



**March 2015**

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<b>WHEN:</b>	<b>WHERE:</b>	<b>PROGRAM:</b>
<b>MARCH MEETING</b> The 12th at 7 pm	<b>FISHER COMMUNITY CENTER</b>	<b>Radio Noise- Lorin Miller</b>

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

VP Lorin Miller will be heading up the meeting next Thursday, May 12th as our prez, Paul Adams will be out of town. Lorin will have our Builders Tip for the month, speaking on Radio Noise: Causes and Solutions. Lorin, an electrical engineer, will cover best practices and even has a demonstration. The video we had intended to view last month will come after his presentation if we have time.

We will gather at Taco Johns around 6 pm for the pre-meeting gab-fest.

**WHAT FLEW BY !!!**

President Paul Adams called the last meeting to order about 7 pm and went around the table getting project reports. Ray Robinson has purchased an airplane in Wyoming and is hoping to pick it up in the next month or so. It is an Emeraude 2-place homebuilt.

Les Risius handled the Builders Tip for the month by showing all the covering method for his Cavalier airplane. He is using the Stewart System which is becoming very popular. He had a few photos to share showing the steps and process taken during his covering process. Stewart Systems have excellent videos on the internet which detail how to use their products to produce show winning finishes. They can be seen here...

<https://www.youtube.com/user/stewartsystems>



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# CALENDAR

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 18	7 - 11 am	Ames Municipal	Iowa State Flying Cyclones Fly-in Breakfast
Apr 19	8 - Noon	Dubuque Airport	Fly-in/Drive-in Breakfast
Apr 21-22		West Des Moines	Iowa Aviation Conference <a href="http://www.iowaairports.org">www.iowaairports.org</a>
Apr 25	11am-2pm	Fort Dodge Airport	Plane Crazy's Chili Fly-in/Drive-in
May 9-10		Davenport Airport	Quad City Air Show
May 16	7 - 11 am	Orange City Airport	Fly-in Breakfast

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](http://www.eaa.org/calendar)  
[www.funplacesstofly.com](http://www.funplacesstofly.com)  
[www.flyins.com](http://www.flyins.com)  
[www.socialflight.com](http://www.socialflight.com)

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## **EAA CALL TO ACTION!**

There is a bill before congress to eliminate the 3rd class medical for some types of general aviation. Pilots self certify themselves every time that they choose to operate a aircraft. The third class medical for many is a costly and cumbersome requirement that does nothing to improve aviation safety. For a decade now, the Sport Pilot license has been in force, with no medical requirement and it is clear that there is no risk to safety for private pilots flying non commercial flights.

Would you please support this call-to-action from EAA. If you received this and you are not involved in aviation please believe me, the facts support the passage of this bill. Click on the link below it only takes a couple of minutes, Enter your zip code and the site will automatically generate emails to your representatives in the house and senate. It's easy and it's fast.

Thank you for helping.

<http://govt.eaa.org/17422/support-pilots-bill-rights-2/?m=5245104>

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## **Internet Links of the Month**

11 year old at Omaha Beach...  
<http://tinyurl.com/mk6wy9s>

PBY 5 Strawberry Catalina  
<http://tinyurl.com/octf63y>

Visit your Chapter 675 website!  
[www.eaa675.org](http://www.eaa675.org)

## FROZEN FUN

As the Iowa winter approaches I plan a few activities to keep me occupied. As you can imagine a lot of them center around aviation. Some people go south, aka Dave McCurry. This year I went north, north to Oshkosh that is. I've been to Oshkosh in the winter before. It always amazes

me what the AirVenture site looks like when the show isn't going on, and in the winter even more so. But that's not why we went. We went to the annual EAA ski plane/chili and cake fly in which is held at the Pioneer airfield.

If you haven't been to a ski plane fly in, it's like a pancake breakfast only colder, no pancakes but hot chili and lots of aviation enthusiasts and flying fun. It came across to me that ski plane pilots carve out a big slice of life to enjoy! One thing that does characterize the event is skis. I never new there was so many different types of skis. Wood ones, metal ones, ones with plastic bottoms. There were fat ones, skinny ones, ones that bolted to the axle, ones that clamped, yes I said clamped, to the wheel. Some had wheels some didn't. Some had bungees, some had springs that looked like the tension springs that belonged on a garage door. Of course this brought up the discussion of additional drag, the parasitic kind. Here are some pictures of various skis, you will see what I mean.



The last two skis pictured on the previous page were on homebuilts. In fact the last set of skis even looked homebuilt. There were four experimental aircraft out of the twenty seven that flew in. A Challenger (Doug you up to the challenge, no pun intended), one we thought was a J3 Kitten, but not sure, and a Zenith. The fourth was different if I don't say so myself. It started life as a TriPacer. Then was converted to a Pacer and I think longer wings were added. The biggest change was the engine. It was the first to fly in and immediately we could tell it was an auto conversion. Sounded like a small plane on steroids.



The other three experimentals flew in throughout the morning, and listening to them talk it sounded like they made excellent ski planes. The Zenith pilot said he got off in 100 feet. We saw the Kitten leave, it didn't use much runway either and it looked to be powered by a Rotax 447.



**Challenger**



**J3 Kitten**



**Zenith**

The methods to keep the engines warm were varied also. Some more colorful then others, some a little higher tech. It seems an advantage of an auto conversion was he didn't seem to worry about it. Just another car engine.



This guy used the engine heat for double duty, I think that is his snow suit on the prop.

A small heater on the nice looking J3. I have no idea how it worked. Speaking of J3's, I think they won the prize for the most prolific, but the Aeronca Champs were out in numbers also.

One thing though, there was plenty of variation. Here are some examples.



One flyer did have to be a little different. No skis. But he did have some big tires. And as we watched him leave he seemed to have plenty of performance. On the other side of that issue we think one of the J3 drivers was glad the trees had been removed at the departure end of the runway.

By the way the young man in the picture is my traveling buddy for the weekend, grandson Jayden.

OK, I thought I would throw in a picture of me and my ugly hat. The hat was a Christmas present. Ugly but warm. The good news was a lot of folks up north wear ugly hats so I fit right in, just had to turn on my up north language skills.

All in all it was a fun trip. The chili was good as was the cake and hot coffee. A short visit to the museum finished off the afternoon and we stayed the night. Fourteen hours of driving and a couple of hundred bucks for gas and room for a three hour event in the cold. Some people might say I'm crazy. My only comment is, "priceless"!

