



September 2014

•President



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

dlpradams@gmail.com

•Vice President



David Cheung
703 W. Main St.
Marshalltown, IA 50158
641-751-9785

davidscheung@juno.com

•Sec/Treas



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

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

	WHEN:	WHERE:	PROGRAM:
SEPTEMBER MEETINGS	Thursday the 11th	KMIW Marshalltown Airport	Fly-in Planning
	SATURDAY the 20th		KMIW FLY-IN

WHAT'S FLYIN' THIS WAY !!!

Our next meeting will be held at the airport on Thursday the 11th to plan for the 1st Annual Fly-in on the 20th. We will also get an update on the hats which were ordered last month. Chapter 675 will have a manned display at the fly-in, so we need all the volunteers we can get to make it a big success. Members (and spouses) will also be helping out with the breakfast duties like bussing tables, ticket sales, and answering questions. A good showing will make a good impression on those who attend the breakfast and Airport Open House.

Please be there!

WHAT FLEW BY !!!

Good weather and a good time came together at our Annual After-Oshkosh BBQ held at the airport on August 14th. Lots of eating, talking, and some flying!

We had two visitors. Mike Maury from Kellogg is building a Kitfox 7 with a Corvair engine. Jerry Dolash, from Toledo, has taken a few lessons and is a regular Oshkosh attendee. He took a flight in the Ercoupe and did all the flying from takeoff to returning to the pattern.

Mike and Jerry joined the chapter and look forward to future visits.

On August 20th, we had a going away Pancake Feed at the airport for Dave Cheung. He and Irene have sold their house and business and are moving to Santa Fe, New Mexico where they will enjoy retirement and the beautiful Southwestern weather. Dave will return in October to retrieve his RV-6a. We wish Dave and Irene all the best and to have fun in the desert!



Pres. Paul presented Dave with the first Chapter Hat as one of the a going away gifts for Dave's retirement

CALENDAR

Sunday, September 7
Carroll Municipal Airport (KCIN)
Fly-in breakfast
6:30 a.m. -12:30 p.m.
Pilots and passengers eat free

Sunday, September 14
Dubuque Regional Airport (DBQ)
Airport open house/Fly-In Breakfast
8:00 a.m. -noon
PIC eats free!
Website: www.flydbq.com

Saturday, September 20
New Hampton Airport (1Y5)
Flight Breakfast
7:00 a.m. -11:00 a.m.
PIC eats free!

Sunday, September 21
Algona Municipal Airport (AXA)
Flight Breakfast
7 a.m. to 12:30 p.m.
Fly-in pilots free

Saturday, September 20
Marshalltown Municipal Airport (MIW)
Open house - flight breakfast
7:00 a.m. – 11:00 a.m.
PIC eats free
Phone: 641-752-0012 (Stephen Valbracht)
Email: steve@miwairport.com

Saturday, September 27
Grinnell Regional Airport (GGI)
Fly-in breakfast
6:00 a.m. to 11:00 a.m.
Pilots in command eat free

Tuesday, September 23
Vinton Municipal Airport (VTI)
Fly-in BBQ
5 p.m. – 7:30 p.m.
Pilot in command eats free
319-560-2423 (Kimberly)

Thursday – Sunday, September 25-28
Keokuk Municipal Airport (EOK)
L-Bird Fly-In and Convention
Saturday morning flight breakfast (open to public)
Website: www.lindneraviation.com

2nd Annual Eldora Flying-In Lunch



When: October 4th, 2014 - 10:00 am to 5:00 pm

Fly-In Pilots: free "Welcome to Eldora sacks" to all fly-ins pilots

Public Invited: Free will donation for lunch, bring the wife and kids

Lunch: 11:00 am to 1:00 pm - Subway sandwiches, chips, soda, cookie

Airplane Rides: Will be available, weather permitting



Location: 2 miles south-west of Eldora

Dimensions: 2750 x 100 feet

Surface: Turf in Good Condition

Runway 18 / 36

Coordinates: N42°20.05' / W93°6.86'

Elevation: 979.0

Traffic pattern: Left



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www.eaa675.org

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www.eaa.org/calendar
www.FunPlacesToFly.com
www.flyins.com
www.socialflight.com

1st Annual Marshalltown Municipal Airport Open House

Saturday, September 20th, 2014
0700-1100am

Pancakes, Sausage, Orange Juice and Coffee

Adults \$6.00 | Children Under 10 \$3.00 | (PIC FREE)

Brought to you by

KMIW

Unicom: 122.80

AWOS: 128.32

Drive Ins Welcome

FREE Parking

Marshalltown
Aviation



Marshalltown Aviation

Marshalltown Matins
Kiwanis Club



Marshalltown EAA
Chapter 675



More Time to Comment on FAA Hangar-Use Policy Agency grants extension requests from EAA, CAF, others

September 2, 2014 – The Federal Aviation Administration will allow an additional 30 days to comment on its proposed hangar-use policy under an extension granted Tuesday following multiple requests from the GA community.

EAA early last week submitted a request for a 60-day extension to the comment period based on the intense interest the policy had generated in the general aviation community. Other extension requests were submitted by the Commemorative Air Force (CAF) and by U.S. Rep. Sam Graves (R-MO).

“EAA felt that more time should be granted for the public to weigh in on this important issue for those who have hangars on airports that receive federal grant assurances,” said Sean Elliott, EAA’s vice president of advocacy and safety. “Although we had asked for a 60-day extension, we will continue to get the word out to make sure those who want to submit comments do so within the extra 30 days allotted.”

As EAA reported last month, many people thought that FAA already had a comprehensive airport hangar-use policy at facilities that receive FAA airport funding. That is not the case. The proposed policy is intended to prevent non-aeronautical uses that eventually work against airports and hurt their long-term preservation for intended aviation use. A clear policy guides airport managers and users to what is allowed and what isn’t. It also protects activities that some airport managers might choose to attempt to ban or curtail, such as the construction of homebuilt aircraft or restoration projects.

More at this link... http://www.eaa.org/en/ea/ea-news-and-aviation-news/ea/2014-09-02_More_Time_to_Comment_on_FAA_Hangar-Use_Policy

MEMBER NEWS & VIEWS

As mentioned on the first page, **Dave and Irene Cheung** are moving to Santa Fe, New Mexico. We held a going away pancake feed, which is appropriate considering Dave was the de facto leader of the FOGz breakfast flyers. Here are a couple of pictures from the event on the 20th.



Lorin Miller sold his Pietenpol over the Labor Day weekend to a buyer in central Illinois. He was sad to finally let it go, but he really likes the extra room in the hangar to move around the Waix!

Make sure you welcome **Jerry Dolash** and also **Mike Maury**, our two new members to the Chapter when you see them!

Here is a photo (lower right) of **Jerry** flying the Ercoupe just before the BBQ meeting on the 14th. He’s a natural, and now he can say ‘I Flew the ‘Coupe!’



Carroll Altman is close to doing his cross-country solo’s in preparation for his check-ride. He is also working diligently on his Sonerai. He has the wing skins cut and is in the midst of drilling the multitudes of holes for the rivets.

Dave McCurry has his VW engine parts back from the machine shop and may have it back together and on his Taylor Monoplane by the time you read this.



LONG LIVE THE BUFF

It was a usual hot muggy evening even though it was early February. The air was still as I looked down from the small hill at the west end of the runway. I had made the long trek from my usual area in hope of a breeze and some relief from the heat. Plus, the sight unfolding in front of me was tremendous in its own way and one I liked watching. Thirty B-52s were snaking through the hard stands, lights on, 240 jet engines over shadowing the normally quiet night with a tremendous high pitched sound. The year was 1969 and the airport was actually an Air Force base in Thailand. Utapao was the largest base in Southeast Asia and was a base of operations for the war in Vietnam



used by the Strategic Air Command to launch B-52 strikes and KC-135 air refueling missions. The hill on which I sat was the final resting place of an earlier mission gone bad. During a similar launch like the one I was presently witnessing a B-52, SN 55-0103, on November 18, 1968 lost power and during the take off abort the landing gear collapsed and the aircraft crashed just below where I was presently sitting. The crew made it out safely. However a fire rescue helicopter hovering overhead was destroyed and the pilot and copilot lost their lives. I was later told the helicopter had hovered over the burning B-52 too long, beyond the expected time. He had held his position because he had not seen the tail gunner depart the aircraft. If he released the chemical fire retardant while crew members were still in the aircraft it would reduce their chance of survival. The tail gunner had earlier departed the area. I was, at that moment, very proud to be a part of the Air Force and to be associated with men and women that would give their lives in hopes of saving someone else's life. Today I am just as proud. In the explosion that destroyed the helicopter, bombs and bomb fragments were blown over a wide area. One 500 pounder landed in front of the USO and stopped my weekly visit for a coke, donuts and some table tennis. An airman that worked down the hall had a surprise when he went back to his barracks. Another 500 pounder had crashed through the roof. Needless to say he needed a new place to hang his hat for a while. I was at work when the incident occurred and got updates from a friend, Jonesy, that worked in munitions. As we talked, I heard the tremendous explosion then shortly heard some shrapnel landing on our roof.

Again it is one of those things in life that jog your memory. Pictured with this story is a die cast model I have of a B-52, actually a model of one of the thirty being launched in the above paragraph. Also included is a bomb fragment from the story. After the explosion I went outside and picked it up off the ground. The model needed a new sitting place in the house and while finding it a new resting place, I ran across the bomb fragment. As normal for me, these two occurrences jogged my memory and here I am writing those thoughts to share with others. This isn't the first time this has happened. While on vacation in Rapid City, South Dakota, I visited the local Air Force museum. Sitting out front was one of the above mentioned thirty, restored for all to see. As I walked around the plane I remembered the above story along with others from my year at Utapao Royal Thai Air Force Base.



The B-52 is an amazing aircraft. As others that have talked about their military career at chapter meetings and their association with a specific aircraft, a certain level of pride and a place of honor is given the aircraft that was a part of their lives. Same with me. So, with the help of an internet search here are some specifics of the B-52 affectionately referred to as the 'Buff'. The most amazing part of the B-52 is its longevity. I was nine years old in 1955 when the B-52 first became operational in the Air Force. It is presently slated to remain in use until 2045! Ninety years of service. I doubt I will be hear to watch it retire. Yes, it has had a few face lifts along the way, but if I make 90 I imagine I will have "more" new parts. Originally the Buff was designed to be a strategic bomber carrying nukes in the Cold War. It's purpose was a deterrent. I guess you can say that role worked and my early Air Force career was in support of that mission while stationed at Dyess Air Force base in

Abilene Texas. During the Vietnam war it was used again as a strategic bomber only this time carrying conventional weapons.

And could it carry weapons! On two wing pods it carried twenty-four 750 pound bombs. Internally it had been modified to carry eighty-four 500 pounders. That's a total of 60,000 pounds of bombs. To compare that to a B-17, it would take 13 and 1/3 B-17's to carry the same load with the B-17 capability of 4500 pounds on long missions. You might realize that is less bombs than was carried on one B-52 wing pod! On the above 30 plane mission that would be the same as 400 B-17s, with a crew of 10 each for a total of 4000 men on the mission, while the crew of 5 on the B-52 puts only 150 in harms way.



The B-52 is huge. A wing span of 185 feet, a length of 159 feet and a maximum take off weight of 488,000 pounds (the B-17 weighs 65,500 pounds). It's fast (more on that later) with a top speed of 650 miles per hour, a climb rate of 6270 feet per minute and a service ceiling of 50,000 feet. It has the highest mission capable rate in the present day Air Force fleet of heavies, the B-1 with 53.7%, the B-2 with 30.3% and the B-52 with 80.5%. Cost per hour for the three are the B-1 with \$63,000, the B-2 with \$135,000 and the B-52 with \$72,000. A little more than my Rans!

The longevity of the B-52 is due to its versatility as an airborne weapons delivery system. For example, today the B-52 does not play as much of a strategic role as it does a tactical role. The B-52 can loiter over a battlefield or at some distance off and deliver precision guided munitions. An example is in 2001 during Operation Enduring Freedom and their use against precise targets. This function used to be the sole responsibility of the fighter such as the F16. It is also used in a reconnaissance role. Of the 744 originally built, 85 are still in service.

Some notable's about the B-52.

1. In 1958 it set a world speed record of 597 mph, a distance record of 8762 miles in 1960 and another distance record in 1962 of 12,532 miles non-refueled. Add refueling and it can go long distances such as the longest combat mission on record. During Operation Desert Storm it flew 16,000 miles round trip, with the flight originating and ended in Guam.
2. During Operation Desert Storm it was used to strike Baghdad power stations and communication facilities. It dropped 153 750 pound bombs in an area 1.5 miles by 1 mile demoralizing Iraqi troops who surrendered after the attack. Overall in Operation Desert Storm B-52's flew 1620 sorties and delivered 40% of the weapons dropped by coalition forces.
3. The B-52 dropped the first thermonuclear weapon on the Bikini atoll in 1956.
4. It was the last bomber to shoot down a fighter by an onboard gummer. Airman First Class Albert E. More shot down a Mig 21 one of two Mig 21's shoot down by Buff's according to Air Force records. According to the North Vietnamese after the war, three Migs were shot down by B-52's.
5. There are today families that have had three generations of B-52 pilots, the father, son and grandson. With many more years of service left, one can only guess if generation four may follow in their footsteps.

My year in Thailand has many memories. One non-aircraft memory stands out among all others Our barracks had a Thai cleaning lady which I talked to rarely. She was a small lady that looked ancient to a 20 year old. Turns out she was only forty. One day I was watching TV, the Arm Services network, they were discussing the lunar landing. She came in to the lounge and asked what was going on. I told her. She responded with are they landing on the white or black moon This is how she understood the phases of the moon. I said white. Later she looked at me and said thanks. I said for what. She said for being there, she added she didn't want to be a communist. A long silence occurred next with two people looking at each other with tears in their eyes. Later in life I thought about that moment, like now when a model and bomb fragment present themselves. I thought about Jane Fonda and Walter Cronkite. I thought about Operation Linebacker that occurred in 1972 after my departure. How the B-52 was used to get the North Vietnamese back to the negotiating table, but a news report by Walter had given the North new hope. How Jane used her movie star status to sway public opinion and again provide hope to our enemy. In the 12 days of Operation Linebacker 729 sorties by B-52's were flow with the loss of 15 aircraft and 10 damaged. Twenty five crew members lost their lives. We were trying to help the South realize the dream of freedom and democracy. If the outcome had changed, would they use their freedom of speech and freedom of the press in the same way Jane and Walter did? After all that is what we were fighting for. I guess now, one can only ponder.