



**February 2016**

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	<b>WHEN:</b>	<b>WHERE:</b>	<b>PROGRAM:</b>
<b>FEBRUARY MEETING</b>	<b>Thurs. the 11th 7:00 pm</b>	<b>FISHER COMMUNITY CENTER</b>	<b>High Altitude Weather</b>

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

At last months meeting we had a guest, Les Raich, who is a retired corporate pilot, mention that he has put together a presentation about how high altitude weather can affect our general aviating at the lower altitudes. He will be giving this talk at our next meeting. This should be a very enlightening for us low and slow guys. Our speaker who was initially scheduled, Chuck Calwell, has rescheduled to our March meeting. Don't miss either!



As usual, don't forget Taco Johns at 6 pm before the meeting!

## **WHAT FLEW BY !!!**

Our January meeting was opened by president Paul Adams who welcomed a couple of guests who came down from Eldora. We went around the room and everyone introduced themselves with a quick synopsis of their interest in aviation, and what they were flying or building.

The program was presented by Garry Brandenburg as he showed some photos of his trip to Germany to visit his son who is stationed there with the air force.

He visited an interesting aviation museum called Flugaussstellung Peter Junior, which was not located at an airport. All the aircraft were trucked in, other than maybe a huge Russian helicopter. The variety of aircraft is amazing. There are approximately 120 aircraft including a Super Constellation, a DH-106 Comet, and many Russian and US military aircraft. F-4's, 104's, a Harrier, the largest helicopter ever built, and even an all wood replica of the Concorde which is used as the museum restaurant. You can see a full list of aircraft at their website...

<http://www.flugaussstellung.de/flugzeuge.html>

Garry also had the opportunity to fly a Cessna 172 over the German terrain and showed a few photos of that trip, including where his son was living and of the many vineyards on the slopes of the steep hillsides. Thanks to Garry for a very interesting program.

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# CALENDAR

Feb 11	7pm	FCC/T	EAA 675 - Les Raisch - High Altitude Weather
Mar 11	7pm	FCC/T	EAA 675 - Chuck Calwell - Space Capsule snagging
Apr 2	11am-2pm	Greenfield Municipal	Annual Chili Flyin for Iowa Hall of Fame
Apr 21-22		West Des Moines	Iowa Aviation Conference <a href="http://www.iowaairports.org">www.iowaairports.org</a>

**HEY! Notice the Greenfield Chili fly-in is back on and at a different time of year! April 2nd**

## **Double Eagle Covered**

*by Paul Adams*

As you can see I have been covering. You don't realize how much surface area is on an airplane until you cover. The left photo is from the last three weeks. Nine parts covered, ironed, reinforcement tapes added, stitched, surface tapes added and ironed. Now for primer and paint. Actually, before primer, I am designing and building some simple paint jigs.

Prior to the last three weeks I had done the same to the wings plus two coats of primer. This took about three weeks. I roll the primer and the final paint on which are both Sherman Williams latex products. The rolling is easy and not messy, or at least not as messy as spraying, and no paint booth. The draw back is you don't get as nice a finish as with spraying. I have been in contact with the guy who built the Woodpecker, Sport Aviation article January 2016, about how to polish latex. We will see how that works on a test piece.



On a different subject, I was asked to give an aviation themed talk to a group of ladies. I gave the talk on Monday January 18th with 25 women attending the meeting. I gave a talk on the combined articles I wrote a couple years back on the Doolittle Raiders and the bombardier from plane 16, Jacob Deshazer who returned to Japan as a missionary and the three Iowans that flew with the Doolittle Raiders. I included some aspects of EAA in the talk. Feedback indicated the talk was well received.

## **User Fees Again??**

### **EAA: FAA Authorization Bill Won't Fix ATC Funding Problem, Creates New Ones for GA**

Yes, Washington DC is at it again. Read all about it here... <http://tinyurl.com/zujlb8a>

It's an EAA webpage about what congress is considering.

Our chapter dues are still only \$10 a year. This helps pay our insurance and other necessary fees to maintain our EAA chapter status. If you have not paid your 2016 dues, the beginning of the year is a good time.



Visit your Chapter 675 website!

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## Ahhhhh, Sweet Antoinette

This story starts with Doug Boyd's and my book exchange and reading habits. We both like to read about aviation stuff. A while back he gave me a book to read simply called "Aviation". It is a picture rich history book of early aviation. I read it then placed it on the coffee table in front of my favorite reading chair. Ever now and then I would glance over at the book and as has happened all too often my mind wanders off. The cover is a French design called an Antoinette. To the right is a copy of the cover photograph.

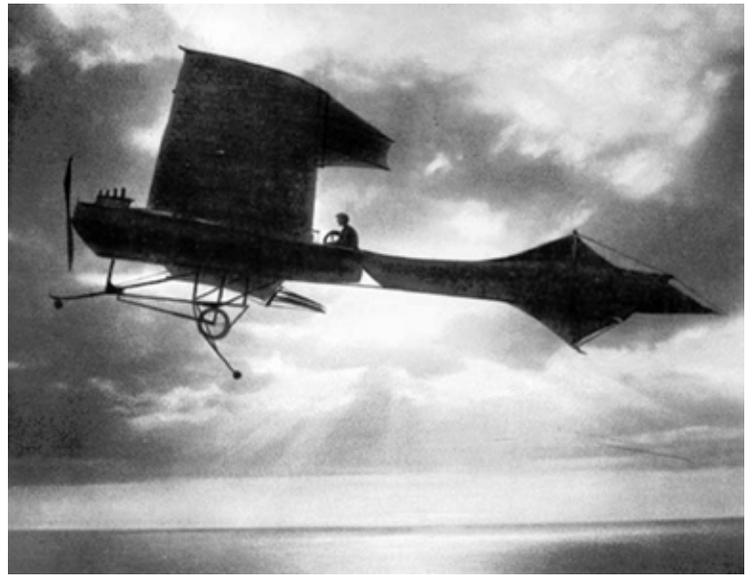
That silhouette causes some areas in my memory to come alive. First is the movie "Those Magnificent Men in their Flying Machines". It's a great aviation movie and if you haven't seen it get it on your bucket list. In that movie they fly a recreation of the Antoinette along with some other really unique old type aeroplanes. Here is a couple of pictures from the movie. How do you like the seating. Now I call that open



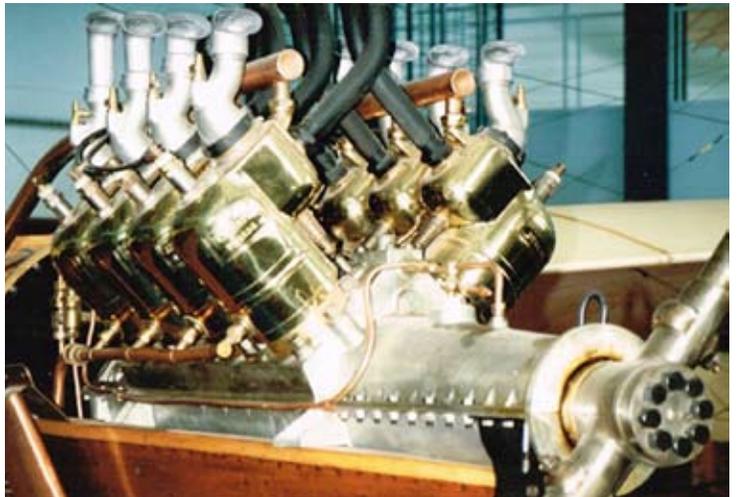
or maybe no cockpit flying. And I think the car was faster. In the movie this scene is an engine failure, You will read more about that later.



The next thing I think about is it is a cool plane and actually has some aviation history about it. With that thought I was off to the Internet. Here's what I found. There were more than one Antoinette. The reason being the basic airplane was under continual development by a designer, Leon Levavasseur, a Frenchman. He was funded by a wealthy backer and the plane was named after the backer's daughter, Antoinette. The Internet starts with number III. Who knows what happened to I and II. They are rather large aircraft. They all have a triangular shaped in cross section fuselage. The III was 45 feet 11 inches in length, a wing span of 41 feet which used wing warping for roll control, 430 square



foot of wing area and a gross weight of 1146 pounds. To get all this air born he used an engine of his own design, called appropriately an Antoinette, of 50 hp and it was a water cooled V8. This engine would cause him problems as we will see. He used this power plant on all subsequent airframes.



Next came the model IV. The main difference was the addition of large trapezoidal ailerons that were hinged on the trailing edge. This proved ineffective and wing warping was reintroduced to the basic design.



The IV was used to attempt the channel crossing from France to England. A news paper, the Daily Mail, put up a prize for the first successful crossing of the English Channel by an "Aeroplane". The first attempt in an Antoinette was made on July 19, 1909 and was flown by pilot Hubert Latham. I wonder if there is any relationship? Due to engine failure he got a free swim. I understand that this swim was the first recorded ditching at sea. A French ship rescued Latham finding him sitting atop the floating Antionette enjoying a cigarette. Here's a picture of Latham at the wheel, and I literally mean the wheel. I wonder if that's for pitch control. I think I might see some resemblance to our Joe Latham. Nice hat, at 42 mph max, I bet it stays there.

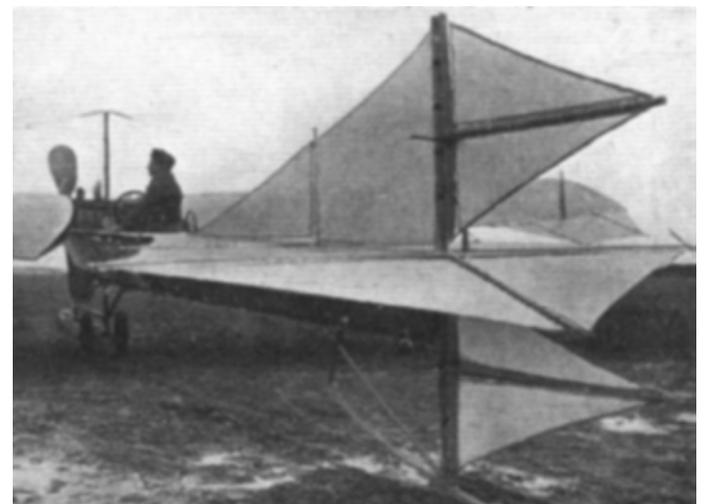
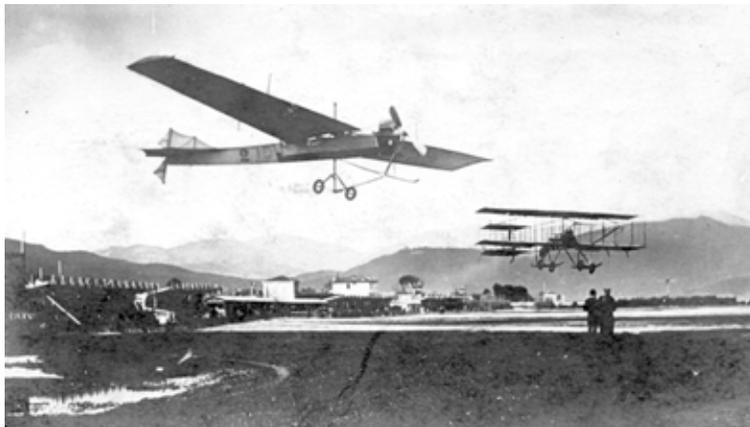


Next came the V. Basically this was a change in the under carriage. The plane was a little smaller and topped out at a blistering 45 mph. No VI in the records but there was a VII. Length of 37 feet 9 inches, a wing span of 42 feet with 538 square feet of wing, a gross weight of 1300 lbs ( imagine a light sport with those dimensions) and the same 50 hp V8. Top speed 44 mph. At about the time of the VII's first flight the channel was crossed by a Bleriot piloted by a pilot of the same name and he collected the prize. Undaunted Latham tried again only to get another free swim within less then a mile of the English coast. The British helped out as the HMS Russel fished Latham and the Antoinette from the channel.



Above are pictures of the V and VII.

Later Latham flew the VII in a French Aviation event taking first for the highest altitude of 509 feet and a second for an average speed of 42 mph on a closed course. I wonder how they measured the 509 and I mean "9" feet? Here is a picture of the seven with a Farman also in the air.



You know you just have to love a plane that has a cruciform tail, what ever that is. Reminds me of a dart I once threw. A lot of their concepts came from birds. Not a bad place to start, man will probably never fly as good as most birds. Happy Flying!