



February 2014

	WHEN:	WHERE:	PROGRAM:
FEBRUARY MEETING	The 13th at 7 pm	FISHER COMMUNITY CENTER	AVIATION MUSEUMS

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WHAT'S FLYIN' THIS WAY !!!

Les Risius took a trip to the Northwest US and Canada last summer. Along the way he stopped at some aviation museums and found some interesting tidbits which he will share with us at the Fisher Community Center on Thursday.

Don't forget to join us at Taco Johns before the meeting at 6pm.



File photos of the Pearson Air Museum in Vancouver, WA

WHAT FLEW BY !!!

Paul Adams began the January meeting with just a couple of business items.

Sounds like there will be a fly-in at the Marshalltown airport this year! Plans are still in the works, but it will probably be this fall, September or October.

Don Feld brought pictures, his training manual, some dummy bullets, a couple of models, and a bunch of great stories of his experiences flying the A1 Skyraider during Viet Nam.

Don is an excellent speaker and hearing about the time he stalled the airplane while taking a picture, or about flying through a bunch of bugs (which were actually ground fire!) are just a couple of the good stories you missed if you weren't there.



CALENDAR

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.

Thursday February 13, 2014
7 pm (6pm Taco Johns)
EAA Chapter 675 Monthly Meeting
Fisher Community Center

www.eaa.org/calendar
www.FunPlacesToFly.com
www.flyins.com
www.socialflight.com

FOR SALE

1946 7AC project in good condition. It has approximately 2500 TT airframe. Engine is A65-8 2500 TT, 250 SMOH. Fabric is cotton from 1960s. Last annual in 1999. Very complete, all original. All logs since 1946. Macauley metal prop. \$10,000. Can be seen at Oelwein airport (KOLZ) in Iowa. call 319-290-1998 j.tuch@live.com Jim Tuchscherer



Paul's New Game

I have a new game. My goal is to see how low of a density altitude I can hear when calling the KMIW AWOS. So far the lowest I have heard is a "minus 4800 feet!". This was heard on January 6th. I will throw out the challenge; can anyone hear a lower number? We can go for the highest density altitude this summer. The highest I heard this last summer was 4100 feet. As you can see it doesn't take a lot to entertain me.

Paul Adams

Websites of the Month

Good Aerial Photography

<http://www.nflightcam.com/be-inspired-by-jessica-ambats/>

1700 mi. to Glory

RANS S6 to SnF story-Funny

<http://www.ultralighthomepage.com/STORIES/snf95.html>

Tiny V-12 Engine

www.wimp.com/tiniestengine/

Message from Dick VanGrunsven

<https://m.facebook.com/notes/vans-aircraft-inc/eaan-needs-you-you-need-eaa-van/724057147604660/>



Now on FACEBOOK

www.facebook.com/EaaChapter675

More Weight

T'is the season when many of us worry about "more weight". And this season I should have done a little more worrying and a lot less eating. But as pilots we always have the issue of weight to contend with.

For example, take my son Dan. There he was flying, what seemed to be the perfect airplane for a young, just getting started pilot, his Piper Colt. And what a nice Colt it was. Dan and Meagen load the Colt up and off to AirVenture in Oshkosh they go for a nine day fun filled time. In fact, they do the same the following year. That was 2011 and 2012. But with the long stay and a seventy pound baggage limitation, the conversation of more weight came up, which translated means, the need to carry more comfort providing stuff to Oshkosh. This subject came up many times, either during some hangar flying or when we were sharing flying what-ifs. As the conversations continued, that new plane justification crept into the conversation, and before you know it, the "more weight" problem was solved. You call it a Piper Tripacer.



Dan Adams and his Tripacer at Brodhead, WI



What do you call a Tripacer with two engines? -UGLY

hit and there you have it, a twin engine Colt. The idea is not original. A guy named Wagner has already done something like this. Go figure! Actually I believe Wagner added the second engine to a Tripacer. Maybe he wanted four seats.

In fact, I believe the four seat twin engine is probably what Wagner wanted anyway. After all, he took two perfectly good Piper Cubs and joined them to get exactly that. A twin engine, four passenger, dual fuselage Piper Cub. Actually, I believe Dan's idea of a Tripacer and getting a two hundred pound baggage capability and four seats is a little more practical.

I'm already getting ready for Ed and Corey's need for more weight. In my research, guess what I found. You guessed it, a twin engine, four passenger, dual fuselage Ercoupe. What will man think up next? Hey, Ed and Corey, I understand the twin fuselage Ercoupe was actually built for airshow use. I figure you're just a twin rating and a low level waiver away from making money at this crazy hobby. We just need one more Ercoupe, with or without some of one wing missing. Should be able to pick something like that up pretty cheap.

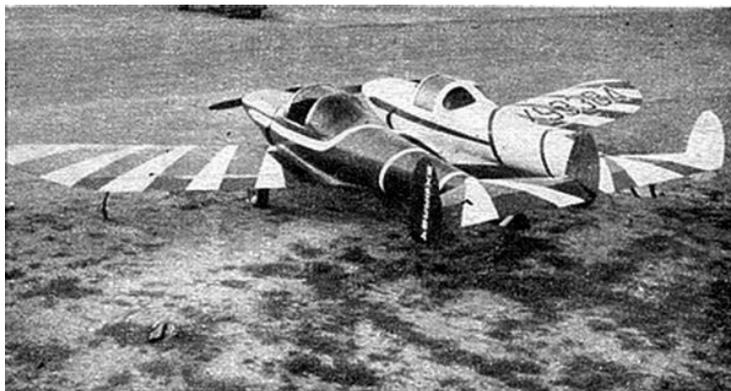
Just a thought.

Paul

Researching the problem further I found other solutions that I'm not sure Dan considered. For example how about another engine. Adding an additional engine to an airplane should improve the payload I would think. The problem Dan probably sees with this is, he is a single engine rated pilot. But I think if the two engines are close to the center line, I'm not sure you need that twin rating. After all, an F4 pilot doesn't need a twin rating if I'm not mistaken. At least that's what Colonel Merkel told me. Given that, let's just add another engine to the front of the Colt. Off set them a little so the propellers don't



**Dual Fuselage Cubs and 'Coupes-
Wonder why they never caught on?**





EAA Chapter 675

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*For members Dave McCurry and Gene Adkins
who are SnowBirds in Arizona...
It's COLD up here!*



Visit your Chapter 675 website!
www.eaa675.org