



**November 2016**

---

	<b>WHEN:</b>	<b>WHERE:</b>	<b>PROGRAM:</b>
<b>NOVEMBER MEETING</b>	<b>Thurs. the 10th 6:30 PM</b>	<b>GRIMES FARM &amp; CONSERVATION CENTER</b>	<b>ANNUAL CHRISTMAS DINNER</b>

---

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

It's time for our annual Christmas Dinner (which we do in November to avoid as much snow as possible) and it is going to be a GREAT one! We have 56 signed up as of the evening of November 6th. You will probably receive this newsletter too late if you haven't already signed up, because the food has to be ordered by Monday the seventh. But if you beg, you MIGHT be able to still put in a reservation by calling Paul Adams at 641-753-6222.

Our program will be chapter member, Gary Witcombe and his wife, talking about their camping trip to the Antarctic a few years ago. It sounds like a remarkable experience!

If you need directions to the Conservation Center, just email me, Corey Butcher, and I will email you a map.

---

## **WHAT FLEW BY !!!**

Our last meeting of the year at the airport was held, surprisingly, in rather nice weather. With the chapter "Experimental" Grill fired up, we had our fill of pancakes and sausage to help keep any chill off while talking airplanes.

The weather has been remarkable this fall and has allowed a lot of aviating to occur. In fact, the FOGz (Flying Old Geezers) group, has been very active. They fly to different locales, usually within 60 miles of KMIW, for breakfast at the local cafe or greasy spoon. Thursdays is the usual day, but other days are considered if the weather is cooperative. A local Marshalltown eatery is chosen if flying is not possible. If you would like to join the group, just let Doug Boyd know and he will put you on the notification email list so you know where and when they are going. Many times there are seats available on an airplane or two where you might be able to ride along. Doug, who has the title of NTL (Not The Leader), can be contacted at [dboydiowa@yahoo.com](mailto:dboydiowa@yahoo.com).

### **•President**



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

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



Now on FACEBOOK  
[www.facebook.com/EaaChapter675](http://www.facebook.com/EaaChapter675)

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

## Member's Reports

**Harry Dirks** and **Charles Kuhlman** have completed the annual inspection after mounting the engine back on the firewall and getting everything connected and working on their Quickie2. They had to rebuild the engine (replacing the cracked case that was gushing oil), made different exhaust pipes and installed a vacuum gauge. Taxi testing was performed the week of October 17th and the evening of the 23rd, got it back in the air! Flew over the airport for about 20 minutes and then did a "bouncy" landing. Engine ran great and airplane flew "like normal". Charles is looking forward to practicing the landing feel and technique and flying it more this fall before the snow flies.

**Here is a photo report from Paul Adams....**

Big day today, [10/18] we mounted wings on the Double Eagle! All in all it went ok. Do have some issues to resolve but I expected some. First wing took a while. Had some minor interference issues with the center section's gap seals. Won't be hard to fix. The small center section flop ( the rear piece that folds up to allow wing folding had some interference issues., again not hard to fix. A few of the pins I had made need some work, easy again. Some interference with the main wing flops and the center section gap seal (same gap seal as before different spot) not hard to fix. The plane isn't all that easy to roll around with the wings folded. Need to put air in the tires and come up with a dolly or something for the tail. Doesn't like carpet so that may have to go. Need to finish up some stuff that I couldn't do before mounting the wings then we will try folding and unfolding again. Actually made a list of over twenty items to work on. Plenty of things to do so I doubt it will fly this year but that's ok. No hurry. Here are some pics. Big thanks to Dave McCurry, Larry Lukehart and Garry Brandenburg.



## Final Touches to the F4-C PHANTOM

Chapter 675 member put the finishing touches on the F4-C Phantom around October 21st. The decals, lettering and anti-perch devices were added.

It should be noted that the November issue of EAA's *Sport Aviation* has a blurb, with photo, on page 90 of the work in progress. A big thank you goes out to all our members who had a part in making the memorial look good again!



The anti-bird perch devices are nearly invisible from the street and should deter birds from making unwanted deposits on the surfaces of the F4-C Phantom



Les Risius and Dave McCurry work with the anti-perch devices above.

AF 63-507 crew names "flashback" to 1966.

The result of a couple of months of hard work is something our chapter can be proud of!



# Blakesburg 2016 Report

## by Paul Adams

Dan and I decided to try the Antique Aircraft Fly In in Blakesburg, Iowa a little different this year. We sometimes go down for a day, this year we went on Wednesday evening and stayed through Saturday. Dan flew down in the TriPacer while I drove down with some comforts from home.



One thing about camping with Dan's plane is it attracts a lot of attention. Lots of lookers that remark what a nice looking TriPacer. One guy from Illinois wanted to buy it on the spot. Met a father and son that build WWI fighters. They order plans from Europe and try to stay pretty authentic. I heard about an SE5, Nieuport 11 and a Sopwith Pup. Fun guys. Yes, they know Corey. We camped around some really nice pipers, J3 type and Super Cubs. A funny moment was when the J2 pulled out to go fly. The ground was soft from earlier rains and the mighty 40 HP up front wouldn't move it. They had to give it a nudge.

This fly in is a great place for photos so here are some of the sights.



The above Ryan is one of our favorites. He'd flies it in each year from Washington State. I can just see Jean Harlow boarding and flying off into the sunset.



This Mono Coupe gave a lot of rides. It belongs to a young fellow who has owned it since he was a teenager. He comes from an aviation family. One of the slickest things I've ever seen in aviation was his dad giving rides last year. After a full day of giving rides he personally walked over to a group of mentally and physically challenged people and offered them a ride then escorted them to his Beech 18. Cool guy, neat family.



This orange and black aircraft is a Curtiss Wright complete with a Wright Whirlwind engine of 450 HP. It also gave rides and on climb out it pulled up to a 45 degree angle. Sounded good too!





The large aircraft above was a center piece at the fly in. It is a 1929 Hamilton. Dan and I looked it up. A brief history is the Hamilton company was bought by Boeing in 1926, thus this aircraft is actually part of the Boeing family. A Hamilton of this type flew mail and passengers between Chicago and Minneapolis.

Saw some aircraft I hadn't seen before. Here are some of them.



Lots of cool biplanes as usual the above WACO was flawless. They had them lined up every where.



The above is a single place Luscombe. If that isn't crazy enough how about a radial engine powered Luscomb as seen below. Both one of a kind.



As you can see in the above photo they flew a lot with an occasional traffic jam on the grass runway.



Dan and I both liked this two place, yep two place, Fairchild 24 seen below. Didn't know they made such a thing it had a Warner of 110 HP and took some runway to get airborne. Looks good in red with the wide stance.



A few military types flew in including Chad in the L5. Here is a couple of shots of two others, the first a Cessna Bamboo Bomber that had just recently been restored, sharp, and a L19 Birddog complete with rockets and willy petes, white phosphorus rockets for marking targets.



One of our favorite reasons for going to Blakesburg is the up close and personal flying. Here are some shots. First a really cool high powered rare biplane making a crosswind landing. He's good!! Gives lots of rides also. He is from the east coast but leaves the plane in the Midwest so he can do the local fly ins.



Next is a flight of Interstate cadets, they had a lot of fun flying formation. Then a pretty WACO and of course a bunch of Stearmans.



The photo below is typical Blakesburg; pretty planes all lined up. But following that is why we go, sharing aviation with others. That's some of the chapter dudes watchin and talkin.



But all things must come to an end, here's Dave departing for home. See ya next time!

