine and flies an Aeronca L3 and, ironically, a Chinook Plus 2 which is an light sport type aircraft. Bruce also flew the A-10 Thunderbolt II during his military career.



As usual, we will gather at Taco Johns right across the street from the Community Center at 6 pm for those who can make it that early.

Hope to see you there!

WHAT FLEW BY !!!

Since Bruce was unable to attend in January, we did what were going to do for February which was watch the official 2016 AirVenture video. If you haven't seen it yet, it's pretty good. Not as good as being there of course, but it does give a good summation of the highlights of the week.

There were a few project reports as well and an update on the progress some of the members are making on their homemade ADS-B kits.



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CALENDAR

Feb 9	7pm	Fisher Community Center	EAA 675 - Chinook Helicopter Flying
Mar 2	6:30?	Fisher Community Center	EAA 675 - Charlie Becker, Headquarters
Apr 8	7am-11am	Ames Municipal	Fly-in Breakfast

NOTE: Our March meeting will be held the FIRST Thursday of the month to accommodate our speaker Charlie Becker. Charlie is the EAA national Director of Chapters. Exact time will be announced in March newsletter. All are invited!

Flying Club Opportunity

Dennis Drager, a doctor of veterinary medicine, and his wife here in Marshalltown are looking for buy-in partners to purchase a Piper Archer. Specifics would be determined by who and how many might be interested. This type of flying club has the potential to greatly reduce the cost of flying for each member. Contact Dennis at acthevet@yahoo.com or call 641-753-5486

Aviation Video of the Month...

Manufacture Of Early Military Aeroplanes - 1918
<https://www.youtube.com/watch?v=f1BgzIRfT8>

Member Notes

Ray Robinson has his Emeraude back in the air after some major modifications of the main gear. Sounds like it's going to work this time!

Charles Kuhlman has the Q2 back in the air after some engine work and so far so good!

Corey Butcher will begin refurbishing his Voisin 3/5 this spring. Hopes to have it back in the air before the end of the flying season.

As soon as the temps warm up, many members will be back to repairing, building and flying!

Going to Mexico *by Paul Adams*

Yep, Dan and I went to Mexico! Didn't fly, we drove, bad weather. Oh, by the way, that's Mexico, Missouri not Mexico, Mexico. Why did we go? For the fun of it. Was it fun? You bet! The most fun part to me was being around a group of people that enjoy sport aviation as much as I do. The enthusiasm was in abundance. Plus what great people. Plus what a great event. Zenith Aircraft puts on a nice open house. I guess you can call it an open house because that's what they called it, but it was a fly in with campers, vendor exhibits, hands-on availability by Zenith and Corvair Engines, some flying and EAA was present. Here are some of the highlights.



I really enjoyed watching them start the assembly of a Zenith 750 fuselage. It comes pre-punched. Just cleco it together. They put together the rear fuselage in the photo above in about 45 minutes while they also did their instructing.

Added to that they had all sorts of folks, young and old, male and female, learning the skills as you can see below. Plus a factory tour complete with how they made the parts they sent to you.



Dan and I watched a good portion of the assembly of a Corvair engine by the Florida based Corvair gurus. The Corvair engine looks simple, more advanced technology than the older designed VW and really solid. I feel the Corvair would be an excellent choice and from a price standpoint a lot for your buck. The two Corvair gurus know their stuff and are fun guys who talk a lot. They would make great FOGZ dudes.



Speaking of engines, we saw some old acquaintances there. Vernon Knott and Duane Konichek were both there supporting Viking Engines. The test bed for a new turbo charged 170 HP engine was flown in from Florida. A lot of engine for a little Zenith 750.

The first picture is Duane in the sales mode in front of the test bed 750.



The second is a picture of a sharp Zenith 650 with the 130 HP engine. Duane told me the difference in the old Honda FIT 110 HP engine and this new Civic based 130 HP engine is the difference in fuel management. The 110 hp uses standard fuel injection. The 130 HP uses what he called direct injection which is both the fuel and air being injected at a raised pressure of 2200 lbs directly into the cylinder. Same displacement but 20 more horses. Duane has the 130 now on his Searay after using the 110 for a while. Company man benefit maybe.



Oh, by the way, this aircraft has a lot of polished surfaces. Great looking aircraft, but I had to take a full view picture just for Lorin and Doug. More area y'all! But all the area and roominess slows it down, with the 130 HP Viking it cruises about 130 mph.



There were lots of engine manufacturers present including not only Viking but Continental, Jabiru, Rotax, UL and Corvair. I saw at least one of each engine type in the many Zeniths that were present. Did I say lots of Zeniths? Well I didn't count them but there were a lot present. Here are some pictures of a few.

First the most colorful, next the most classy then a few more.



Believe me there were lots more than those I've shown. Ever wonder what happened to the Oshkosh one week wonder? Well here's a picture of it. It was there and it sported the new fuel injected Rotax 100 HP. It got a lot of attention.



There were other types of vendors there. For example MATCO wheels, STOL magazine of course, some T-shirts (a must have at a flying event) and one booth we enjoyed a lot, Dynon. Fancy stuff but pricey. Dan found a neat button and just had to show me. With the push of one button you can change the screen to look like steam gauges versus all that bar graph stuff. Dan said something about old farts as I enjoyed the view of old familiar round gauges. It's the way of the future however. Here is a photo of the Dynon booth. Bring your credit card and/or check book.



One of the things that amazed me is the size of the Zenith facilities. It's not all that big, just like what I saw at Baslee's Aerodrome. Here's a picture of their building with the company's UL powered 650 demo aircraft in front. I must add, Dan and I were both amazed how compact the UL 130 HP engine is. I didn't get a picture; they closed it up and went flying.



Of course one of the things you do there is try one on for size. Dan wanted a flight but they were booked solid. But he did get to sit in one and talk a lot to a Zenith representative.



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In the photo above he is in their relatively new 750 Cruiser. Performance is about like my RANS.

The Zenith 750 STOL is similar looking but with a different wing and tail. It lands and takes off in really, and I mean really short distances, but has a top speed of a 100 mph. Both are cool aircraft, My last two pictures are examples of their fast build kits. First the 750 fuselage, second a 750 fuselage and wing I saw in the factory and last the 650 model.

Nice product from a good company that seems to understand what fun flying and the EAA family is all about.

