



June 2016

	WHEN:	WHERE:	PROGRAM:
JUNE MEETING	Thurs. the 9th 7:00 pm or earlier	KMIW EAST HANGARS	POTLUCK and FLYING!

WHAT'S FLYIN' THIS WAY !!!

Our meeting on the 9th will be at the Marshalltown Airport for our annual PotLuck Supper. That means whatever you bring will be shared. A grill or two may be on as well.

If the weather cooperates, pre-eating flying will be on the agenda. Bring the family, extra friends and lets have a good time!

WHAT FLEW BY !!!

Gene Adkins told us the story of the lead C-47 that airlifted the 101st Airborne into Normandy, France on D-Day. "That's All Brother" was rescued from Basler Turbo Conversions in Oshkosh when the Commemorative Air Force found out it was there. They struck a deal with Basler and now have it in their possession. Gene, a member and volunteer for the CAF, was able to give tours in the aircraft during this past AirVenture where it was displayed in taxiing condition. It is a great story and Gene did an excellent job giving us a virtual tour.

Paul Adams will have his Double Eagle on display with the new engine on it and maybe Chad Nablo will have his new Thatcher out there as well as Larry Lukehart's new ride.

Paul will NOT have his Quickie II out there because he sold it to Robert Baslee of Airdrome Aeroplanes. Baslee picked it up last Monday.



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CALENDAR

June 9	7pm	KMIW	EAA 675 - Potluck
June 11	5:30-9pm	KALO	Fly-in for Life (Cancer Society)
June 12	7am-11am	Spencer Municipal	Flight Breakfast
June 12	8am-11am	Denison Municipal	Flight Breakfast
June 12	8am-1pm	Allison Municipal	Fly-in Breakfast
June 12	Noon-4pm	GreenCastleAeroClub	Fly-in Lunch/Flour Drop
June 14	5pm-8pm	Independence Municipal	Tuesday night Grill Out
June 18	7am-10am	Keosauqua Municipal	Fly-in Breakfast
June 19	7am-Noon	Maquoketa Municipal	Fly-in Breakfast
June 19	7:30am-1:30pm	Eagle Grove Municipal	Flight Breakfast
June 21	5pm-8pm	Vinton Memorial Airpark	Tuesday Night Fly-in
June 25,26		Davenport Municipal	Quad City Airport
June 26	6am-Noon	Marion Airport	Fly-in Breakfast
July 3	7am-12:30pm	Emmetsburg Municipal	Flight Breakfast
July 4	7am-11am	Estherville Municipal	Flight Breakfast
July 4	7am-11am	Iowa Falls Municipal	Flight Breakfast
July 10	7:30-Noon	Charles City Regional	Flight Breakfast
July 25-29		Oshkosh, WI	AirVenture



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Thanks Gary Nablo!

Thank you to Gary Nablo for providing a car for us to use. We flew to Marshalltown on Memorial Day to take grandma Donna Olson to the cemetery with flowers for the grave of Earl Olson.

The airport does not take reservations for the crew car, and is restricted to one hour only if you do get it.

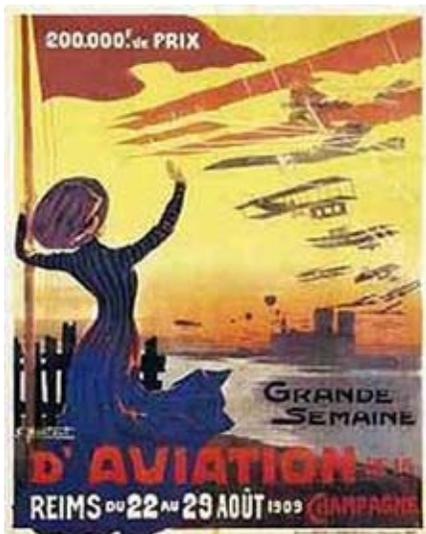
Thank you Gary.

Marc Broer

Ahhhhh! An Airshow by Paul Adams

When I hear airshow what comes to my mind first of course is Oshkosh. It has been such a big part of my life and the life of my family. I've been going for 34 years consecutively. Spent a year of my life living on the Whitman airport and have celebrated 34 birthdays there. As you can see it has been a big part of my life. But this article is not about Oshkosh. How about the very first significant airshow. One held in 1909 less than two years after the Wright brothers first flight. What I believe was the first airshow of significance was held in France.

Although America had the first successful flight in December of 1903 by the Wright brothers, America did not surge ahead with aviation interests. The U.S. Military had funded Octave Chanute to design, build and fly the first



Aeroplane. Just prior to the Wright's first flights Chanute had two unsuccessful attempts and crashed into the Potomac outside Washington D. C. The US media reported the unfavorable attempts and many in the US including the military lost interest. However this caused a surge of interest in Europe and a number of successful flyers soon emerged. It was time for an airshow.

Bleriot had very recently flown across the English Channel after failed attempts by others. Bleriot's success furthered Europe's aviation hype. Prize monies for various flying feats was provided, and an airfield for the event was constructed. The Grande Semaine d'Aviation de la Champagne in August of 1909 was being born. To start they built a railway to the airshow site complete with a temporary train station. Below is a rather poor picture of the airfield.





Grand stands were erected, a restaurant was built and yes some bars.

The tickets were cheap and with the help of the railway 200,000 spectators attended the week long event, including prominent people from France, Britain and the U.S. Oh yes and some inquisitive military officers from around the world. The airfield included a six mile course that was laid out complete with pylons. A score board was erected so spectators could see who won and placed in various events. Although the Wright Brothers did not attend, many of the known pilots around the world did attend. From America came Glenn Curtiss who is pictured below followed by Louis Bleriot, Henri Farman, Hubert Latham and the brothers Gabriel and Charles Voisin.

There were 23 aviators in all at the event. Some more polished at the skill of aviating than others. I read many times about the "bone pile" which was located on the back course. To step of turns, stalls and the ever present engine problems were contributing factors to the bone pile. The good news was there was not any serious injuries. Low and slow flying I think helped contribute to this.



There were a variation of the Aeroplane present at the event. Here are some examples as show in the same order as the aviators are above. Glenn Curtis actually flew a Farman in the event, so I have shown a Farman for him also. A number of aviators did fly Wright Flyers and I have added one at the end. So here is what is shown, a Farman, a Beloit, another Farman, an Antoinette, a Voisin and a Wright Flyer.



There were a number of contests. Here are the results and the winners. 1. Gordon Bennett Trophy. A two lap race with participants being teams from various countries. Won by Glenn Curtiss and the Americans which also meant the next air event would be in America.

2. The Grande Prix de Champagne. This was a distance event won by Henri Farman who flew 110 miles! Since Farman's father was British the Brits liked this win. Farman had replaced his original engine with a Gnome which had a lot to do with his win. More on that later, but I have heard the early 1900 engines run at Oshkosh and they do seem to labor a little!

3. The Grand Prix de la Vitesse. This was a race covering the fastest time over three laps (18 miles) over the pre-laid out course. A close race but Bleriot faltered with Anzini engine problems and Glenn Curtis won in a Farman. Later Beloit also tried a Gnome engine. I have seen a Bleriot replica fly at Brodhead with both engines, the Anzini of 35 hp and a 50 hp Gnome. What a difference! I might add also a delicate handling machine.

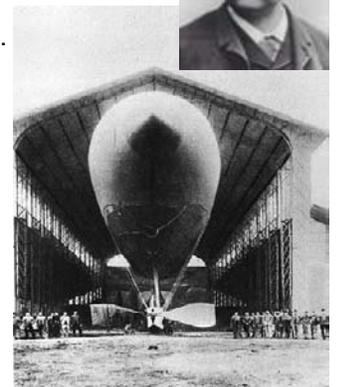
4. Prix de Passager. As you might guess a contest who could carry the most passengers. Maybe the embryo for commercial aviation? Farman won by carrying two passengers. Others did get one passenger airborne. I wonder where they got the passengers? You notice in his picture on the right, he is carrying a lady.



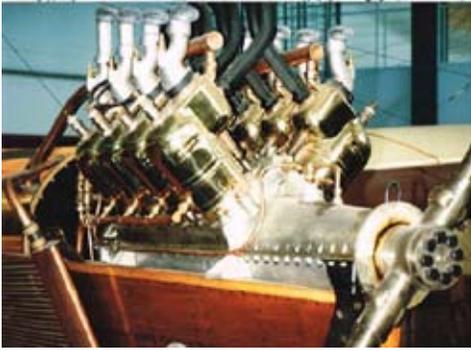
5. Prix de l'Altitude. The highest altitude achieved which was won by Hubert Latham in the Antoinette at an altitude of 509 feet.

6. Prix du Tour de Piste. The fastest single lap. Won by Bleriot.

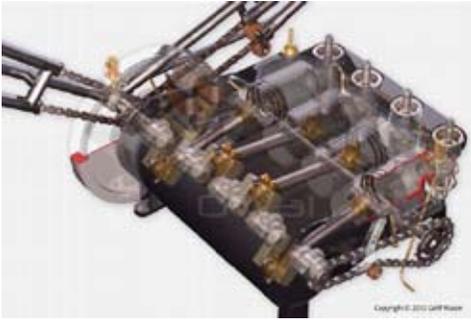
7. Prix des Aeronauts. A contest for dirigibles won by Colonel Renard. He had been flying dirigibles for many years. Here is his picture and one of his dirigible. Nice prop! Wonder if they hand carve one that big?



As mention above there is an engine story, thus a technology story, that resulted from the event. I'm sure other things were learned, this after all was one reason for the airshow. Up to this point engine failures had plagued most aviators. The problem of a light weight reliable engine, although present, hadn't deterred the free spirit of this aviators. However to advance aviation a more reliable engine that these simple light weight airframes could lift was truly needed. A French manufacturer,



Antoinette V8



Wright Flat Four

Gnome, had recently introduced a light weight engine by the same name. A new concept, a radial. At this event various airframes were fitted with the new engine with good success. Here are some pictures of the old followed by the Gnome. If you remember a past article on the Gnome, the engine turned with the propeller and the block and cylinders were machined from ingots. The torque caused by the mass of the turning engine required some additional aviating skills. First the Antoinette V8, the Wright flat four, then the Anzani three cylinder (not opposed three cylinder I might add, had to vibrate those old airframes) motor cycle engine from the Bleriot and the Gnome.

I have mentioned before the movie "The Magnificent Men in the Flying Machines". This movie I believe was based on this first airshow. The second part of the movie is a race. I believe it was based on a race that shortly followed this airshow. Although in the movie all the competitors flew to France from Great Britain, there was a race between two Farman airplanes. In the movie they followed some rail tracks (early IFR), and one took off at night to win but faltered. This is what actually happened to the 1909 competitors. Great movie!

The event and aircraft are neat. But, hats off to those early aviators! They were made of "The Right Stuff", only 1909 vintage. At the start of this story I mentioned my love of a good airshow. I can only imagine the excitement of the many spectators that attended the 1909 event. I'll bet many had not seen an Aeroplane fly before. That being presented in a world's fair type environment must have been a sensory over load. I think I'll play the movie "Those Magnificent Men in their Flying Machines" in the work shop today and have a little sensory over load myself!



Anzani 3 cyl



Gnome

Paul Adams recently on final

