



**February 2013**

	WHEN:	WHERE:	PROGRAM:
<b>FEBRUARY MEETING</b>	The 7th at 7 pm	<b>GARY NABLO CONSTRUCTION CAVE</b>	<b>TAYLOR MONOPLANE UPDATE</b>

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**WHAT'S FLYIN' THIS WAY !!!**

First of all, note that we will be meeting the FIRST Thursday of the month, as the second Thursday is Valentine's Day. Don't want to create any spousal conflicts!

Gary Nablo will be host of our meeting as he brings us up to date on his Taylor Monoplane build. He is close to covering, so this meeting will be a good time to do a thorough inspection before it is closed up.

Directions and a map to Gary's place is on the back of this newsletter.

Don't forget Taco John's at 6 pm before the meeting. For those who are not sure where Gary lives, just follow the crowd from TJ's or give me a call.

**WHAT FLEW BY !!!**

Garry Brandenburg visited the Glenn H. Curtiss Museum in Hammondsport, PA. and brought a bunch of pictures to drool over. A lot of history and very interesting artifacts are displayed well in the museum. Thanks to Garry for a very intriguing presentation.

I'm not sure I can remember all who were at the Greenfield Chili feed, but I think I counted at least seven Chapter 675 members who were there. Carroll Altman attended his first Greenfield Chili fly-in and you can read his exciting account in this newsletter. Other than being a little less than warm, the flying was near perfect!

*Just a part of the Taco John's crowd last month*



*Ed Boehm and Corey Butcher (with Flat Stanley) somewhere over Story Co. flying to the Greenfield Chili Fly-in.*



# CALENDAR

Date	Time	Where	What
Feb 7	7pm	Nablo's shop/T	Gary Nablo's Taylor Monoplane
Mar 14	7pm	FCC/T	F4 Assoc. Holloman AFB Joe Latham
Apr 9-14		Lakeland, FL	39th Annual Sun N Fun Int'l Fly-in & Expo
April 11	7pm	FCC/T	Miniature Engines Gary Kirchgatter

FCC – Fisher Community Center

T – Taco's Johns at 6:00 before the meeting

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.iawings.com/calendar/yearly.htm](http://www.iawings.com/calendar/yearly.htm)

## FLIGHT STUDY EAA CHAPTER 675 MARSHALLTOWN IOWA

As many of you know, a flight activities study of EAA Chapter 675 for the calendar year 2012 was recently conducted. This study encompassed, not all, but a reasonable sampling of the chapter's active fliers, including 17 pilots and 23 aircraft. The results are in and have been tabulated. The 'reported' speeds of the aircraft studied ranged from 65 mph to 150 mph. Total flight hours per individual ranged from 1 hour to 105 hours. For a complete report of the findings, please come to the next Chapter 675 monthly meeting and all findings will be disclosed. Until then, the study group, me, Paul Adams, has one question that you may ponder until the next meeting at which time you will also find the answer. The question is: **If you were to take all the Chapter 675 flights for 2012, straighten them out and put them end to end along the equator of mother earth, what percentage of the earth's equator would the flight consume?** As you contemplate the answer to this question, I will add another little piece of information provided in the study, which is: Of the 17 aircraft in the study, only four aircraft left the state of Iowa.

As with all studies, the data collected must be certified. Thus if you get a call from the Certified Public Accounting Firm of Wyknott, Wisebottom, Drunckerd and Knoitall, please provide the exact same data that was provided to the original study. If you forgot what your input was, please call.

### FOGZ FREEZE FANNIES FLYING FOR FUN

The Flying Old Geezers are finding, or should I say forcing, the time to fly to breakfast even with the temps well below freezing. Fun is the name of the game, and there is no reason to tempt the big four letter elephant in the room...Fate. Therefore a sub-chapter of the FOGz has been created by our Dear Leader, Dave Cheung. It will be called the Flying Later Old Geezers or 'FLOG' (Floggers?). The reason for this creation is simple. It is not worth the cost of a jug to fly in this very cold weather. Most do not have a heated pitot (is this spelt rite?) tube and lack of airspeed, whether real or indicated would not be fun. With FOGz getting world renown popularity, especially from flyers from airports other than M'town, Dave is setting up a notification system to let everyone know when the FOGz are NOT flying, so people like John B. don't sit at the Midtown Cafe until supper time. So when a FOGz flyout is posted, and the temp is colder than frigid, Dave will still get his p'cake fix, but most likely at O.J's. Let him know if you want to be on the list.

### INTERESTING LINK OF THE MONTH

Ever thought you might be in over your head with your homebuilt airplane project? Or has it ever crossed your mind you may never get it done? Click on this link, take a look, and remember, he is building from SCRATCH!

<http://ballybomber.shutterfly.com/>

Visit your Chapter 675 website!

[www.eaa675.org](http://www.eaa675.org)

## ***Greenfield Chili Fly-in***

### ***A New Adventure***

*By Carroll Alman*



Since I have been involved in aviation, I have been most privileged to meet a large number of wonderful and helpful people. When attending the recent Greenfield Chili Fly-in on January 26 nothing had changed; the group was great! I met some new people and re-acquainted myself with some others and thoroughly enjoyed the day.

Originally I had planned to drive over with a friend, Ralph Briggs from Des Moines, but the day before, he called and asked if I wanted to fly over. I told him he didn't even have to ask. Since I am not a pilot yet (working on ground school stuff), I always like to jump at the chance to fly. He told me to meet him at Exec 1 in Ankeny and that we would be flying over with his friend Brant in his Cessna Skylane 182. A big plane with lot's of git-up-and-GOOOOO!

The ride over was very smooth, kind of like a glassy lake at dusk. If you have ever been water skiing on a glass lake you will know what I am talking about. We took our time and I took a few pics on the way over. The landing was as smooth as the flight, and as the day went on, more and more people showed up.

This is the first time I had been to the Greenfield airport and the Iowa Aviation Museum. It is a great facility; two concrete runways, fuel and some nice hangars. The displays inside, while few, are great to look at and read about. There were a lot of great aviators from this state. I read about one gentleman who was the first pilot to carry a passenger across the Atlantic just shortly after Lindbergh made his famous crossing.



***Saylorville Lake from the 182 with an interesting mosaic of snow and ice drifts.***

The planes that arrived were all pretty cool but were dwarfed by a De Havilland Beaver that was mounted on floats. When we walked out to look at it, I was amazed that there was such a big aircraft powered by only one engine. I know that military and commercial aircraft can be much larger, but this thing was bigger than my house!

There were steps welded on to the float frames. To get into this thing would be like having to climb a 12' extension ladder each time you wanted to get in and get out. Heaven help the pilot and/or passengers if nature calls once on the ground. This is not a plane you can just get out of quickly.

My guess is that the top of the tail was at least 3 stories high. I could walk completely under the fuselage without even worrying about hitting my head. The floats alone were shoulder high. It was massive

***A BIG and beautiful 1957 DHC-2 Beaver on Wipline 6100 floats stopped for chili enroute from Wisconsin to its new home in Texas.***



and somewhat overwhelming.

We left around 2 pm. On the way over I sat in the back seat and took pics, but on the return trip I was in the right seat. It was Soooo Cooooo!!!!

Brant asked me if I wanted to take off and, of course, I said sure. Although my heart and head were up for it my feet, unfortunately, were not. I thought I had adjusted the seat far enough forward, but was just not the case.



We started to taxi and I was all over the runway in the first hundred feet. Trying to deal with toe brakes and steering with pedals is a lot different than using a steering wheel. I felt a little helpless, I will admit. Brant took over and got us down to the end of the runway. We got into position and off we went. This thing just shot up off the ground.

When we got to altitude Brant let me take the controls. It was great. I could feel the power. I also realized how little I knew. It is one thing to read about something and another to actually do it. I had an opportunity to fly right seat in Ed Boehm's Ercoupe and thoroughly enjoyed that experience. The Cessna, however, was a totally different animal. The very first thing I noticed was the amount of pressure required to move the yoke and how very little movement can make a big difference in the aircraft's attitude and direction.

Brant showed me some things and asked me to do some turns and climbs and descents. He gave me a few pointers on just keeping track of where you are in the sky. And I flew most of the way back to Ankeny. It is a day that I won't forget for a long time.

Flying is great, the day was great. So HEY HEY HEY go get your wings on and fly a little!

