



**March 2019**

	WHEN:	WHERE:	PROGRAM:
<b>MARCH MEETING</b>	<b>THURSDAY the 14th 7:00 PM</b>	<b>KMIW AIRPORT TERMINAL</b>	<b>Joe Latham Vietnam Pilots Gathering</b>

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

Joe Latham is scheduled to be our speaker at our next meeting which will again be at the KMIW airport terminal. Joe attended the Vietnam Pilots Gathering held at Hanoi, North Vietnam in October of last year. This is sure to be an intriguing presentation and one not to be missed.

We will have the traditional pre-meeting gathering at Taco Johns. Hope to see you there!

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

Well, this is probably not the longest winter ever in Iowa, but it sure feels like it. Our last meeting was called off for an impending ice storm, and the FOGz are grounded because of frozen hangar doors. As this is being written, we have a balmy 34° and no wind. However, we do have flooding to look forward to! (yippee).

Here is what 2 feet of snow looks like... And here is what it really looks like at the Independence Airport (Thanks to John Bender for the photo)



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# CALENDAR

## Monday, April 1

Aviation Technology Academy-Central Campus  
205 County Line Road - Des Moines  
Women in Aviation Chapter 115  
A night with Paul Berge  
515-991-0866 (Sara Arnold)  
Email: [WAIHeartland@gmail.com](mailto:WAIHeartland@gmail.com)  
Website: [www.facebook.com/waiheartland/](http://www.facebook.com/waiheartland/)

## Tuesday, April 2

West Des Moines Hilton Garden Inn  
AOPA Air Safety Institute Safety Seminar  
Peaks to Pavement: Applying Lessons from the Back Country  
7 p.m. 9 p.m.  
800-872-2672

## Saturday, April 6

Sioux Gateway Airport (SUX)  
Mid America Aviation and Transportation Museum  
Fly-in breakfast  
8 a.m. noon  
712-490-0324 (Rick Alter)  
Website: [www.midamericaairmuseum.org](http://www.midamericaairmuseum.org)

## Saturday, April 6

Greenfield Municipal Airport (GFZ)  
Iowa Aviation Museum Chili Fly-In  
11 a.m. 2 p.m.  
641-343-7184 (Greg Schildberg)  
Website: [www.flyingmuseum.com](http://www.flyingmuseum.com)

## Thursday, April 11

Independence Municipal Airport (IIB)  
Grill-Out  
4:30 p.m. 7 p.m.  
PIC's eat free  
319-777-9488 (P&N Flight & Charter)

## Saturday, April 13

Dubuque Regional Airport (DBQ)  
UD run/walk for human trafficking awareness  
8 a.m.  
Email: [kdimmer@dbq.edu](mailto:kdimmer@dbq.edu)  
Website: [www.runsignup.com/humantrafficking](http://www.runsignup.com/humantrafficking)

## Sunday, April 14

Dubuque Regional Airport (DBQ)  
UD Flight Team Fly-in Breakfast  
8 a.m. to noon  
Email: [gsanders@dbq.edu](mailto:gsanders@dbq.edu)

## Saturday, April 27

Ames Municipal Airport (AMW)  
Fly-in Breakfast  
7 a.m. 11 a.m.  
515-292-9056 (Nikki Kyle/Sarah Bauer)

## Saturday, April 27

Marion Airport (C17)  
Free Young Eagle flights  
Ages 8-17  
9 a.m. noon  
EAA Chapter 33  
Contact: Justin Cook  
Email: [YoungEaglesCoordinator@eaa33.org](mailto:YoungEaglesCoordinator@eaa33.org)

## Saunders-Roe SR.A/1 "Squirt"

by Lorin Miller

In the cool-but-not-practical-airplane department, most of us have heard of the FY2 Sea Dart. It was a supersonic jet seaplane fighter built by Convair in 1953 that rode on two hydro-skis while taking off and landing.



Why would you design a seaplane fighter? About 71% of the earth's surface is covered by water – that's why! At least, theoretically it sounds like a great idea.... Actually, there are various historical examples of piston driven seaplane fighters over the years – but that need and capability just didn't translate into the jet age. Advanced carriers and the advent of the steam catapult post WWII removed the tactical need of seaplane type fighter.

What you probably are not aware of, is that well before the Sea Dart, there was actually a fairly successful design called the Saunders-Roe SR.A/1. Otherwise known as the "Squirt", the SR.A/1 was conceptualized in 1943 and first flew in 1947. It was a technically advanced, large aircraft with a wingspan of 46' and length of 50'. It had two retractable sponsons under the wings that helped streamline the design and allowing for a maximum speed was 512mph with a

service ceiling of 48,000 feet. It had an integrated automated mooring system, one of the earliest ejection seats, and was actually so big that there was an engine room you could access from a bottom hatch. In the engine room you could view and work on the two 3850 lbf turbojet Beryl engines produced by Metropolitan-Vickers. For armament, it could carry four 20mm cannons and could carry two 1000 lb bombs.

Only three were ever built. One was lost upon landing when it hit a log in the water and sunk. It has never been found. A second was also lost in a crash. The only example left is on display at the Solent Sky aviation museum in Southampton.



References: Wikipedia, TheVintageNews.com, Oppositelock.kinja.com



## A Cold Visit to Oshkosh

The February Oshkosh work session was an interesting one. First was the weather. We left Marshalltown with all its snow and arrived in Oshkosh with the same look, snow piled everywhere. It was cold, with a looming forecast that gave us concern about getting home. Thus the iPhones were looked at often. On day four we decided to leave at noon instead of the following Sunday. Glad we did, barely made it home before the bad weather hit. We would probably not have made it home until Monday afternoon. Also I always take my camera so I can have pictures for a picture essay for the newsletter. Some how I obsoleted this months pictures.



The work group was divided into a B-25 team and a B-17 team and we had a slightly smaller group since the work to be done is less. However we tend to work on what's needed to be done no matter which aircraft.



My first day actually started out on the B-17 although I was signed up for the B-25. Over the winter they do a lot of general upkeep on the B-17. There was a team of workers that was putting in a complete set of noise suppression fabric in the cockpit area. They worked hard all weekend long on this project.

Actually its a perfect project for volunteers and I don't think the permanent staff actually has time to do these types of cosmetic upgrades. During this work a holder for a crew oxygen bottle (not actually used but there for authenticity purposes) was removed and a crack was found. So my first job was to make a doubler and rivet it in place. With that done I returned to my actual assignment which was to make more panels for the rear fuselage area and stencil numbers on both the panels and the fuselage so that during routine maintenance they can be relocated. This project lasted for over two days. This project was started by me and another worker last month so here is a pic from last months collection. You can see some aluminum panels in the lower

left. The difference now is, its done!!! Really makes the rear section look nice.



The end of the third day and the four day I returned to the B-17 and prepared air inlets for painting. Over time bug impacts and such had chipped the paint.

Our job was to ready them for paint. Fun project, got to sit in a chair which was good because I had sore knees from working in the confines of the B-25's rear section. Plus two of us were working on them at a bench since they were removed from the B-17 and we had a good chit chat about stuff. In the picture below you can see one of the inlets, there were four total, to the right of the engine.



Now that story reminds me of breakfast. We ate breakfast a couple of times at a restaurant called La Sure's which is close to the Weeks hangar, good place. *Continued next page*

Wife: "The car is not starting. Dashboard shows the sign of a person sitting on a toilet."  
Husband: "WHAT? Send me a picture..."



In this pic we were sitting having our breakfast and shooting the breeze as usual. You can see John in the upper right with his blueberry waffle complete with whip cream. It turns out according to John that if your short of something just don't run out of whip cream.



This pic shows how proud John was of his mornings delight complete with a smiley face application of his favorite whip cream.

Now the waitress was listening to all this and someone else had ordered a blueberry waffle but no whip cream. She thus got caught up in the moment and mistakenly added whip cream to the second waffle. I think to much delight from John he received a second serving of whip cream accompanied with some blueberries and a waffle. I believe he needed a go box.



The only thing that bothers me about that story is John is of normal stature, not like robust little me. I probably gained weight just telling the story. But I must say we do have some fun at these work sessions On Thursday evening we had some special fun and a real treat. Each month EAA headquarters has a speaker presentation in the museum. We have been to a couple others over the last two years. This months was Steve Hinton Jr. If you keep up with air racing you know the name. Steve's dad was a major air racer and his son has followed in his foot steps. Steve gave a very enlightening presentation about air racing and the goal of the Voodoo P-51 team to set a new speed record. He went into detail about how they modify the P-51 for more speed. To list a few they "bondo" the wing and tail surfaces in order to move the laminar flow farther back and reduce drag, change the angle of incidence on the wing and tail and change the thrust line of the engine. The last two are major projects. He showed how they tufted the propeller to increase efficiency (used Kevlar as the tufts). Some really amazing stuff.

Big bucks I think. The first pic is Voodoo in its Reno race colors. Steve showed some cockpit and ground videos that were pretty amazing. Let's say fast and close. The second pic is Voodoo in its speed record setting white. They exceeded 550 mph but feel short of the new record by a couple of mph. For record setting they must beat the old record by 1%. This would require a four pass average speed in excess of 535 mph. Their four pass average was 531.53 mph, slightly short. But they did have the fastest recorded one lap speed of 554.69.



Two more four day sessions are planned. Bruce and I will be returning in mid March. Hope to see the B-25 flying this summer.