



August 2017

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	WHEN:	WHERE:	PROGRAM:
<b>AUGUST MEETING</b>	<b>Thurs. the 10th ~6:30 pm</b>	<b>Marshalltown Airport East Hangars</b>	<b>AFTER OSHKOSH ICE CREAM!</b>

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

We will be having our annual Ice Cream Social for our After Oshkosh meeting since we did the BBQ last month. If you have an ice cream freezer, bring your favorite recipe and we will have a buffet of homemade goodness. If you don't have a freezer, other sweet treats are most welcome. Bringing something is NOT required! Just fly or drive yourself, the family and friends to the east hangars at the airport and join us for Oshkosh reports, fun and flying!!!!!!

## WHAT FLEW BY !!!

We had a very nice large gathering for our BBQ last month. John Beck flew in with his Tripacer. Bruce Gapstur arrived in his L3, and Chad Nablo flew in with the Iowa Heritage Museum's L-16. We had a few visitors and lots of good food.

Oshkosh was deemed another big success. A few members attended and reports will be forthcoming at the meeting. We will try and get some of their photos for the next newsletter.

If anyone has photos of a fly-in or trip, please share!

A few photos below of the BBQ and more within.



**Top: The sides and desserts. Bruce Gapstur's L3 is upper right, and John Beck flew his Tripacer up from Newton**

# CALENDAR

Aug 6	7am-Noon	Humboldt Muni
Aug 6	7am-12:30pm	Monticello Muni
Aug 6	7:30am-Noon	Cresco Muni
<b>Aug 10</b>	<b>6:30pm-?</b>	<b>Marshalltown Muni</b>
Aug 11-13		Spencer Muni
Aug 12	8am-3pm	Marion Muni
Aug 15	5pm-8pm	Independence Muni
Aug 19	Noon-3pm	Abel Island Airpark
Aug 20	7am-Noon	Iowa City Muni
Aug 20	7am-11am	Waukon Muni
Aug 26	7am-11am	New Hampton Airport
Aug 26-27		Ottumwa Municipal Airport
Sept 4	7am-11am	Belle Plaine Muni
Sept 4	7:30am-Noon	Hampton Muni
Sept 9	7am-11am	Knoxville Muni
<b>Sept 14</b>	<b>7pm</b>	<b>Marshalltown Muni</b>
<b>Sept 16</b>	<b>7am-11am</b>	<b>Marshalltown Municipal</b>

Fly-in Breakfast  
 Fly-in Breakfast  
 Fly-in Breakfast  
**Chapter 675 ICE CREAM SOCIAL**  
 Doug Yost Aerobatic Challenge  
 Pilot Social and Spot Landing Contest (free)  
 Summer Grill-Out  
 Fly-in/Float-in BBQ & Potluck  
 Optimist Fly-In Breakfast  
 Fly-in Breakfast  
 Flight Breakfast  
 WWW.FLYIOWA.ORG  
 Fly-in Breakfast  
 Fly-in Breakfast  
 Fly-in Breakfast  
**Chapter 675 Meeting**  
**Fly-in Breakfast and Open House**



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## The Tale Of Two Rivets

*The Ongoing Tale of a B-25 Restoration*  
 By Paul Adams

Here I sit on a rainy Wednesday morning resting after my third trip to Oshkosh to volunteer on the B25 restoration. On this trip our chapter had three volunteers. Robert Richtsmeier and Bruce Grumstrup also went. We each had varying jobs and the different jobs that the various EAA volunteers are given still amazes me to some degree. One of Bruce's jobs was to weld up some small fixtures that hold the 50 caliber machine guns in a stored position until needed to defend the B25 in an aerial combat or strafe some ground targets. Robert had various jobs including making up some hydraulic lines. He spent a few hours inside the engine nacelle on that project. I believe he has some war wounds and left a little DNA inside the nacelle. Below is a picture of Robert's engine nacelle.



Although the wing had been replaced, it does give you an idea of the job of reaching inside and the close quarters for his project. I believe he stood on the wheel a lot.

My weekend included three various jobs. I was approached by Curt, who is one of the project leads from chapter 257, with the comment "I have a tough one for you." It seems during my last visit I had become the "rivet guy". In April I had constructed a box that is the navigators seat, a step and a storage area. Below is a picture of my work station and the resulting box. If you ever ride or tour the B25 look inside the box. They had me sign it and our chapter number is along side my name. Cool huh?



The project given to me on day one was the installation of a step inside the nose section. Curt said it was a tuff riveting job so if I didn't think I could do it I could decline and be assigned another job. I looked at it and thought it was doable. It involved some blind riveting. I was then assigned a helper with no riveting experience! So, to start off we made up some test pieces and I taught him to rivet. He picked it up quickly, so next, to our project. The step was made and clecoed in place. We removed it and assembled what we could. Next was the installation. First we had to make a special bucking

bar. Mark, my helper, had to lay in the tunnel that leads to the nose section for entry access. He bucked while I ran the rivet gun on the outside. Mark had the blind part. Gotta say it looks good. Here are some pictures.



No one will notice, but I know where those rivets that can be seen from the outside are located.



We also had to rivet in the inside during which I bucked the rivets and he ran the gun. Maybe it's TMI (too much information), but after leaning on the edge that long, I bruised my boob.

In the next photo you can see the end of the tunnel Mark had to lay in. This particular B25 was originally a "H" model, so it had a cannon up front. I wondered if it went through the tunnel area, especially figuring it did not have a green house nose as seen on it now. That is the side it was installed on, and I believe the cannon went under the pilots legs. Wonder if he was nervous when he fired the cannon?

After all that work I was given a short job of removing 100 plus rivets from an aileron trim tab. Later I found out it needed inspection and was then reassembled.

On day two a similar start was made. "Hey Paul, I have a tough job for you". I need you to replace "two rivets." The door latch to the crew entry door needed repair. A previous



team had tried to repair it without removing it. Our job was to remove it, repair it and while it was out, install a locking mechanism. The first problem was to gain access to the door latch from inside the fuselage. To do that we had to cut a hole. They said, "make sure it is a nice neat hole" No pressure! We made a nice neat 4 inch access hole. Due to other structure the hole could not be made directly above the latch, but close enough to see it. Next for the latch removal. We couldn't see how it was removed, so we went to the drawings. Nice thing is they have drawings for the complete aircraft. Oops, two different drawings for latch mechanisms. We chose the one "closest" to ours. Our further study revealed it was held in by two cotter pins.

Good news was we could see "one" of them! We found a cotter pin removal tool that allowed us to "feel" for both pins and we removed the latch. We repaired the "two rivets" including making a small part. To replace the latch we had to rewind a coil spring. We coiled the spring by pulling on it around a shaft with safety wire and was able to replace the cotter pins. All this through the 4 inch hole we made. Next for the test. It didn't work! The latch stayed open not closed! Our evaluation suggested we wound the spring the wrong way, although it looked like the drawing. We removed the latch, reversed the spring action and replaced it. Wa-la, it worked!! And after much modification to the lock, it worked also. The amazing part, the above work took 8 hours. But after demoing the door, lock and latch to the EAA A&P, Tracey, who was in charge, and receiving a job well done, we felt really good. And that's what part of this is about. Doing a good job and helping with a cool restoration project. Here's a picture of me and the latch complete with the lock. Probably no one will notice. But Mark and I will.

Oh yeah, we got to sign the latch and add our chapter number, but no one will be able to see the inside of the latch.

-Paul



***The July BBQ featured Good Food, Good Hangar Flying and Formation Flying!***



***The BBQ grill was set up in front of Gary and Chad Nablo's hangar. Paul got some great shots of the L3 from the L16. The lower left photo shows the BBQ crowd from the air, and on the right is how the formation looked from the ground at the same time.***

***Photos by Dianna Butcher, Corey Butcher and Paul Adams***