



The Leader In Recreational Aviation

April 2014

	WHEN:	WHERE:	PROGRAM:
<b>APRIL MEETING</b>	The 10th at 7 pm	<b>GARY NABLO SKUNKWORKS MAP INSIDE</b>	<b>TAYLOR MONOPLANE UPDATE</b>

## WHAT'S FLYIN' THIS WAY !!!

We are shuffling the schedule a little and will be meeting at Gary Nablo's garage to see how he is doing on the Monoplane. It is all covered now and he is ready to paint.

We will meet at Taco Johns before the meeting at 6 pm, so if you are unsure how to get to Gary's place, follow someone from there.



*Gary Nablo and his Monoplane from last March*

## WHAT FLEW BY !!!

Dan Adams gave an interesting powerpoint presentation on how 3-D printing works. He is involved with the R&D at Emerson and had a couple metal parts for all of us to examine. It is a fascinating technology that is growing exponentially. Many different materials can be used in a printer including metal, plastic, carbon fiber and ceramics. One of the largest 3-D printers in the US is right here in Iowa at UNI. Many companies around are working with them to design custom parts. It will be interesting to see how the economics of this technology will pan out in the future as the process advances.

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[www.facebook.com/EaaChapter675](http://www.facebook.com/EaaChapter675)

# CALENDAR

Thursday 4/10/14  
EAA Chapter 675 Meeting  
7:00 p.m. Nablo Shop (See Map)

Saturday 4/26/14  
Ames Municipal Airport (AMW)  
Iowa State Flying Cyclones  
Fly-in / Drive-in Breakfast  
7:00 a.m. – 11 a.m.  
Pilots in command free  
515-232-4310 (Hap's)

Saturday 4/26/14  
Council Bluffs Municipal Airport  
Fly-in Chilli Feed  
11:00 a.m. – 2:00 p.m.  
FAAST Safety Program  
1:00 p.m.  
Email: [asteier@unomaha.edu](mailto:asteier@unomaha.edu)

Saturday 4/26/14  
Fort Dodge Regional Airport  
Chili Fly-in/Drive-in  
PIC eats free  
11 a.m. – 2 p.m.  
515-955-3434 (Eric Amundson)  
Email: [sjb2001@gmail.com](mailto:sjb2001@gmail.com)

Sunday, 5/04/14  
Fly-In Lunch  
Red Oak Municipal Airport  
10 a.m. - 1 p.m.  
Phone: 712-623-6523 (Gail Ernst)  
Email: [nrdk@live.com](mailto:nrdk@live.com)

For those of you on the internet, all of the information for aviation events are available in many places. Links to the websites that have all the info you need are listed below. If you do not have internet access, and a specific event you are interested in is not listed in the newsletter, just call me and I will be happy to look up the info for you.

[www.eaa.org/calendar](http://www.eaa.org/calendar)  
[www.FunPlacesToFly.com](http://www.FunPlacesToFly.com)  
[www.flyins.com](http://www.flyins.com)  
[www.socialflight.com](http://www.socialflight.com)

Visit your Chapter 675 website!  
[www.eaa675.org](http://www.eaa675.org)

## FeedBack

Chapter 675 EAA  
Paul Adams, President  
3-7-2014  
Paul,

The report on the SR71 was excellent. While I lived in Burbank, Calif, in the late 1970s A fellow by the name of Paul McCreddie invited me to come witness the maiden flight of his electric powered, 13 motored Condor at Edwards Air Force Base. A 105 ft. wing span flying wing 13 ft. front to back flying wing. This flight preparation site was quartered at a NASA facility, much to my surprise and delight that also housed several SR71s.

The Condor flew flawlessly at an altitude of 50 feet at a blistering 13 knots for the better part of 20 minutes, a success.

The SR71s frankly were of much more interest to me. One had experimental devices affixed for testing. I met a man there that was part of the SR71 project. We both had on civilian clothes, do not remember his name. We got to talking about the 71s and he ended up inviting me to join a few people including Chuck Yeager our sound barrier breaking buddy, the following week for a SR71 demonstration flight.

The next Saturday, it was a clear Mohave Desert day about 10am. Yeager, with another pilot suited up and climbed into an F15 Eagle sitting there. Fired it up, taxed out and took off. The next thing we knew here he came and broke the sound barrier in a low level flight in front of us BOOM !! It was said 'this was his last time to break the sound barrier.

A small group of us were walking around and under a couple of SR71s sitting there on the ramp when The ground crew came out, asked us to stand back and started fueling one of the SR71s we had been walking around. There were a couple of Base fire engines standing by. Fuel was pouring out of several locations around the craft on to the ramp, as we backed up further from the fueling operation. The ramp wet with fuel by now.

A couple of suited up pilots appeared mounted the crew provided ladders and climbed into the bird. Fuel is still pouring out as the fuel trucks leave. The Pilots fire up the two engines with little delay. Started their rollout as more fuel poured out onto the ramp, I do not know why the fuel on the ramp did not ignite. They put their



canopies down as they started to taxi down the ramp. To the end of the runway they went, turned and away they went ABs on, climbing and turning as they accelerated.

Our announcer said, "They were on their way to refuel over Arizona and would climb to an undisclosed altitude and head back our way from the East at about 2 o'clock high. We will not be able to see them. They will identify themselves by releasing 1000 pounds of fuel for one second, pause one second, and release another 1000 pounds of fuel. By that time they will be out over the Pacific. At the pause segment, which will be overhead, set your watches for 5 minutes and 20 seconds, at which time you will hear the double BOOM-BOOM of them breaking the sound barrier that high up. I understand the fuel trails were over 30 miles long EACH, 'unofficially.

Did I say FAST..

By the time you hear the BOOMS, they will be turned around over the ocean and on final approach for here.

In a few minutes, here they were touching down, rolling out and taxing back to our position. The SR71 had cooled down and was dripping a little fuel again. As the ground crew came out with the ladders and the fire engines took their places. The pilots opened their canopies, climbed out and down the ladders. Just a routine 'hop for these guys.

I did not time it, but way less than an hour had elapsed from start to shut down. Very impressive "demonstration

Say hello to the troops for me. I should be back in April, "good weather in Iowa, permitting.

Roy Bradbury  
Where it's warmer  
USA

## BEST FLIGHT

Sometimes I find it interesting what spurs a thought in my mind. It can be a word, a song, a comment someone makes, it can be many things. This time it was a picture along with an article in Sport Aviation magazine. First the article. Jeff Skiles recently wrote about bush flying in Wisconsin. In that article he mentioned he likes to fly in a simple plane, low and slow and just look out the window. Me too. Charles Kuhlman recently sent me a photo of my Celebrity with the sun setting behind it. It reminds me of a biplane awaiting the dawn for an early morning flight, although the picture was actually taken in the evening. I've sat and mused over some awesome open cockpit flights in the Celebrity and have often thought that one particular flight was my best and most memorable. In fact, that flight has to compete with many other really personal and memorable aviation moments.



One competitor high on the list is the time Dan and I took the Q2 to Oshkosh. While building the Quickie, a continuous thought in my mind was the time I would get to take it to Oshkosh. That trip and set of flight legs were very memorable. An early take off with vapor coming off the propeller tips just at sun rise. What a cool site that is when you're the pilot. Next, a 6:30 am snickers candy bar at Iowa County Airport in Wisconsin watching the ground fog lift. Picked up a flying partner, a Luscombe, that added to the adventure. Nice guy and a real EAA and flying nut. And then the landing. Upon touchdown a vibration was felt along with a noise. It turned out to be the perpendicular groves in the runway used to let rain flow to the side of the runway. The canard acted like a phonograph needle and amplified the noise. But as the landing roll speed dissipated, so did the noise. Next came the roll cloud with 60 mile per hour straight line winds and a quick dash to a blue fresh porto-potty for shelter and believe it or not, a quick nap. With all that plus an arrival at Oshkosh, priceless.

Another memorable flight was also started as a dream while building. But this time it was the Celebrity that was under construction. My helper many times during construction was my wife Deanna. Our first flight together was going to be an important event for me. The flight finally occurred on a nice summer evening, at least I thought the weather was nice. The story goes this way. After a nice take off and easy climb out (can't get to fancy with the wife on board), I turn west into the setting sun. Immediately her hand goes up and points to the west. Next she points downward a few times with a little more emphasis. Apparently she had had enough. The post flight review revealed what was up. She saw some distant clouds and was concerned about the weather. That was okay, we would have more flights. But I did relate to her the clouds were on the other side of Ames probably, at least 45 to 50 miles



*Paul and Deanna in the Celebrity*

away and no issue. We had blue skies above us. She didn't see it that way, but again that was okay, we had made our first flight. Today we laugh about it. Oh yea, did I mention I didn't get her headsets plugged in all the way and she couldn't hear me, details details.

However, as I think about flights that left an imprint, the one that surfaces as the best was a solo flight. Again it was a beautiful Iowa summer evening. After talking with the other airport groupies, I fired up the Celebrity. Open cockpit summer flying is always a treat. Often while taxiing out to the runway, I get that feeling I am living the golden years of flight. Turning left, then right, then left again to see past the nose and the wind blowing past me brings about those thoughts of years gone by. After the take off and a less than two minute climb to 1000 feet AGL, I level off and start a turn to the east. Why east, it looks like a great night to fly into the setting sun, so I first fly east to maximize the flight time into the setting sun before I have to land. Even though it is just dusk the earthen lights are lit and that makes earth look as if it is at peace with itself. I fly along and smell the evening meals being prepared below. It's like a Pavlov experiment as the smell of some burgers and then fried chicken fill the air and I feel added saliva enter my mouth. I initiate a slow 180 degree turn back to the west and during the turn I marvel as I watch this plane that I built perform as if I sat in the middle of a magic act. I realize you can't see lift but you know it's there. God like in a way. You move the controls, the plane responds to your wishes. It's a cool thing. As I look around I glance up at the upper wing and remember the building of the two root ribs. One built and signed by grandson Jaydon. The other built by me on the anniversary date of the Wright brothers first flight and so noted on the rib for future recoverers to see. The sun's low position over the horizon, the clouds just above the horizon and the dust from an early autumn harvest make for an award winning sunset. As I fly into the sunset a peace comes over me. The gentle breeze of the warm evening air relaxes me and I continue to fly into the beautiful mural provided by natural events. It is almost like an out of body experience, an epiphany, a surreal moment that lasts for a time length of which I am unaware. After this unknown time I look down and notice I have flown 15 miles beyond my turn west. Fifteen miles that will live with me forever. Thanks for the picture Charles, I can see it from where I sit and write these thoughts.



## Jots and Tittles

### **Websites of the Month**

<http://www.millerwagaerost.blogspot.com>

is Lorin Miller's new website for he and Dale Benskin's WagAero build.

<http://www.voisin35.com>

the website for Corey Butcher's Voisin 3/5 is being updated with the ability to purchase plans and should be online before the end of the month of April.

### **EAA NEWS**

April 2, 2014 - The Experimental Aircraft Association (EAA) is calling the Federal Aviation Administration's announcement to begin a formal rulemaking process on expanding medical self-certification for pilots a good initial step, and supports any initiatives to modernize the aviation medical certification system for recreational flying.

The FAA announced that it would begin a rulemaking project that would consider allowing private pilots to substitute the medical requirements of a valid driver's license in lieu of a third-class FAA medical certificate.

More info at this link...

<http://eaa.org/news/2014/2014-04-02...>

## **FOR SALE**

From: Jim Jones [mailto:meyers67@mchsi.com]

Sent: Wednesday, March 26, 2014 1:35 PM

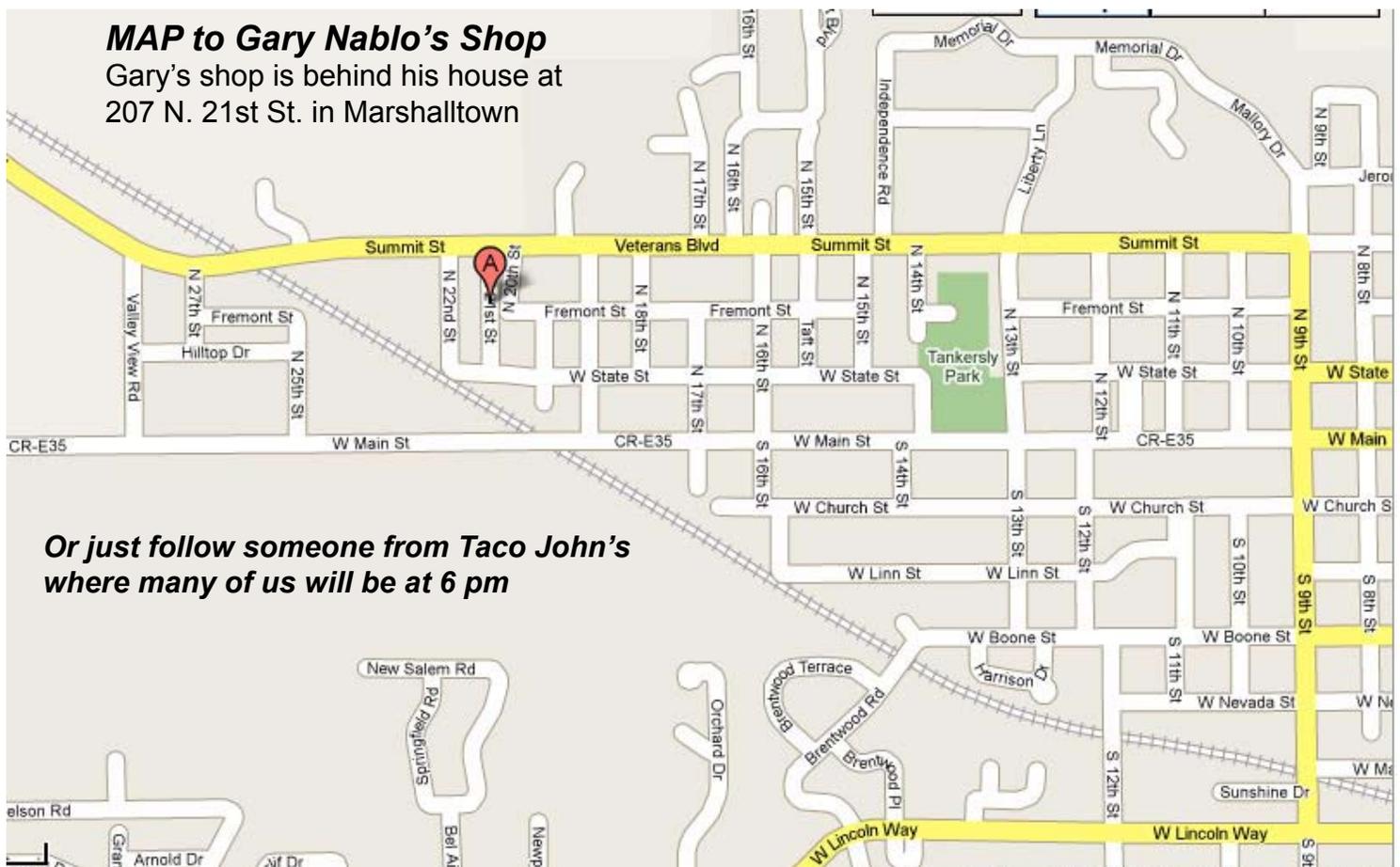
Subject: Historic Meyers OTW for sale

My good friend, and WWII Navy dive bomber pilot, Captain Chuck Downey, is hanging up his leather helmet and goggles. After over 51 years of ownership, he is putting his Meyers OTW, serial number 80, named FLY NAVY, up for sale. Its freshly overhauled Warner 145 has only 7 hours on it. The airplane is in annual to 9/30/14 and ready to fly home. He is asking \$72,500. Please spread the word. You can contact Captain Downey at 815-218-2161, or call me at 641-485-7219. Thanks and keep the antiques flying!



### **MAP to Gary Nablo's Shop**

Gary's shop is behind his house at 207 N. 21st St. in Marshalltown



**Or just follow someone from Taco John's where many of us will be at 6 pm**



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**WEIRD AIRCRAFT OF THE MONTH**  
**ALCOR Duo 4**  
*an early Lockheed brothers try.*

