



**May 2015**

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<b>MAY MEETING</b>	<b>WHEN:</b> The 7th at 7 pm	<b>WHERE:</b> <b>FISHER COMMUNITY CENTER</b>	<b>PROGRAM:</b> <b>U2 PILOT Don Feld</b>
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**WHAT'S FLYIN' THIS WAY !!!**

It has been many years since we last had chapter member, Don Feld speak about his time as a U2 pilot, and we have many new members who may not even know we have a former U2 pilot in the chapter. Don has agreed to do his presentation at our next meeting. If you have heard him before, you know it's worth listening to again.



Note that we have moved the date to Thursday, the 7th because of scheduling conflicts. We will be meeting at the Fisher Community Center and expect a big crowd. Don't miss this!

**WHAT FLEW BY !!!**

Prez. Paul started the last meeting with a couple of business items. The first planning meeting was held to discuss the KMIW flight breakfast. We will be looking at September again. Secondly, we would like to do some kind of promotional thing at the Octoberfest event. More will be forthcoming as we get closer to the fall.

Dan Adams gave a very interesting and in depth talk about ForeFlight. He discussed the hardware he uses to implement ForeFlight which is his iPad, his iPhone and a Stratus receiver. The only special device in this list is the Stratus which isn't absolutely necessary to implement ForeFlight. The iPad is his normal computing device and his iPhone is his normal phone, thus both have other useful purposes that help defer their purchase price. ForeFlight is an app that costs \$75 a year and can be run on two devices. Dan uses his iPad as his primary and his iPhone as the back up. Both the iPad and Stratus are powered from a 12 volt cigarette outlet when using them in his airplane. With a cell connection at low altitude, ForeFlight will provide weather, however, with the Stratus having a satellite connection, it works better at higher altitudes and is more current. Stratus also works as a GPS receiver. The present functionality in ForeFlight is amazing. Based on the sectional it is very useful to the private pilot. With the iPad the user is just a few touches away from a tremendous amount of information. Some of the information available is a moving map based on the sectional, a variety of airport information, fuel prices, weather, flight planning, the ability to file a flight plan, a scratch pad for note taking, a personal storage area for documents, the ability to measure distances with a simple screen touch, and much more. The user format is very intuitive to the user and thus the initial learning goes smoothly and quickly. Dan offered to sit down with future potential users to help them gain familiarity. That might even include a flight lesson on ForeFlight.

As a timely side note, Jeff Skiles wrote an article for the April issue of Sport Aviation detailing how he is now a convert to the amazing capabilities of ForeFlight. Check it out.

## MEMBER NEWS

**Ray Robinson** has his Piel Emeraude home. Presently he is putting some hours on it and getting use to it. We expect more details of his airplane along with some photos soon.

**Bruce Gapstur** reported that he is working with some Iowa State students who are building a Bearhawk.

**Les Risius** is making progress and is presently mounting the oil separator.

**Joe Latham** was interviewed by Craig Swartz of Marshalltown Community Television about his service in Viet Nam. It is available in full on YouTube now at <https://www.youtube.com/watch?v=MFL0LziFjVU>

**Dave McCurry** is back from snow birding and spoke of his visit with **David Chueng**. They visited an airport in Los Alamos that had a fun bunch of aviators and some open hangars that allowed for some interesting conversations.

**Lorin Miller** who did the "HomebuildersTips" about "Radio Noise and How to Prevent It" at the March meeting, has been kind enough to put his presentation in pdf form and it is now available on the EAA 675 website. <http://eaa675.org/RadioNoise.pdf>

**Paul Adams** brought his propellor blank to the last meeting and talked the group thru the build process. He has painted the Double Eagle fuselage and is presently doing wiring. Dave McCurry has helped make bracing and control cables. Eight tail feather braces and six control cables (rudder, elevator, and trim tab). 14 in total. It took a day and a half of concentrated effort. It all works and makes it look like an airplane!



## FOGz Report

This past winter and early spring has been brutal for flying, especially on Thursdays, but the past two or three weeks have brought out the grounded cabin fevered pilots! The Waterloo Fly-out group has joined the Marshalltown FOGz (and vice-versa) for a lot of great flying. Here are some photos and what the pilots had to say.

***There were 12 guys from four airports converging on Sully 4-23, 2015. While eating breakfast, a reporter from the Hometown Press, showed up for an interview and photos. Then she was invited to go to the airplane row and see all 10 of them, and get a ride in the RV9A of Doug Mattson from Waterloo, one of the attendees. Great story to come. We will get copies and let you know what the reporters experience was.***  
**Garry Brandenburg**

***This morning (Apr. 30th) a first-time FOGZ + Waterloo Flyout Group breakfast trip to Eldora was a fun time for all. I counted nine aircraft and 13 folk. The Ahoy Fountain Café was very friendly and good food. Our group was so big we adjusted 3 tables together in the middle of the café and the other patrons interacted with us in the typical Iowa-friendly way. Entire café is full of interesting Iowa antiques. I rode w/ Garry Brandenburg and it is such a super long distance trip to Eldora (about 15 miles) from MIW that I was worried about falling asleep on the way – yeah, about the time we reached our low cruising altitude only minutes after takeoff we were already changing to the Eldora CTAF setting up for the landing! As you know, the new private owner of the Eldora Airport is revamping and upgrading the property including planning new hangars. (That would be Mark Broer, with Robert Richtsmeier's help. -ed)***  
**Ed Boehm**

More photos will be on the Chapter 675 website and Facebook page.



## What's a "Stringbag"

During Oshkosh 2014 I set out one sunny day in an attempt to feed my aviation history reading appetite by looking for some new reading material. Each year I make the rounds where books are sold and spend a few pictures of presidents on reading materials. One find I located was a used book store in the "Fly Market". I think their specialty is old books you can't find elsewhere. I bought two and read them earlier this winter. Both books were great reads and I am looking forward to going back next year with more pictures of presidents. (That's hard cash if you don't get it. 8^)

One book I purchased had a picture of a biplane; a World War II biplane to be specific. On the cover there is a picture of one dropping a torpedo. As I looked at the book cover I realized someone had brought one of these aircraft to Oshkosh in 2012 or 2013. As I read the book I was amazed to find out this biplane served during most of the war. What was more amazing is how it survived when it appeared to be out dated before the war even started. One way it survived was by flying a lot of missions at night. For example, in one mission, they flew into an Italian harbor at wave top height. Above them, other biplanes were dropping flares so they could see their targets. Down low at wave top level they slowly flew in, somewhat below the lowest aiming point of the ships guns and dropped their torpedo. Now that sounds exciting! In fact I believe it was stated the Italian ships hit their own ships and land facilities because of the very low aim. But the most amazing part was, they felt that the ships gunners weren't used to firing at something moving so slow! I would hate to go to war with that as my defense. But it gets worse. The same philosophy was used to evade airborne combatants like ME109's and FW190's! It seems if attacked in the air, they would nose over into a dive. The enemy would of course follow and get rather close on their tail. At some point the biplane pilot would pull up abruptly. With the slow speed, he would change his pitch angle quickly and the pursuer would over shoot. This maneuver would be continued until a low altitude. Sometimes the pursuer would contact Mother Earth and the biplane pilot would chalk up a kill! And what I find equally amazing is that this was standard procedure! Gutsy but standard. As I thought about it more this isn't so far different than today's jet fighters avoiding missile shots by turning at the last minute and the missile over shooting due to its higher rate of speed and G capability.

How about the name "Stringbag". It was given that name because it was fabric covered and someone thought it resembled a British shopping bag of the day. The biplane was actually a Fairey Swordfish.



The Fairey Swordfish was a large aircraft carrier based biplane that served as a torpedo bomber and mine layer. It weighed 4700 lbs empty with a gross of 7510 lbs. Wing span of 46 feet, length of 36 feet, height of 12 feet and powered by a 9 cylinder 690 hp Bristol Pegasus radial engine. Top speed was 139 mph! Introduced in 1939 and retired in 1946. The Swordfish was also used as a catapult launched aircraft utilizing floats for landing. In the aforementioned Italian battle, the Swordfish flew into the Italian seaport at Toranto Italy and sank 4 ships. Two being battle ships. The Swordfish flew too many successful missions to mention, including one period in the battle for the Mediterranean during which it was sinking enemy ships at the rate of 50,000 tons a month. But one mission does stand out.

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After being launched from the British aircraft carrier HMS Ark Royal, a flight of Swordfish attacked the German battleship Bismarck. If you are not familiar with the Bismarck it was their biggest and newest battleship.

After successfully damaging the rudder, British ships eventually sank the Bismarck. A German officer that witnessed the attack on the Bismarck later stated “ It was incredible to see such obsolete looking planes having the nerve to attack a fire spitting mountain like the Bismarck”. Of course the planes didn’t have the nerve, the crews did.

Late in the war the Swordfish was used for anti submarine patrol. I find it somewhat unique that an old rag wing biplane was fitted with radar at a time when radar was relatively new. But they did and sent the Swordfish out at night looking for submarines on the surface by utilizing the radar. When the submarine was located they would launch a flare and proceed with the attack. It was found the Swordfish was very successful at it’s new role. A total of 21 submarines were sunk by the Swordfish along with others where they played a supporting role in the sinking. Again brave crews made it happen. Another new surprising tool was incorporated with the Swordfish, rockets. The need to metallize the wing was apparent which they did and the slow moving Swordfish was a successful rocket launch platform.



**The German battleship “Bismarck”**

As can be seen a very versatile aircraft flown by extremely brave crews. Hats off to all that flew and supported an amazing aircraft!



**The Canadian Aviation Museum’s Swordfish that attended Oshkosh.**

## CALENDAR

May 9	7 - 10 am	Pella Municipal	Tulip Time Flight Breakfast
May 9-10		Davenport Airport	Quad City Air Show
May 16	7 - 11 am	Orange City Airport	Fly-in Breakfast
May 16	9 am-4pm	Ankeny Regional	Antique Aircraft & Car show
May 16	9 am - Noon	Marion Airport	Chapter 33 Young Eagle Flights
May 17	10 am - 2pm	Green Castle Aero Club	Fly-in Brunch
May 23	8 am - 1 pm	Spencer Municipal	Fly-in & Lunch
May 26	5 - 8 pm	Independence Airport	Tuesday Night Grill-Out
June 6	8 - 11 am	Council Bluffs Airport	CAF Flight Breakfast
June 6	5 pm - midnite	Washington Municipal	Tribute Night of the Bands
June 7	7 am - 11 am	Washington Municipal	Fly-in Breakfast
June 7	6:30 - 10:30 am	Audubon Municipal	Flight Breakfast
June 7	Noon - 4pm	Green Castle Aero Club	Fly-in Lunch/Flour Bombing
June 9	5 - 8 pm	Vinton Airport	Tuesday Night Grill-Out
June 12-14		Waterloo Airport	B-17 Tour
June 14	7 am - Noon	Denison Municipal	Flight Breakfast
June 14	7 - 11 am	Spencer Municipal	Flight 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.FunPlacesToFly.com](http://www.FunPlacesToFly.com)  
[www.flyins.com](http://www.flyins.com)  
[www.socialflight.com](http://www.socialflight.com)