



February 2015

	WHEN:	WHERE:	PROGRAM:
FEBRUARY MEETING	Thurs. the 12th 7:00 pm	FISHER COMMUNITY CENTER	Airplanes of AirVenture

WHAT'S FLYIN' THIS WAY !!!

Obviously it is the middle of winter. I know, because I'm shoveling it. You are too, I bet. Not much flying, but the weather is beginning to gradually change for the better!

For now, we can get our aviation fix by attending the next chapter meeting. We will start with a Builders Tips session with Les Risius describing the Stewart Systems covering he is using on his Cavalier. He has been satisfied with it and will share a quick rundown on how it's applied and used.

We also have a video of the variety of aircraft attending AirVenture each year.

And don't forget to join us at Taco Johns at 6pm for old fashion hangar flying! Right across the street from the Fisher Community Center.

WHAT FLEW BY !!!

Our last meeting was almost cancelled by the snow storm that day, but within and hour of the meeting it seemed to clear up some, so the meeting went forward. About 10 or so brave souls showed up and had a good time. Paul began the meeting with his builders tip on what constitutes drag on an aircraft. He even had Math! But it wasn't too difficult to figure out.

After a break for rice crispy treats, we viewed an old army video on how to fly the P-38 Lightning. It was fun and now all we have to do is get in and fly it!



I didn't hear of anyone going to Greenfield for the Chili Fly-in, but considering what the weather was like, I doubt anyone from the chapter flew down. They have had some pretty good weather the past few years, but this year was not very conducive to flying. Maybe next year.

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www.facebook.com/EaaChapter675

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.

Feb 12	7 pm	FCC/T	EAA 675 - The Airplanes of Airventure / Building Tips
Feb 21	10-11 am	Independence Airport	Formation Ground School (Free) 319-334-4000
Mar 12	7 pm	FCC/T	EAA 675 Monthly Meeting - Show and Tell
Apr 18	8 - Noon	Independence Airport	Fly-in Breakfast/Tailwheel Flying Ground School @ 10am
Apr 21-22		West Des Moines	Iowa Aviation Conference www.iowaairports.org

FCC – Fisher Community Center

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

www.eaa.org/calendar
www.FunPlacesToFly.com
www.flyins.com
www.iawings.com/calendar/yearly.htm

Flint Hills EAA Chapter 1364 presents:

2015 NATIONAL BIPLANE FLY IN

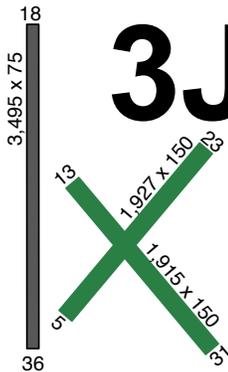


Arrive **Thursday June 4** Depart **Sunday June 7**

Aircraft & Pilots of all types, shapes and sizes WELCOME!

Arrival information, schedule of events and more information available at:

nationalbiplaneflyin.com



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Dan Adams' Tripacer Gets New Pants

I've added wheel pants to my Tripacer. Did this mostly for the looks & style, but did see 3-4mph.

Since I bought it, I've replaced the bungees, rebuilt the nose gear, replaced shimmy dampener, overhauled the mags, rebuilt carb heat box, new ignition harness, overhauled the propeller & installed an Icom radio. I also got a Bruce's custom cover and replaced the old instrument lights with LED lights.

Minus the radio, cover, instrument lights & gear work, the airplane flies & performs much better. Climb has increased 100-150 fpm & top speed went from 123mph to 128mph.



I'm very pleased with my efforts/results and feel I've improved the airplane overall. Hopefully I'm set to enjoy many years of flying with it now.

Only thing left to do is get the rigging adjusted for hands off level flight. My attitude instrument quit & I've bought a used one and a filter that I need to install.



Why Didn't I Know That

In a previous article I wrote about Joe Latham and his successful battle with a Mig 21 I didn't mention the U.S. aircraft he was flying cover for at the time of the Mig attack. The aircraft were EB-66 electronic warfare aircraft used in the Vietnam war. What was amazing to me was even though I was a participant in the Vietnam war I did not think I had heard of these aircraft before reading the book. In fact the book was written because the author, a B-66 pilot did so because even members of his family did not know of this aircraft. The history of the plane and the men who flew them was extremely interesting. Here is a brief write up of some of that history.

To start we have to go back all the way to 1942 and the WWII aircraft the B26. The B26/A26 survived the Second World War and was again used in the Korean conflict.

The A26 had a long career and served with variants of the B66 even as late as the Vietnam war. It was at this time and with the introduction of the jet engine that the US Air Force decided it needed a replacement. Due to many issues at the time they decided to utilize a Navy design the A3 Skywarrior.



The B26



A3 Skywarrior near touch down on an approach to an aircraft carrier.



As can be seen it was big and took up its fair share of deck space.



The aircraft on the right are the EB66 which is an electronic warfare version of the B66 and you can see the similarity. It served the Air Force until 1973 which coincided with the end of the Vietnam war. The navy version, or A3, had one of the longest lives for an aircraft in the modern day Navy. Introduced in 1952 it remained until 1991 serving as a strategic nuclear bomber, photo reconnaissance, electronic warfare and an aerial refueler. A lot of roles for a single airframe. I didn't know it at the time but when visiting the Midway in San Diego I stood next to an A3. One difference between the two aircraft, the A3 and the B66, was the A3 had the more powerful and reliable J57 engine and the B66 and subsequent variations used the more troublesome and less powerful J71.

The B66 was introduced into the Air Force in 1956, called the Destroyer, and was produced by Douglas. A total of 294 were built and at one time they wish they had more. Originally the B66 was used as a deterrent in the Cold War as a tactical nuclear bomber and stationed in the NATO countries in Europe. It also was used for photo reconnaissance and electronic surveillance. The Cold War wasn't so cold. One B66 was shot down over Eastern Germany when it's compasses failed. Others met similar fates in other world areas. But another more important role would soon arrive. The Vietnam war.

The B66 was further developed into various electronic warfare aircraft and used to suppress enemy ground based radar systems for both AAA and missiles. Single or multiple aircraft formations would be used to support Air Force tactical and bomber aircraft along with Navy assists. Flyers who received their support learned to not only rely but respect the brave aircrews of the EB66. It took a lot of guts to fly in this war especially considering the EB66 was unarmed and a subsonic aircraft!



Above the EB66 escorts F105 a fighter/ bombers. Later in the war the F105 was also fitted with electronic counter measure pods and the combo was even more effective.

Of interest to me, since I was assigned to B52s during the war, was the EB66 also supported the B52 with electronic counter measures. The B52 did have an extensive ECM capability but there were loses of the B52 to SAM's, surface to air missiles. I'm sure the B52 crews appreciated the awesome capability of the EB66. It really amazed me as I read story after story of these aircraft flying unarmed when aircraft like the Mig 21's (below right) were sent to seek them out. Joe Latham's mission saved two from Mig 21's.. But there were many other close calls. Also even at altitude they were vulnerable to ground launched missiles. Many missions the pilot had to make a diving high G turn to avoid a missile strike. Also the EB66 variant was flown at a higher gross weight than the bomber version, 83,000 lbs versus 57,800.



With the less powerful J71 engine and the added weight, take offs became critical especially in the heat of Southeast Asia. More then one crew member lost his life to a take off engine loss.

In the book there were a lot of human interest stories, especially since the book was based on interviews of past crew members. A cute one was the Chaplin. It seems the maintenance crews being challenged with so many

missions didn't have much free time. So a tent was erected by the maintenance men on the tarmac! The sign on the tent read "Spiritual Maintenance". It seems the Chaplin administered to the aircrews in flight. The head Chaplin found out and punished him by sending him to Thule Greenland. Not to worry the Chaplin's next assignment was back at Tahkli Thailand the home of the EB66. Another story was about stark stupidity. It seems on one flight the mission ended early. So the pilot said with the extra fuel let's climb to 40,000 feet and dive so we can break the sound barrier. Doing so the engines flamed out since the nacelles weren't designed for mach plus! He got the engines relit at 5000 feet. Over a war zone! With his crew still on board! Congress can make them officers and gentlemen, but not necessarily smart. We even used to question the gentlemen part. On the sad side at the end of the war, the arm chair officers decided to stop funding the EB66. However they didn't stop the war at the same time. Fewer missions resulted, putting those in need of the EB66 protection at higher risk, not to mention the crews who flew the plane. The arm chair staff guys were the same ones who, early on, didn't believe in electronic warfare and said speed and guts will do it. Not their guts though. Over half of the 735 F105's in Vietnam were lost to ground fire. That's a lot of sacrifice by some brave aircrews.

Mig 21's similar to those shot down by Joe Latham.



For those of you who have seen the movie Bat 21, and if you haven't its a good one, the aircraft shot down by a SAM was an EB66. This movie is about the rescue of Lt. Colonel Gene Hambleton and this was the most expensive rescue ever conducted. The Vietcong would launch a SAM, or SAMs, at the EB66 and the electronic equipment onboard would detect the launch. The pilot would count to 10 and then execute a high G diving turn away from the missile. Bat 21 turned the wrong way. I read many accounts of using the high G maneuver to avoid a missile or in some instances many missiles. A fact I found interesting was that a total of 1298 airmen were rescued during the war. A lot of brave airmen and soldiers lost their lives in order to save a fellow service member. God bless them! For those of you that heard Don Feld's talk on flying "Sandies" or the A1 Skyraider, he flew Search and Rescue missions. Joe Latham flew cover for the EB66. The EB66 and their crew members saved untold numbers of lives with their efforts. I call this teamwork.



Above is a Jolly Green and two Sandies which were flown on many rescue missions.



The F4 Phantom.

Featured Internet Links of the Month

Lorin Miller Flies the Midwest in 4.7 Hours!

<https://www.youtube.com/watch?v=Qg7S-o6L4uM>

Fly with the Blue Angels in Hi Def

<https://www.youtube.com/watch?v=u4D0yx4DvBk&feature=youtu.be>

WWII Statistics

http://pipptaettore.com/Horrific_WWII_Statistics.html

Flying in a Zeppelin over San Francisco

<http://home.comcast.net/~bzee1b/Zepplin/Zepplin.html>

83 year old Pilot watches never before seen video of his crash landing during WWII

https://www.youtube.com/watch_popup?v=ie3SrjLlcUY&sns=em

