

The FLYING WIRE

The Newsletter of EAA Chapter 64

Serving Aviation in the Metro-East
Founded November 30, 1964 - Incorporated January 28, 1966

Our normal meeting time and place is 1st Tuesday at Historic Hangar #2 at Downtown St Louis Airport in Cahokia, IL. Food at 6:00 pm, meeting at 7:00 pm. However, this month, because of EAA AirVenture, we'll meet the 2nd Tuesday, August 10th at the regular place, and same starting times.

Brain's Bites

August 2010

Oh Baby!

There is nothing like having a new baby in our midst. A new baby seems to bring a unique freshness and a sense of renewal . . . a new beginning. I remember years ago being in a crowded waiting room with a lot of straight laced folks who were not saying much to each other. Then a grandmother walked in with her little grandbaby. Almost every person in the room changed their demeanor and remarked about the baby. "My daughter (or son) is about her age." "She sure does favor you." "What a cute baby."

That room was changed immediately by the addition of the new baby. In a similar sense our chapter has been changed too by the addition of a few new babies . . . Fly Babies that is. John Tiner (our newsletter editor) bought one recently, Bill Aanstad and Paul Voorhees bought one a few months ago, and Shawn Corcoran, Rob Connell, and a couple other folks are building Fly Babies. So basically EAA Chapter 64 has a Fly Baby nursery!

To learn more about this fun, plans-built design go to: <http://www.bowersflybaby.com/>

Just as a baby can bring a sense of renewal, our chapter in the coming months will be going through a renewal phase too. My term as president will expire at the end of this year and someone will step up to lead our chapter for the next couple years. He or she will bring with them a fresh

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perspective and take the chapter to even higher places. It will be refreshing and fun.



Bill Aanstad flying his Fly Baby N175X, being chased by Brian Kissinger. Photo by Diana Votaw. See another Fly Baby photo on last page.

Keep 'em Flying,

Brian "Brain" Kissinger

EAA64 Minutes, July 13th, 2010

By Bill Aanstad, Secretary

“Greetings from Chapter 64”

The July meeting was called to order at Wicks Aircraft Supply by Treasurer Ron Peek, who thanked Scott Wick for hosting the meeting.



Scott Wick

Scott welcomed the group, and expressed hope to do so again if we wish. After business meeting will go across the street to the organ company for a tour and recital.

Scott introduced mother Barbara, son Benjamin, and Erin (purchasing agent, phone orders), Erick (general manager), and Keith (resident technician who helped with Tornado and good part of RV-8).

Wicks is now a Lincoln welder distributor, and will be doing TIG welding workshops by Mr. Tig (Wyatt Swaim) scheduled for Sep 11/12, Oct 16/17, Nov 13-14, Jan 8-9. Sep 18th they will host a Superlite fabric covering workshop -- get details from Wicks website (see inset at the end of this report) or Molly McNamara-Dean (molly@a-e-r-o.com).

Correspondence: none.

Old Business: Ed Hase going to OSH next week, contact if need anything hauled up.

New Business: Bob McDaniel briefed that the Air Show was a success, opportunity to host performers, help out with logistics, will probably have similar event next year, good opportunity to see the aircraft and performers up close. Needed 10 hosts this year, Larry Frey hosted Kirby Chambliss, enjoyed the experience. Bob also briefed that Wally has wire, turnbuckles, etc. available for about 1/3 cost, call quick, taking to OSH to sell. New Chapter 64 web site has much more space, looking for photos and project photos, videos. Oliver's bar, back bar, brass rails, 13 bar stools going to highest bidder, sealed bids opened 26 Aug -- call Bob.

Drawing for Scrounge Dawgs, 4 Cards tickets donated



Part of the large group, about 45 people, who enjoyed the July EAA Chapter 64 Meeting at Wicks. -- Food, Airplane Stories, and Organ Recital!

by Mike Lotz, Belleville Supply -- 1st drawing won by Al Bane, 2nd set won by Walt Turk, donated back to redraw, won by Ron Peek after checking pockets.

Welcomed new guests: New member Reggie Beck is building a Nieuport 11, looking for other Nieuport builders; Paul Fryer, friend of Fisch; Jay Johnson, friend of Reggie's, hasn't started anything yet.

50/50 Drawing for \$58 cash and Spot Locator, protectant and hats donated by Wicks: 1st

winner Jay Johnson won the Spot Locator; 2nd winner Mike Brenner cash; 3rd winner Doc Hurd took protectant prize; 4th winner also for protectant; Dwight Hayden, Mike Brenner & Larry Frey won Wicks hats. Food proceeds of \$168 went to the Chapter treasury, thanks to Wicks generously providing the fried chicken dinner with side dishes and beverages.

Adjourned at 7:40pm for organ recital and factory tour, 45 members and guests present and well fed.

TIG Welding Class

This two-day weekend workshop will cover the fundamentals of TIG welding aircraft components such as 4130 Chromoly tubing (frames) and aluminum (fuel tanks) and of course mild steel for car restoration. This particular class will be taught by "Mister Tig", friends know him as Wyatt Swaim and he is a leader in the Tig welding Aerospace, Aircraft and Motor Sports components industry. This course will include basic metallurgy and hands on welding (16-hours total). Class information is available here:

http://www.wicksaircraft.com/catalog/product_detail.php/pid=17626~subid=12534

Wicks Forum

Wicks Aircraft is planning to host the first annual "**Wicks Forum**". This educational/entertaining social event will be held on Saturday, October 9 from 10:00 a.m. until 4:00 p.m. You're invited. We've extended invitations to every EAA member within 300 miles of Highland, IL. The catch is we can only accommodate 250 people. If you would like to attend, please RSVP as quickly as possible. Once we reach 250, we'll have to start sending out those "I'm sorry..." letters. It's a chance to catch up on what's going on, make new friends and have fun.

The entire day is free, including lunch. If you'd like to stay overnight (you'll have to pick up your own tab for accommodations). We have a Holiday Inn Express in town (618-651-1100).

If you would like to fly in, the Greenville Illinois Pilots Association is having a Fly In breakfast at the Greenville Illinois (GRE) airport which is about 17 miles West of Highland and just South of Highway 70 on Illinois 127. You can fly in, grab a quick delicious breakfast and EAA members will drive you to and from Highland in time to attend the tours and forums. Please call GRE for details 618-664-0926 and anticipated arrival times.

If you would like to attend, please send an email to Scottw@WicksAircraft.com. Just write "I'll be there" in the subject line with your contact information and then tell us if you are bringing a guest. We look forward to seeing you.

Sincerely,
Scott Wick, President

Notes from the Vice Prez -- Diane Earhart

The powers that be have finally seen the errors of their way and visits to the tower are open again. I know we have an invitation to the TRACON but anyone can come to our own tower anytime now, too.

I'm due to bring food again soon to the meeting. I like trying new things and having things that are easy to eat in a crowd. However, having said that, the Italian Beef Sandwiches I made last time were a big hit. Should I bring those again or do something else? Email your opinion to Earhart500@aol.com or call 618-235-882.

Members can ask for specific help building/repairing planes/projects.

From Diane Earhart: We need someone that has the knowledge and equipment for welding copper that can do a small job for us on our aerospacecraft. Can anyone help us or point us in the right direction? Thanks. Call Gary 618-741-3453 or Diane 618-235-

HELP ! needed

8823

From John Tiner: For the Zenith 601 Upgrade I must set solid rivets, a skill I do not have (only blind riveting.) Can someone who has knowledge of acceptable practices show me how to set solid rivets?

Fly Market

Listings are free for EAA64 members-- Sell, Trade, Wanted.

From Dave Hoepfinger: For Sale: 1949 Piper Clipper PA-16, O-290D2 engine, TTE 2290, SMOH 510, STOH 96, Stits Fabric (1997), Sensenich Prop rebuilt 2006, balanced 2007, Aircraft completely rebuilt in 1997; lots of new and upgrades: Sky Tech Flyweight Starter, Slick Mags, battery, wingtip strobes, shoulder harness (front seat). Two 18 gallon wing tanks. STCs for Brackett air filter, oil filter, sealed struts, and strobes. DG, digital comm., transponder, intercom, much more, Complete specs upon request. \$38,500 Contact Dave Hoepfinger 618-803-8333 lateralg@htc.net



Dave Hoepfinger's Clipper for sale.

From Brian Kissinger: Available:
McCauley metal cruise prop

McCauley 1A90 CF 7047 re-pitched to 52. Good cruise prop to use on A-65 to O-200. Currently flying on Fly Baby with

an A-65. Sale or possible trade for new/refurbished wood prop (46 pitch)
Contact Brian at brainsflight@yahoo.com



Scrounge Dawg Aviation - July Report

by Mike Brenner

The oppressive heat, the Brodhead fly-in, and AirVenture kept activity on the project to a minimum this month. Several of the Dawgs went to the Brodhead fly-in and got a lot of valuable information along with lots of photos of other planes. I had intended to fly up there, but nasty

weather discouraged me from making the flight. Al and Rob drove up and both insist that the weather was great while they were there. All I saw on the radar was a screen full of yellow and orange across the entire southern portion of Wisconsin. I still think they're pulling my leg.

The fuselage crew made some progress on the gear this month. Some of the holes on the new gear did not align exactly with the holes in the fuselage so we had to fill the holes and re-drill them. We decided that we would use all quarter-inch bolts for mounting the gear instead of a combination of 3/16" and quarter inch bolts that were originally used.

The number of bodies that regularly show up for the build nights has dwindled to around 6-8. Last summer when everyone had other family commitments, we had a similar drop-off of activity but we would certainly welcome any additional assistance. We are in particular need of someone to take charge of coordinating design and fabrication of a tail wheel. If anyone is interested, get in touch with me.

You're Never too Old to Learn a New Skill.

By Bob McDaniel

I've been fascinated with beautiful, billowing, brightly colored parachutes with go-karts hanging underneath them for nearly 30 years but never had the chance to get up close and personal with them until a few months ago. I stumbled across a reasonably priced powered parachute on Craig's List located only a few miles from my home. Curiosity got the best of me and I went to take a look.

My advice to any prospective plane buyer has always been to never buy a plane without flying it first, completing a thorough pre-buy inspection, and then taking a day or two to think it over, get other opinions and allow time for common sense to overcome emotion. Taking leave of my senses, I ignored all that good advice and bought it on the spot.

The next step was to find an instructor. When two-place powered parachutes (PPCs) were brought into the light sport aircraft category it created a serious shortage of CFIs and training planes. Like most two-seat PPCs, mine did not have dual controls so I couldn't train in it. Fortunately, the seller referred me to "Nail," a retired carpenter a couple of hours away who was a PPC CFI and had a trainer, great skill, and the patience of a saint.

Because PPC newbies need light winds, I made two trips to the strip in the middle of the cornfield only to watch the windsock blow all day as we sat in our lawn chairs talking about flying. As the sun was falling on the second trip, Nail proclaimed the winds were calm enough for a dual demo flight. After carefully laying the chute out on the ground, we strapped in, started the engine, and added some throttle. The little cart lurched forward about 10 feet and then jerked almost to a stop as the chute kited up overhead. After a quick check of the chute, we added full throttle and we were up and away. Within

seconds I was hooked and I knew I had made the right decision and a wise investment.

I've flown four-engine jet transports, supersonic fighter-type aircraft, and a wide variety of GA aircraft, but nothing prepared me for the relaxing exhilaration I experienced just above the treetops at 28 mph. There's time to not only notice the grain silo next to the old wooden barn, but you notice the way the silo's shadow falls across the sleeping dog. I was definitely hooked!

Only light winds were blowing during my next trip for training. I flew solo for over an hour and made about eight touch-and-go landings ... at least a couple of them were even good landings. (I won't tell you about the one that ended abruptly and took out a couple of dozen corn stalks. That tiller ground steering rod can be a bit tricky.) I took a little diversion on downwind during the last pattern to follow a herd of deer along a creek for about a quarter mile before making a perfect full-stop landing just as the sun was sinking below the corn.



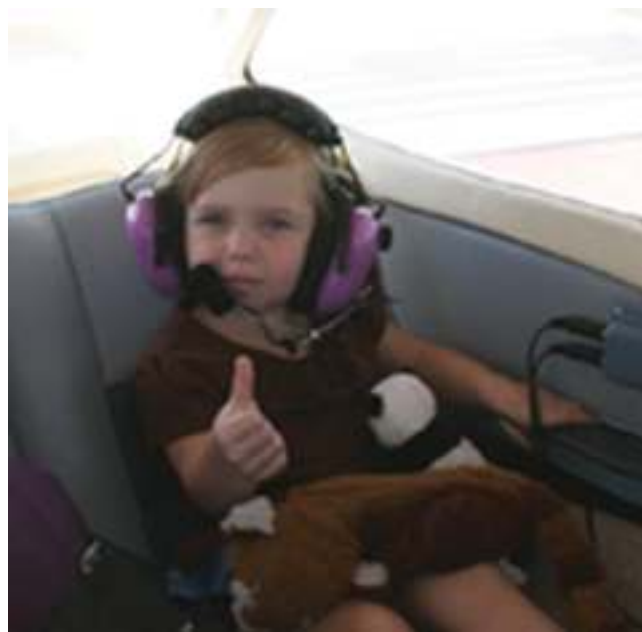
The next trip up was all dual as we practiced the check ride maneuvers listed in the Practical Test Standards and attempted about 25 landings in some really squirrely winds. My challenge was to match the need for very small and slow control inputs with the craft's sluggish response as the gusty winds bounced the chute around like a fish bobber. Recognizing the need for power to slow the decent, I would add a little throttle and wait,

but nothing happened. So I would add a little more throttle just as the chute caught up with the last input, instantly telling me I needed to pull off a little more throttle than I had just added. I've experienced pilot-induced oscillations (PIOs) at 350 knots but never at 28 knots. The proper response is the same at any speed—freeze the controls, let things stabilize, and then make small, deliberate control inputs to make the plane do what you want it to do.

I'm now on my own for a while to gain some experience before going for the check ride so I can fly passengers as a PPC Sport Pilot. What have I learned? Even though PPCs are fairly simple to fly, steering left and right with your feet and up and down with the throttle, it requires new and different skills that must be repeatedly practiced in order to become both good and safe. PPC flying is flying at its best because it continues to challenge you as a pilot while bringing the rewards of experiencing the sights of the world below you at a speed and altitude that allows you to drink them all in.

NOTE: The Powered Parachute Caravan of about a dozen of the nation's best PPC pilots is coming to St. Louis Downtown Airport August 12-15.

And here's something else from Bob McDaniel -- a "little eagle" photo of his three-year old granddaughter's first flight. She's giving a big "thumbs up—ready for takeoff."



EAA Chapter 64 Treasurers Report by Ron Peek

EAA CHAPTER 64 TREASURERS REPORT

8/5/2010

12/31/2009	Checking Balance From 2009				\$1,906.13
12/31/2009	Investment at Edward Jones @ 12/12/09				\$29,000.00
12/31/2009	Total Net Worth 12/31/09				\$30,906.13

DATE	CHECK	NOTES	DEPOSIT	DISPERSE	BALANCE
1/9/2010	2127	Fischer's Restaurant		\$731.00	\$1,175.13
1/11/2010	2128	EAA - \$1M liability insurance		\$379.00	\$796.13
1/12/2010	DEPOSIT	Dues, Holiday Party dinner sales, auction items, 50/50	\$1,381.00		\$2,177.13
2/2/2010	2129	Bob McDaniels, YE fuel		\$45.11	\$2,132.02
2/19/2010	2130	Laser Concepts, plaques		\$47.50	\$2,084.52
2/23/2010	DEPOSIT	Dues, 50/50	\$540.75		\$2,625.27
3/6/2010	DEPOSIT	Anonymous donation designated to SD Builders group	\$1,000.00		\$3,625.27
4/6/2010	2131	B. Haddock, fuel to Oshkosh Ofc trng		\$188.51	\$3,436.76
4/6/2010	2132	M. Brenner/Scroung Dawgs bldg fund - donation passthur		\$1,000.00	\$2,436.76
4/26/2010	DEPOSIT	Dues, Food, 50/50	\$277.00		\$2,713.76
5/25/2010	DEPOSIT	Dues, 50/50	\$122.00		\$2,835.76
6/3/2010	2133	Don Karr - YE Fuel		\$117.16	\$2,718.60
6/3/2010	DEPOSIT	50/50 & misc	\$75.00		\$2,793.60
7/31/2010	2134	B. McDaniels - Website hosting - justHost.com		\$165.60	\$2,628.00
8/3/2010	DEPOSIT	Dues, 50/50, food, etc.	\$263.00		\$2,891.00
		YTD Total	\$3,658.75	\$2,673.88	
		Current Checking Balance			\$2,793.60
		Investment value@ Edward Jones on 6/25/10			\$27,737.17
		EAA64 net worth			\$30,530.77
5/12/2010		EAA64 2009 taxes submitted and accepted on Form 990-N Ron Peek, Treasurer EAA Chapter 64			

EAA Chapter 64

Historic Hanger #2

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Motto
Get & Keep 'Em Flying!

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We're on the Web! Visit us at: www.eaa64.org. Our Chapter web site has been moved to a new and faster server with an unlimited amount of storage space. So send your photos, tips, stories

and files for sharing to: webmaster@eea64.org. Bob McDaniel, our webmaster says, "Let's increase the content to make our site the best EAA Chapter site on the web."

Calendar: Our next meeting is August 10, 2010 (food at 6:00 pm, meeting at 7:00 pm) at our usual meeting place at Historic Hangar #2 at Downtown St Louis Airport in Cahokia, IL



Left: Fly Baby "mail plane", belongs to Bob Hamilton, being flown by Paul Voorhees from Grand Rapids, MI to Sackman after Paul did the pre-buy. *Photo by Bill Aanstad.*