



April 2016

	WHEN:	WHERE:	PROGRAM:
APRIL MEETING	Thurs. the 14th 7:00 pm	FISHER COMMUNITY CENTER	EAA 2015 OSHKOSH

WHAT'S FLYIN' THIS WAY !!!

Join us at the Fisher Community Center in Marshalltown this coming Thursday when we will have our regular meeting starting at 7 pm. We plan on getting excited for the upcoming flying season and mostly perfect weather by viewing EAA's Oshkosh 2015 video they produced after AirVenture. We will also catch up on project reports and whatever other surprises Prez Paul may have for us.

Don't forget to join us at Taco Johns for the pre-meeting chat and chew at 6 pm.

WHAT FLEW BY !!!

Our last meeting started out with Paul asking if we would like to do a couple of field trips like visiting projects in various locations. It was decided to go see Robert Richtsmeier's Nieuport 17 on Saturday the 9th. More on that later.

Garry Brandenburg had a little handy dandy tool to share that is also available for sale. It's called a Handee Clamp and used to reach difficult places to insert bolts and screws. If interested in obtaining one, get a hold of Garry at brandegb@heartofiowa.net



Our guest speaker was Chuck Colwell. He was a US Navy pilot and talked about his experiences including being one of the heli pilots that was a part of the Gemini 12 returned capsule rescue team. More inside.



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CALENDAR

Apr 14	7pm	FCC/T	EAA 675 - AirVenture 2015 Video
Apr 21-22		West Des Moines	Iowa Aviation Conference www.iowaairports.org
Apr 23	7am-Noon	Independence Municipal	Tailwheel Fly-In/Safety Seminar
May 7	7am-10am	Pella Municipal	Tulip Time Flight Breakfast
May 12	7pm	FCC/T	EAA 675 Meeting
May 14	7am-11am	Webster City Municipal	Fly-In Breakfast
May 22	10am-2pm	Green Castle Aero Club	Fly-In Brunch
June 5	6:30 -10:30	Audubon Municipal	Flight Breakfast
June 5	7am-11am	Oelwein Municipal	Flight Breakfast
June 9	7pm	KMIW	EAA 675 - Potluck
June 18	7am-10am	Keosauqua Municipal	Fly-in Breakfast
June 25,26		Davenport Municipal	Quad City Airport

Double Eagle Report

by Paul Adams

I've been getting various items ready for the engine rebuild. One of them is the mags. The Revmaster uses a Bendix 3000 dual magneto. I had already sent it off to Kelly Aerospace for a checkout and update. Bendix requests that all Bendix mags go through a check at 500 hours. The Quickie had 466 hours on it so it was close and I figured the right thing to do as the engine is moved from one airframe to another. Being a certifiable aircraft part it wasn't cheap to get it checked. The Revmaster had recently gone through a head upgrade and in doing so it was converted to automotive style spark plugs. This change resulted in massive radio interference from RFI. Dan and I were able to remove a lot of the interference with a simple system that worked if the engine was cowled. The Double Eagle is not cowled so a change was required. Pictured below is that change. The caps are made from aluminum tube and JB welded together. The tube encloses the rubber spark plug cap. The end where the plug wire enters the cap is a leakage point according to my son Robert who works with this stuff for a living. Therefore I added some high temperature aluminum tape to cover that end.



Local Chapter 675 President Speaks to Lions Club

I gave a talk recently to the noon day Lions club. The talk was about the EAA and I used tales of Oshkosh as a way to explain the many facets of sport aviation. Twenty were in attendance and they had fun, but I had more fun! I love talking about EAA and sport aviation! Here's a clip from the Marshalltown paper that tells about the event. They made some errors in quoting me but that's ok.



A historic airplane has returned to the skies as Columbine II, a 1948 Lockheed C-121A Constellation that holds the claim to fame of being the very first airplane to be called Air Force One, took off yesterday from the Marana Regional Airport in Marana, Arizona, where it has been parked since 2003.



After being available for sale for several years, the airplane was purchased last year by Bridgewater, Virginia-based Dynamic Aviation. The company, with help from Mid America Flight Museum, has brought Columbine II back to life.

Yesterday, the Constellation's four 2,500 hp Wright R-3350 engines spun up and the airplane flew from Arizona to Mid America Flight Museum's base in Mount Pleasant, Texas, flanked by a B-25 and a Beechcraft King Air. Columbine II will now continue its flight to Bridgewater, where it will be restored to airshow flying quality.

Columbine II was used as the presidential aircraft of choice by Dwight D. Eisenhower between 1952 and 1954. Air Force One was adopted as its call sign after the airplane, then with the call sign Air Force 8610, was put on a collision course with Eastern Airlines Flight 8610 – a mistake made by the air traffic controller due to the identical flight numbers.

Chuck Colwell , US Navy Pilot, guest speaker at EAA Chapter 675 meeting

Chuck Colwell's pilot journey started in a program coordinated with the Navy ROTC at Iowa State University. They thought it would give the cadets a head start if they entered the Navy with a private pilots license. The Navy picked up the tab, so Chuck took lessons at Haps in Ames and got his ticket in about 40 hours flying a Cessna 140.

When he joined the Navy and got to Pensicola, he got through the initial flight training in record time attributable to, what he thinks, was the excellent program offered through ROTC.

His trainer in the Navy was a T-34 Mentor. He graduated to a T-28 for more advanced training such as formation flying, night flying and instrument flying.

After just 8 carrier landings he was considered qualified, although Chuck didn't feel qualified.

After the carrier landings, he had to get instrument rated in a T-45. It was his first twin engine and had a tendency to ground loop.

By this time he had about 190 hours.

At this point, he was to list what kind of pilot he wanted to be in the Navy; fighter, attack, multi-engine or helicopter. He listed attack, multi-engine, and helicopter in that order. By the end of the week he was to be a helicopter pilot.

His first trainer was the Bell 47. He spent 19 hours in it. His next trainer was the Sikorsky H-34 SeaBat or SeaHorse. After his advanced training, he was assigned to sub hunting. He also did a lot of Search and Rescue. It was this experience that got him assigned to the recovery team of three helicopters for Gemini 12. They were to sight the descending capsule and follow it. The helicopter closest would do the astronaut recovery. Chuck was pilot of one of the backup helicopters.

Chuck is an engaging speaker and it was a very interesting talk.



Robert Richtsmeier's Nieuport 17 Project

Saturday April 9th, about 21 members gathered in front of Paul Adams hangar to travel to Iowa Falls for breakfast at the Red Rooster and then have Robert Richtsmeier lead us out to his place where he is building an Airdrome Aero-planes Nieuport 17 kit.

Bruce Gapstur flew his L3 up from Belle Plaine and Dan Adams flew his Tri-pacer from Marshalltown with a couple of passengers. Gary Whitcomb flew in from Waterloo in his Tripacer. All others traveled by car.

After breakfast, where we filled up 22 seats out of about 40, we all loaded up in cars and headed out to see the Nieuport.

Robert has a 2.5 car garage/shop and had us all gather outside to give instructions on how to walk around the airplane without bumping into it and causing him to have to do any re-rigging.

The first thing that hits you as you walk in to the shop is the size of the airplane. It is BIG! There is just enough room around the wing tips and tail feathers to get around the project. If the engine had been on, you would not be able to walk in front of it.

Robert explained a little about how he came about the kit. It was a partially assembled fuselage and rudder he found in Illinois. Airdrome Aero-planes sells partial kits, so he has obtained the rest of the kit as he progresses. They are in the Kansas City area, so Robert drives down and picks up the material. It is cheaper to do that than have it shipped.

As you can see in the photos, he is to the point of wing rigging. He has the rib material and will install ribs after the spars are rigged to the fuselage.

He has a Geo 1.6 engine he is going to use on it and will begin that process after the wings are put together.

Robert has been able to work on it on a regular basis and is coming along very nicely. It was a lot of fun to walk around it and see how it is progressing.

The chapter has other builders that we plan to visit in the future.



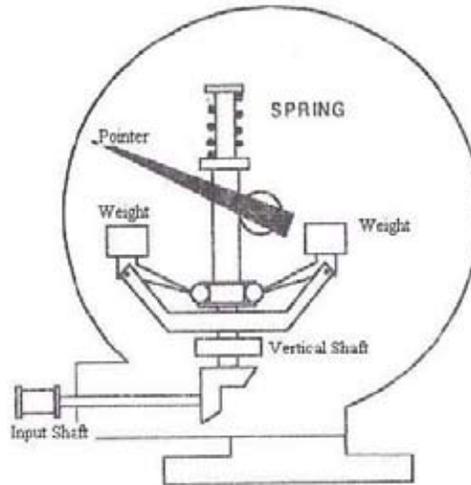
Robert explains how to maneuver around his shop before everyone crowds in.



Robert Richtsmeier (right) and Mike his building partner, converse about details of the Nieuport 17 project. Note the wood structure behind Robert, a part of the wing rigging supports.

What is it?

I don't know if you are like me or not, but often I will be looking at something and ask the question how does that work. Well, that happened not to long ago during a conversation my son Dan and I were having. I'm going to replay that question here but not in the same order. I'm first going to show you a drawing. It is a part of the answer. The drawing was found, where else, but on the Internet. You gotta love Google at times like this. Here's the picture. See if you can figure out what it is and how it works At the bottom of the page is the answer of what it is and how it works.



Did you figure it out? Here is a picture of an actual one similar to the one you would find in an aircraft.



Here's how it works. Referring to the above drawing, the input shaft is a rotary motion provided by a flexible cable that is connected to the engine. It spins the vertical shaft as noted on the drawing via a set of 90 degree gears. The vertical shaft then spins the two weights much like the swinging weights that work as governors on old engines. The weights move in and out due to centrifugal force and is opposed by the spring. The faster the engine turns the farther the weights swing out and the more the shaft goes up and compresses the spring. Another centrally located shaft that is tubular in shape and is pinned to the weights via a collar, slides over the first vertical shaft and moves up and down, it moves the pointer. The pointer is calibrated to engine rpm. Cool. Dan's tachometer was "bouncing" like so many old mechanical tachometers do. I think I can see why this would happen over time. Plenty of opportunities for some stick slip friction action. Dan's tach doesn't bounce now, he got it fixed.