



The Leader In Recreational Aviation

**March 2016**

	WHEN:	WHERE:	PROGRAM:
<b>MARCH MEETING</b>	<b>Thurs. the 10th 7:00 pm</b>	<b>FISHER COMMUNITY CENTER</b>	<b>Chuck Calwell Navy Heli Pilot</b>

**•President**



Paul Adams  
2144L Marsh Ave.  
Marshalltown, IA 50158  
641-753-6222

[djpradams@gmail.com](mailto:djpradams@gmail.com)

**•Vice President**



Lorin Miller  
309 West St.  
Colo, IA 50056  
641-485-0840

[lorin.miller@emerson.com](mailto:lorin.miller@emerson.com)

**•Sec/Treas**

Dave McCurry



5 Valley View Rd.  
Marshalltown, IA 50158  
641-752-4729

[dmccurry@centurylink.net](mailto:dmccurry@centurylink.net)

**•Newsletter Editor**

Corey Butcher



2940 Arney Ave  
State Center, IA 50247  
641-493-2415 (hm)  
515-331-2943 (wk)

[coreybutcher@eaa675.org](mailto:coreybutcher@eaa675.org)

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

Tentatively, Chuck Calwell will be our speaker Thursday. He was a helicopter pilot in the US Navy including being one of the helicopter pilots who picked up space capsules from the ocean.

We found out at our last meeting that we can now access the internet from the Community Center. That opens up a few more opportunities for a variety of subject matter for our meetings.

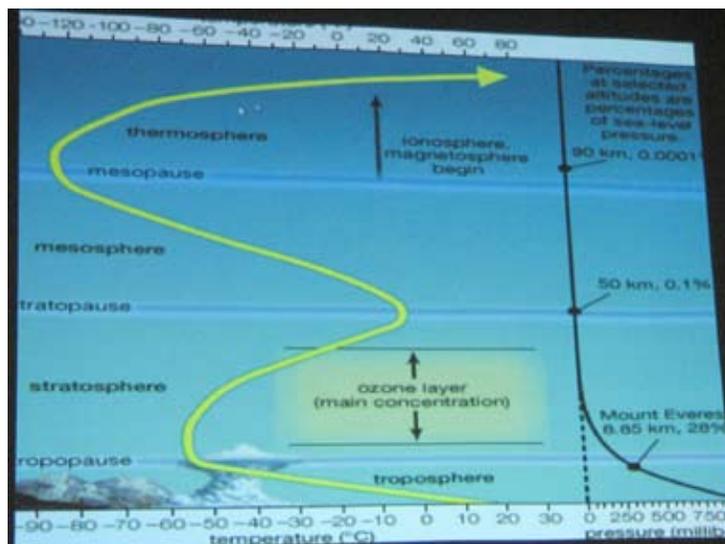
As usual, don't forget Taco Johns at 6 pm before the meeting!

**WHAT FLEW BY !!!**

Paul opened our meeting with the main business subject of the new Youth Protection Policy that EAA is now implementing. The main part is the requirement for all EAA pilots who fly Young Eagles to have a background check which must be completed by May 1st. There is an article in the February issue of Sport Aviation that explains it in more detail, plus there is a letter from EAA's Jack Pelton at the end of this newsletter with links to more information.

Mike Maury brought three guests who are all airplane nuts. Jim Dawson, Dave Whittlesey, and Rick Halvorsen. They are working on a Zenith 601 and a Zenith 750.

Our speaker, Les Raisch, is a long time corporate pilot, flying King Air's and Citations. He is a good speaker and is able to explain the nuances of weather in a simple and concise way, so that the average person can understand how to use the information from the weather websites on the internet to their advantage. The emphasis of what Les spoke about was how to determine what the weather is going to do on the ground by watching the upper level jet streams. Lows, highs, and precipitation can all be predicted, with practice, fairly well. One of the websites Les uses a lot is [www.windyty.com](http://www.windyty.com). He showed a little about how it works and encouraged everyone to try it themselves. Everyone thoroughly enjoyed the animated way Les presented his talk and we now have a little bit more knowledge to make our flying safer and more fun.



# CALENDAR

Mar 11	7pm	FCC/T
Apr 2	11am-2pm	Greenfield Municipal
Apr 14	7pm	FCC/T
Apr 21-22		West Des Moines
May 12	7pm	FCC/T
June 5	6:30 -10:30	Audubon Municipal
June 5	7am-11am	Oelwein Municipal
June 9	7pm	KMIW
June 18	7am-10am	Keosauqua Municipal
June 25,26		Davenport Municipal

EAA 675 - Chuck Calwell - Space Capsule snagging  
Annual Chili Flyin for Iowa Hall of Fame  
EAA 675 - AirVenture 2015 Video  
Iowa Aviation Conference [www.iowaairports.org](http://www.iowaairports.org)  
EAA 675 Meeting  
Flight Breakfast  
Flight Breakfast  
EAA 675 - Potluck  
Fly-in Breakfast  
Quad City Airport

## Double Eagle Covered Part 2

by Paul Adams

Below is a picture of the nine covered parts that I showed you last month (plus I threw in one of the fuselage which was painted last fall). The difference is the nine new parts are now painted. As you can see, I continued the camouflaged paint scheme. The camouflage concept comes from a F16 fighter wing that was in Alaska. I've made some compromises in their scheme to meet my needs.

The paint is Sherman Williams latex exterior house paint. I rolled it on using rollers from the boat building industry, i.e. 1/8th inch nap rollers. The process is easy, does not make a mess, no need to build a paint booth and it doesn't stink. It is really low cost and not hazardous to your health like so many aircraft finishes. As you can see I painted in my enclosed "carpeted" basement so I really do mean, no mess. One thing about painting a three color camouflage without rolling, is that it would require a lot of taping. I free handed the paint joints with the roller.

Now for the results. The paint job is OK. Looks good from a few feet. Good news, I didn't set higher expectations. I do think you can get a sharp looking paint job rolling or spraying latex. There are two videos I found on YouTube were a guy did spray and roll latex. He used a different technique that I was not aware of when I started. He gets what appears to be a nice finish from his latex paint. Not a technique, however, for a camouflage paint scheme unless you really want to spend a lot of time. I still have to put the color coats on the wing. I will do that next spring. In total I have just over one gallon of primer (probably could have got away with one gallon but I spilled some in the garage). I bought three gallons of color due to the three different colors. About one gallon of color will reside on the plane, so if I had painted it one color the cost would have been under \$100, but with the three colors it is still only about \$200. That's real inexpensive for an aircraft this size! And, it fits with the original plan of a low cost project for a low speed local flyer.



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!  
[www.eaa675.org](http://www.eaa675.org)



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## The 132 Des Moines

### Air National Guard Mission

By Paul Adams



I had the pleasure of attending a luncheon held by the Marshalltown Lions Club. The guest speaker was the deputy commander for the Iowa Air National Guard. His subject was their new mission. As most of you know the F16 fighter is no longer the mission vehicle for the Iowa Air National guard. Darn, I say! I loved to watch the F16's at the Des Moines Airport and when they flew over the house. With their new mission we may see their one airplane which is primarily used to support local law enforcement with a focus on drug law enforcement. Ugh, I say!!

They actually have four new primary missions. One is to operate drones which are actually stationed in other world areas. Second is an intelligence mission which is centered on potential target opportunities for the drone. Third is an anti-cyber mission. And the fourth is a training mission.

The drone mission was, of course, the center stage discussion. Their drone is a MQ-9. It is big. A slide was shown that laid a silhouette of the MQ-9 over an A10 Warthog. The fuselage of the MQ-9 is slightly shorter but with much longer wings. Mission speed is 150 to 160 knots. Duration is 20 hours. An onsite ground team launches, lands and maintains the aircraft. Control of the mission is from Des Moines.



The connection from Des Moines to the area of operation is first via fiber optics, then a local-to-the-area of operation satellite up link. If the uplink connection is lost the MQ-9 will fly around thirty minutes in order to attempt a reconnect and if not successful it flies back to base. If lost in an accident, hopefully it will crash where it can be destroyed by friendly forces. He said some C4 does the trick. There is no self destruct. The aircraft itself is not the issue. The real sensitive stuff is some of the electronics/sensor technology and most of all the encryption information.

Armor is typically two 500 lb smart bombs and two laser guided missiles. They can be reconfigured to other ordinance based on mission requirements. He mentioned the intent is not to replace all piloted aircraft. The intent is to accomplish some missions and not put a pilot in harms way. I had a flash back, as he made that comment, of the US pilot ISIS burned alive on video.

Some missions still require a thinking person at the point of attack. I was surprised to hear that the MQ-9 can be used for close support of ground troops. With the precision weapons, close support and highly reduced collateral damage can be accomplished. In Des Moines the pilots station consists of two chairs which are placed in front of a console. One person is the pilot, the other is the weapons officer. It appeared that four stations were located in a row. The intelligence mission consisted of looking into troubled areas where trouble could occur some day or is occurring and building a data base of missions and possible targets. For example in a new engagement the data base would hold first strike information such as command centers, power stations, hardened aircraft bunkers, etc.

The anti cyber group was a small group of airmen, approximately 22, that used computers to watch for potential cyber attacks on the US. Their mission did not include the use of cyber attacks as a weapon. He mentioned a lot of these airmen come front IT departments from local businesses. In fact, two of the total 560 Des Moines Air National Guard team came from Marshalltown and five from Marshall county.

The training was a simulation environment used to train airmen in situational awareness events which required the implementation of various resources. It was the only such trading center of its type within the Air Force.

It was a very interesting discussion. The deputy commander said they were presently participating in the fight against ISIS.



## EAA's Youth Protection Policy

One of the items we discussed at the last meeting was the new policy EAA has implemented for adults interacting with youth during EAA activities. Whether you participate with Young Eagles, or other chapter activities involving youth or not, we would encourage you to be aware of this policy. The letter below from EAA's Jack Pelton covers a bit about it with links for mor info.



Hi:

Earlier this month I mentioned that we would be using EAA member feedback to make any necessary clarifications and improvements to the Youth Protection Policy introduced in January. Thanks to your input, we have done that.



The overarching purpose of the policy remains the same – to protect young people who are involved in EAA's youth programs and protect our volunteers who dedicate time, energy, and their own funds to these programs. Within that, we've split the policy's elements into [three distinct areas](#): Young Eagles flights and activities, youth education programs such as aircraft building projects, and youth activities at EAA AirVenture Oshkosh.

Within the [Young Eagles segment](#), you'll note the following changes, thanks to the input of members and volunteers:

- Removing what many thought was an overly burdensome photography policy. There are now simple guidelines to work with parents when taking photos.
- No requirement to provide a Social Security Number when completing the background check (it is optional).
- Simplified requirements for ground volunteers at Young Eagles rallies, to requiring only two-deep leadership that has completed the training and background checks.
- Elimination of the staff-to-youth ratio for Young Eagles rallies.
- Clarification on topics such as supervision in an aircraft, individual Young Eagles flights, and record keeping.

I urge you to also review the [brief guidance sheet](#) regarding the Youth Protection Policy and Young Eagles activities. It will help answer questions that you may receive, although it's important to know and understand the entire policy as it relates to Young Eagles. We'll have similar background sheets coming for other chapter youth activities and for AirVenture youth activities. For the latest updates, go to [www.EAA.org/youthprotection](http://www.EAA.org/youthprotection).

Again, thanks for your input. We are all passionate and dedicated when it comes to EAA's youth programs, which is why they've been so successful. It makes us excited about the positive impact we can have on the future of aviation.

Thanks again for being part of EAA!

Jack Pelton, EAA CEO/Chairman



### **2016 Monthly Itinerary**

Some have asked for a review of what the chapter has scheduled for the rest of the year. The following is what we came up with last December for a tentative schedule. If you have any questions, don't hesitate to ask. Contact info is on the front page of this newsletter.

## **EAA CHAPTER 675 2015 Meeting and Events Schedule**

<b>When</b>	<b>Where</b>	<b>What</b>
Mar 10	FCC/T	Chuck Calwell - Space Capsule Rescue Pilot
Apr 14	FCC/T	Oshkosh 2015 Video
May 12	FCC/T	Gene Adkins
May 21 (Sat)	MIW	Morning FunFly and Pancakes
June 9	MIW	Potluck
June 25	MIW	Young Eagles (tentative)
July 14 (Sat)	MIW	Ice Cream Social (2 - 5 pm)
July 25-31	OSH	Airventure
Aug 11	MIW	After Oshkosh BBQ
Aug 20 (Sat)	MIW	Morning FunFly and Pancakes
Sep 15	MIW	MIW Flight Breakfast Planning Session +
Sept / Oct ?	MIW	MIW Flight Breakfast and Open House
Oct 13 6:30pm	MIW	FunFly and Pancakes - With Evening Meeting
Nov 10	Grimes Farm	Christmas Dinner