



January 2013

	WHEN:	WHERE:	PROGRAM:
JANUARY MEETING	The 10th at 7 pm	FISHER COMMUNITY CENTER	GLENN CURTISS MUSEUM

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WHAT'S FLYIN' THIS WAY !!!



Garry Brandenburg will give us a virtual tour of the Glenn Curtiss Museum located in Hammondsport, NY. Garry recently visited the museum and will show some of the pictures he took while there.

Don't forget Taco John's at 6 pm before the meeting.

WHAT FLEW BY !!!

We had a sort of 'show and tell' meeting last month, but before we got into that we re-'elected' officers and talked a bit about our schedule for 2013. The schedule was in the last newsletter with most every thing being tentative, or play it by ear. Some brought project parts such as Gary Nablo's heat shroud for his Taylor Mono-plane exhaust. Garry Brandenburg showed some slides of his trip to Elgin AFB in Florida to attend his son's promotion to Chief Master Sergeant in the Air Force. Still others talked of their projects and escapades throughout the past year. And we saw a video about the solar powered airplane that is intended to fly around the world non-stop. Some highlights inside this newsletter.



CALENDAR

Date	Time	Where	What
Jan 10	7pm	FCC/T	Glenn Curtis Museum trip - Gary Brandenburg
Jan 26	11am-2pm	Greenfield	Iowa Aviation Museum Annual Chili Fly-in
Feb 7	7pm	Nablo's shop/T	Gary Nablo's Taylor Monoplane
Mar 14	7pm	FCC/T	F4 Assoc. Holloman AFB Joe Latham
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
www.FunPlacesToFly.com
www.flyins.com
www.iawings.com/calendar/yearly.htm

EAA Webinars Schedule

We've announced our January-February webinars that you can enjoy from the comfort of your home. EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

Register Now

Upcoming webinars include the following topics and presenters:

January 2 - 8 p.m. CST
Principles of Reliability Centered Maintenance
AMT & Wings Credit
Presenter: Mike Busch

January 9 - 7 p.m. CST
Flight with Broken Flight Controls
Presenters: Gordon Penner

January 10 - 7 p.m. CST
EAA Chapter Chat: Chapter Video Magazine
Presenters: Jeff Skiles, Trevor Janz, and Brady Lane

January 16 - 7 p.m. CST
Flying With the iPad Update: Apps, Accessories, Tips and Tricks
Presenter: Bret Koebbe

January 23 - 7 p.m. CST
VW Engine Assembly Tips
Presenter: Steve Bennett

January 31 - 7 p.m. CST
Flight Testing Homebuilts - Expanding the Envelope
Presenter: Chad Jensen

February 6 - 8 p.m. CST
How Healthy Is Your Engine?
AMT & Wings Credit
Presenter: Mike Busch

February 12 - 7 p.m. CST
EAA Chapter Chat: B-17 and Tri-Motor Flying Tour
Presenter: Margaret Viola

February 27 - 7 p.m. CST
Fuel System Testing
Presenter: Dave Prizio and Joe Gauthier

For those of you unfamiliar with what a 'webinar' is, it is simply a seminar, or lecture, on the internet. All you need are speakers to hear what is being said. Usually video, or some kind of visual presentation is shown on your monitor while you listen. Many times they open the discussion up to all who are participating. You can ask questions in person if you have a microphone hooked up to your computer. If you don't have a microphone, it is usually the case where you can type in a question or comment as well.

Go to <http://www.eaa.org/webinars> to register and see how it works.

Related to the EAA Webinars, is the video archive that is available online. Lots of building tips, the webinar archive, aviation history, and much more. Go to <http://www.eaavideo.org/>

Visit your Chapter 675 website!
www.eaa675.org

A MISUNDERSTOOD AVIATOR

by Paul Adams

Over the recent past as I have had conversations with various individuals, quite often the topic of me and my aviation interests come up. As the conversation continues and they learn of my latest project, I inevitably get the comment “Why are you building another airplane? You already have two”. I want to respond back with “within your question is the answer”. But, I don’t. I believe one of the reasons I don’t respond is from my interest in reading about aviation. From this reading I have learned throughout history, aviation and the aviator himself have been misunderstood. Here are some examples of what I mean.

What better place to start than with the first successful aviators, the Wright brothers. A study of very early aviation reveals after the Wright brothers had proven their design, both in Kitty Hawk and back at home in Dayton, they approached the US government with their patented



Wright Model B Flyer

airplane. Their offer was to give the airplane to the US government for military use. The US government saw no practical use of an “aeroplane” beyond some possible observation activities, and declined the Wright’s offer. “The airplane has no practical use since it cannot fly faster than a steam locomotive”, thus “no thanks” said the US government. Later when the Wright Flyer was shown to the French, they marveled at the new flying machine and endorsed it gladly. Only then and much later did the US government give it another try.

World War I resulted in the first use of an airplane for military use, but not without growing pains and more misunderstandings. It seems in 1914 the Royal Flying Corps had a few “aeroplanes” at the beginning of the war, and planned to use the “aeroplane” initially for observation. It is within one of their early regulations where I found some unusual “aviation” thinking. A regulation had the following

requirements for the pilot. And I quote, “Each pilot when flying on a war machine must carry a spare set of goggles, a roll of tools, a water bottle containing boiled water, a small stove, biscuits, cold meat, a piece of chocolate and soup making material.” I wonder if because of this regulation came the aviation term used later prior to a risky mission, “this ain’t goin’a be no picnic.” Dan doesn’t carry that much stuff to the “Grassroots” fly-in at Brodhead! Eventually an aggressive aviator took up a pistol and fired at an opposing combatant and the aerial dogfight was invented.



Nieuport 24 (reproduction)



Boeing B-17 Flying Fortress

Next comes World War II. A vice president at Boeing, Clairmont Egtvedt, had a vision for a new aircraft, a “Flying Fortress”. A few misunderstandings existed about the first concept, the B15, and the final product, the Boeing design “299”, or as we know it, the B17. One group of influential on lookers mistakenly thought an aircraft that large could not be controlled by one man (I believe the correct term should have been “pilot”). Only after some early B17’s flew 9000 hours and accumulated 1,800,000 miles (the equivalent of 72 times around the equator) was the aviation community able to expel the “one man” thought. However the aviation community, including both Boeing and the Army Air Corps, did not have it all figured out correctly. They didn’t believe the “Flying Fortress” needed fighter support. It seems the B17 flew about as fast as the Boeing fighter



Boeing P-26 Peashooter

of the day, the P26, thus it was thought the slow fighter with its minimal fire power would not be a threat. Failure to understand what global aviation advancements were being “observed” (one of these observers was the isolationist Charles Lindberg) going on in Germany was not considered a threat either. Much later in the war, one of the fighters used to “fix” this misunderstanding was the P51 Mustang. Of course the P51 arrival was not without issue. It seems the P51 was originally conceived for the British and the US Army Air Corps initially rejected the



PHOTO © 2010 AIRTEAMIMAGES

North American P-51 Mustang

aircraft for its own use. Eventually, as we know, the P51 became the premier US European theater fighter escorting the B17 and others all the way to Berlin. Even Göring, the head of the German air force, misunderstood the potential of the airplane. He said if an Allied fighter flies over Berlin you can call me “Meier”. I don’t know what that means but I don’t think it is good.

Another World War II aviation misunderstanding was the early tactical use of fighters by the US Army Air Corps. This issue was closely associated with the P51 introduction as discussed above. The story has to do with a colorful individual by the name of Claire Chennault. Captain Chennault was an instructor for fighter aircraft in the Army Air Corps. He preached revolutionary fighter tactics, but was considered off base with his thoughts. However, later,



PHOTO © 2010 ALEX WIKOLSKI

Curtiss P-40 Kittyhawk

Colonel Chennault (and eventually, General Chennault) was vindicated when his Flying Tigers so devastatingly held off the larger Japanese Air Force in China and had the much needed

early US battle successes. The same Chennault derived tactics which were so successfully used in China were eventually used through out the Pacific campaign by the US Navy with much success as we all now know.

Yet we can not completely exonerate the US Navy from the topic of misunderstanding aviation. An Army Air Corps officer by the name of Colonel Billy Mitchell prior to World War II believed an airplane could sink a battleship. The Navy didn’t, so Billy and his fellow aviators set out to prove themselves. After Mitchell and his team of aviators sank the captured German battleship Ostfriesland and other smaller vessels with airborne bomber aircraft as Navy and other officials watched, it was still believed by the Navy the battleship was the correct strategy. Billy Mitchell was eventually court marshalled for being so out spoken. Of course we all know the story of Pearl Harbor and the more positive battle of Midway. The misunderstanding was totally resolved although at a significant cost of both sailors and ships. Some vindication came later to Billy Mitchell as the “Mitchell” B25 was named after this great American aviator.



PHOTO © 2011 LANI MUCHE

North American B-25 Mitchell

As I muse over the comments above and think about the comments I receive about my aviation interests, I just feel I am one of those misunderstood aviators and, as with the above stories, all will work out. As I mentioned in the opening paragraph when asked “why am I BUILDING another aircraft?,” and as stated the answer is in the question. Did Mozart write one symphony? Did Picasso paint one painting? With that, I think I will go make a few parts.

SHOW AND TELL



Les Risius' Pinking Shear Device

Les devised a board to hold a rotary pinking shear to make covering tapes with. It is self feeding and with just a little of the Stewart Systems Ecobond brushed over the pencil line, the shear makes a very nice clean cut. Any length can be made, and the Ecobond can be heated with an iron to tack it to the structure. Very neat idea!

Gary Nablo's Pretty Exhaust

Gary is fabricating his Taylor Monoplane exhaust similar to the one on Dave McCurry's Monoplane. After welding the tubes, he sent them out to have a special coating put on them. We will see more of Gary's airplane at our February meeting.



Paul Adams Makin' Parts

Paul Adams is still making parts for his Double Eagle. He brought his recently welded and primed vertical stabilizer and rudder. Amazing how something so simple can be so strong. He also brought his nose bowl plug and described how he put it together.



Chapter 675 Now on Facebook!

Lorin Miller has been helping to bring our EAA chapter into the 21st century. He has started a Facebook page and is inviting all members to take part. It helps to make us more visible, especially to younger people. See it here...

<http://www.facebook.com/EaaChapter675#!/EaaChapter675>