



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

*We meet on the 1st Tuesday of the month at Historic Hangar #2 at Downtown St Louis Airport in Cahokia, IL.
Food at 6:00 pm, meeting at 7:00 pm.*

Youth Gateway to Aviation

by **Larry Frey**

Young Eagle Coordinator

The Youth Gateway to Aviation day at KCPS is set for Saturday, October 8, 2011. It promises to be a huge event with over 300 Boy Scouts camping at the airport the entire weekend. SLU, KCPS and Boeing are the major sponsors for this event. Since Chapter 64 doesn't have enough pilots and crew to support this event, all EAA Chapters in the St Louis area have been invited to participate. Flights will be held from 0900 to 1500. Please lock that date in on your calendars, let me know if you can fly and or work ground crew and return the paperwork to me ASAP.

Planned activities include:

- Aviation Hero Stage Presentations
- Maintenance & Tech Area Activities
- Younger Sibling Activities
- Interactive Exhibits
- Flight Education
- Fly a Plane--up to 300 kids will fly!
- Segway Rides
- Ultra-Light Airplane Displays
- Airport Fire Truck Demonstrations
- Tours of the Convair Commercial Jet
- Aviation Career Education
- Boeing activities
- Simulators & First Log Books
- Food Vendors
- Static Aviation Displays
- Air and Space Museum Tours
- Museum Scavenger Hunt
- Medical Helicopter Tours and Demos

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SEPTEMBER 2011

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The format for this event has not changed from that set in the initial brochure except that it will be held in conjunction with the Lewis Clark Council Boy Scouts of America campout at KCPS October 7-9. These scouts are working on their aviation merit badges.

Most of you probably are aware that flying scouts involves some extra paperwork on the part of YE Pilots. I can provide a copy of the BSA requirements and information for, but briefly these flights are considered to be basic orientation flights and require pilots to have a

- minimum of 250 flight hours
- be a current EAA member and carry \$100,000 per seat liability insurance. (EAA provides the additional insurance up to \$1,000,000.)
- the aircraft must be a certified standard airworthiness aircraft, (not E-LSA or Experimental)
- the pilot must provide a copy of his/her pilot certificate and current medical.
- Pilot must complete and provide the BSA Aircraft ownership and insurance form

The form needs to be returned to me at LR.FREY@yahoo.com as soon as possible but no later than by September 19, 2011.

Young Eagles, Too

We expect an additional 50 or so YE's to attend that are NOT affiliated with the Boy Scouts, and we certainly can use E-LSA and Experimental class aircraft for them. I expect to send out information about the following (if you didn't get it, send an email to me.):

- fuel cost (shooting for \$2.09/gallon)
- flight pre-briefing information
- flight route (KCPS to Horseshoe Lake to Fairmont Race Track to KCPS)
- altitude and speed to be used
- flight id's to be used (usually YE 1 through YE nnn .)
- airport map/diagram, flight line operations, parking information etc.

On the flight date, a full briefing with the KCPS Airport Director, Fire Chief, Tower Chief and YE line boss (me) will be held at 0800 in the EAA Chapter 64 hangar. All pilots MUST attend this briefing. In special situations we will hold a second briefing later in the morning. I am asking each participating chapter's YE coordinator or designated representative to be a YE co-line boss. We have not been able to confirm that Sully and Jeff will be able to attend, but Rod Hightower will be joining us at this briefing.

Of course, we will need ground crews, registrars, and safety personnel and I encourage you to help in these areas as well. I know that several chapters have more experience in registration, etc., than we have and we welcome them to "show us the way"! If you can give me a good idea of how many pilots, crew and registration people your Chapter can provide it would be of great help for planning purposes.

If a pilot wants to fly but is unsure if that date will be open, I encourage you to ask him/her to send their credentials to me anyway, just in case they can make the flight.

If requested, I will be happy to meet with you in advance of the flight but, hopefully, we can

do most of this via e-mail. All suggestions and questions are welcome.

As stated in my previous e-mail, this will be a joint EAA chapter event hosted by Chapter 64. All pilots, though, will receive credit for YE flights for his/her home chapter.

If anyone on this mail list want's to be deleted please let me know, likewise if anyone has additional people they would like added please let me know that as well.

Larry Frey, YE Coordinator, EAA Chapter 64
Lr.frey@yahoo.com
618-334-5340



Colorado River and Grand Canyon. Quite an experience flying over it in a Cessna 150.

Photo by John Hudson Tiner

**From Diane Earhart
EAA Chapter 64 Vice President**

September Food: Italian Beef Sandwiches September 6 at 6:00 in hangar 2 meeting room

November food: I am on the list for cooking for the November meeting. What would it take to convince someone else to take care of cooking that month?

Holiday Party: Also, let's talk about the Holiday Party. It's not too soon to book a room if we want something good. I suggest Saturday, January 21. This year we had the party the same weekend as MLK day so there were a lot of people on a long weekend and, therefore, out of town or had other long-weekend-plans. Or January 7? What do y'all think?

And where would you like to have it? We've always had a nice spread at Fischers but the price will be more this year. Olivers could put on a very good meal for equal or less price. I think Olivers is easier to get in and out of and it's nice to support a business that's right at our own airport. The minus side would be that it's a smaller room for our extra fun activities like gift exchange and dancing and such. Which would you like me to investigate further? (Yeah, it's only August, but how fast did the LAST eight months go? January will be here before we know it--and before we're ready for it, probably!)

Tell me tell me tell me . . .

Fly with CC Pocock: Some of you were lucky enough to join me for a last-minute gathering to hear South African bush pilot CC Pocock talk about flying in, well, the South African bush. He told us about his intensive training course to learn how to become one with your airplane and be prepared for various unusual situations including emergencies. Several people that night expressed interest in taking that course. But if we go to South Africa to fly with CC, we'd also have to deal with spitting cobras in his hangar. Well, lucky for us, CC is interested in offering this intensive busy flying course right here possibly as early as this fall! There are many details to work out, but the first step is to find out if there is interest. So, are you interested?

Ford Tri-Motor: Please volunteer to help out for Tri-Motor weekend. There are lots of activities that you can help with and the more the merrier. And the more volunteers, the fewer hours each volunteer will need to help out. Contact Bert Hampton. EAA64 is calling all members of surrounding EAA Chapters to team up and help out. Some of the areas where help will be needed include (but not limited to):

- Place flyers and brochures out and about everywhere now, all businesses that you frequent or places you go
- Help the EAA ticket seller
- Staff souvenir/merchandise booth(s)
- Escort the public to the airplane for rides
- aircraft marshallers (directors on the ground)
- clean up and tear down
- set up: tents, chairs, tables, etc
- general gofer if the Tri-Motor pilots and volunteers need something
- Direct car parking (car show cars and general public cars)
- photographer? videographer? archiver?
- Solicit sponsorships from local businesses and cash donations from people and businesses (now)
- other assistance as needed

Other Events:

Zenith Open Hanger, Saturday 17 September 2011, Mexico Missouri
St. Louis Regional Airport (ALN) Fly-In on September 24

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BOARDING PASS

DESTINATION:
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AIRPORT:
ST LOUIS DOWNTOWN AIRPORT

TOUR DATES:
SEPTEMBER 22-25, 2011

Additional tour rules and information at www.FlytheFord.org

Our fully restored 1929 Ford Tri-Motor - featured in the movie *Public Enemies* - is coming to your area. With only 9 seats—each with a window—passengers are given a rare glimpse of this unique flying machine that paved the way for air travel today. Flights cost just \$60 per person for EAA members and \$70 per person for non-EAA members.



Flights from 9:00 AM until 5:00 PM
2300 Vector Drive / Cahokia, IL 62206
for more info: 618-337-6060 or
Tri.Motor.StLouis@gmail.com
www.StLouisDowntownAirport.com

To book a flight, call **1-877-952-5395**, or book online at **www.FlytheFord.org**

The Fastest Airplane

by Brian Kissinger (EAA Chapter 64 Past President)

The Fastest Airplane is Actually the Slowest Airplane to Fly

How the heck can you say that a slow/cheap Pietenpol, Fly Baby, Quicksilver, Kolb, Cub (though they are getting too pricey) or a Champ is faster than a more expensive Cirrus or a RV-6 Brain? Well, sit back my friend and let me explain. You might want to go to the fridge and grab a cold one for this lesson. It's a good one!

First of all let's use the example of my good friend Dale (the Flying Farmer) who bought his Quicksilver single-place part 103 Ultralight for \$7,500 (and he told me this morning they can often be purchased used for as little as \$5,000). In comparison I did a quick look on barnstormers.com this morning. All the RV-6A (nose-wheel versions) were OVER \$50K and all the used Cirrus aircraft were OVER \$200K.

If you don't know what these birds are, the RV-6A is the nosewheel (sissy conventional gear version) of the RV-6 (original manly taildragger version) and one of the most popular homebuilt airplane designs. It has an incredible combination of go fast (a better than 140 kt cruise), can also do aerobatics, can land/takeoff from relatively short strips and is simply a great design that give it's builders an "RV-grin" when they complete their project and fly one. I've flown a few and they are really nice airplanes to fly.

The Cirrus on the other hand is a production aircraft. It is a great aircraft too...it's very fast and very safe. They even incorporated a ballistic parachute recovery system to the airplane so when the knucklehead pilot doesn't feel like flying his/her airplane anymore (or something really bad happens like a midair collision--rarely the case) they can just give up and pull the handle and float to Terra Firma...send me an email and I will tell you how I really feel about the parachute and how it becomes a substitute for good pilot training, but to each their own.

I am not into telling people how to spend their time or their money. However, it's like

Golf or Aerobatics, people should spend more of their resources at the practice range or aerobic box then upgrading their clubs or airplane. Ultimately, IMHO, it's the person who determines their fate or their score not the equipment. So the Cirrus, is just the latest/greatest production doctor/lawyer/rich person with lacking pilot skills killer airplane, but fortunately with its parachute fewer of these knuckleheads kill themselves...sorta like what airbags have done for rich teenage girls who drive their Daddy's fancy cars irresponsibly. I am glad safety has improved to keep these folks from killing themselves.

Now try to follow me on this tangent diatribe, the Bonanza used to be jokingly referred to as the "V-tailed doctor killer." Because it was a relatively expensive go-fast airplane and low-time pilots with money would buy them and fly them when/where they shouldn't (read JFK Jr. though he died in a complex Piper). Now, I'm not making fun of people crashing airplanes, okay I am a little, but only in the sense of reality and to hopefully help some knuckleheads realize where they stand in the world so they don't "Auger-in" too. But as one of my heroes (Marvin Campbell who runs Sparta Aero Services) once told me with his typically whimsical grin, after another stupid pilot did something REALLY stupid at the airport one day and I angrily was looking for the largest monkey wrench in the hangar to go correct the stupid pilot's attitude, "Let it go Brian and remember...you can't fix Stupid.

Extending my diatribe, one of the few students I stopped flying with was a very accomplished vetererian (almost like a real doc) who set a up a chain of doggie ERs. He had a difficult time leaving his big ego back at the airport and would continually fight me for the aircraft controls on landings and takeoffs when I was giving him his tailwheel transition in my Luscombe. That of course created an unsafe situation so we parted ways. He bought an Ercoupe (nosewheel airplane that doesn't have rudder pedals) and I was very happy for him and the aviation community.

So back to what's the fastest airplane. Sorry for that tangent diatribe, but hopefully it was good for

you a little. I liked it. So if Dale the Flying Farmer cruises at 30-50 mph (depending on the winds) and even if we give a big advantage to the "go-fast" airplanes and say they cruise at 200 mph ALL the time for a better than 150 mph (I know the go-fast birds typically show knots, but for comparison purposes we will use mph). AND a train leaves Chicago at 11 am....WHO wins the case of beer? Pete "Wang-Dango" Wangler? Wrong! He still owes me a case of beer from that time we were doing carrier landings at the O'Club and I save him from that Motley Crew of Jarhead F-18 pilots who wanted to cut up his pansy Tanker navigator butt with a broken beer bottle. Ba-ha-ha (okay that was a random memory from a guy with a hole in his head). Back to who has the faster airplane. So the "go-fast" airplane has 150 mph advantage, BUT Dale is already flying, ok? He already has bought and paid for his airplane. Get it?

So knowing this, Dale can start tomorrow on his hypothetic around the world trip and probably be back and start another trip before the average guy or gal (me or you) works enough to save up enough money to buy or build an RV-6 or a Cirrus. So my question to you is... Who really has the faster airplane? Dale or the person dreaming or owning a RV-6 or a Cirrus? By the way, I flew Dale's plane today and it was SCREAMING fast! Here's a pic of the sun rising....you might miss those things going 200 knots.

Your Money or you Life my friend? Dream of flying or actually do it? Then you can always add in the joy of building your own Pietenpol and get another great life experience that is unequalled.

In closing, I've been blessed to have flown everything from ultralights to fighter jets and I can tell you from experience that ultralights and other slow-movers aircraft like a Pietenpol & Cubs are the most fun! So my recommendation is to stop dreaming, start building your Pietenpol today, or get something inexpensive and start flying ASAP. You too can fly for a lot less than you think you can and, as I've shown you here today, be faster than an RV-6 or a Cirrus.

By the way, I flew Dale's Quicksilver today and it while it wasn't SCREAMING fast it was a blast! Below is a pic of the sun rising from my morning flight....you might miss these things going over 200 knots, especially if you are worrying about how you are going to pay for the gas to feed that big go-fast engine. I had NO worries this morning as I floated at 35-40 mph sipping less than 3 gph. I was Sierra Hotel and though my ASI wasn't in triple or quadruple digits like a fighter jet, I was making speed and not dreaming about flying like some folks still in their beds. Priceless!

Believe it, do it, and stop a wimp!

Go to this YouTube link to realize what you need to do in order to start to fly:
<http://www.youtube.com/watch?v=q3hn6fFTxeo>

"Do or do not. There is no try!" -- Yoda to Luke Skywalker.

Keep 'em Flying
Brian "Brain" Kissinger
www.brainsflight.com



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Airframe: 3245 TT

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INCLUDED IN SALE:

2 David Clark Newly Over hauled Headsets, New

Carry Cases Extra Gel Pads

1 Pilot Avionics Headset (PA11-20)(11-601T)

Cowling Plugs

Misc. Extra parts ---



EAA Chapter 64 Treasurers Report by Brad Jones

EAA CHAPTER 64 TREASURERS REPORT

8/30/2011

12/31/2010	Checking Balance From 2010	\$1,932.48
12/31/2010	Investment at Edward Jones @ 12/31/2010	\$31,264.46
12/31/2010	Total Net Worth 12/31/2010	\$33,196.94

DATE	CHECK	NOTES	DEPOSIT	DISPERSE	BALANCE
1/13/2011	DEPOSIT YE CREDIT		\$ 434.93		\$2,367.41
1/15/2011	2142 FISCHERS RESTAURANT			\$ 825.95	\$1,541.46
1/18/2011	2143 ST.LOUIS DOWNTOWN AIRPORT	RENT,UTILITIES		\$ 51.00	\$1,490.46
1/19/2011	DEPOSIT DUES, PARTY		\$ 822.00		\$2,312.46
2/23/2011	2144 EAA INC, CHAPTER RENEWAL			\$ 379.00	\$1,933.46
2/23/2011	2145 LASER CONCEPTS-PLAQUES FOR PARTY			\$ 57.00	\$1,876.46
3/14/2011	DEPOSIT DUES, 50/50		\$ 349.00		\$2,225.46
3/17/2011	2146 SEC OF STATE ANNUAL REPORT- VOID			\$ -	\$2,225.46
3/18/2011	DEPOSIT DUES, DONATION		\$ 75.00		\$2,300.46
3/26/2011	2147 GAUA PASS THROUGH DONATION			\$ 15.00	\$2,285.46
3/26/2011	2148 SCROUNGE DAWG PASS THROUGH DONATION			\$ 12.00	\$2,273.46
4/1/2011	DEPOSIT DUES		\$ 48.00		\$2,321.46
4/8/2011	DEPOSIT DUES, 50/50, FOOD		\$ 408.42		\$2,729.88
4/18/2011	2149 BILL PATERSON FUEL YE			\$ 110.63	\$2,619.25
4/18/2011	2150 BOB MC DANIEL FUEL YE			\$ 77.73	\$2,541.52
4/18/2011	2151 KEN GOTTISCHALL FUEL YE			\$ 136.03	\$2,405.49
5/3/2011	2152 DIANE EARHARDT TRI-MOTOR SHIRTS			\$ 257.19	\$2,148.30
5/9/2011	DEPOSIT DUES, 50/50, FOOD		\$ 514.00		\$2,662.30
5/9/2011	2153 FCB BANK MONEY ORDER FOR SEC OF STATE			\$ 82.00	\$2,580.30
5/25/2011	DEPOSIT DUES		\$ 24.00		\$2,604.30
6/7/2011	2154 DOWNEN SIGNS CHAPTER SIGN			\$ 250.00	\$2,354.30
6/13/2011	DEPOSIT DUES, 50/50, FOOD		\$ 196.00		\$2,550.30
6/14/2011	2155 AMERICAM DIABETES, MEM. FOR V. MC DANIEL			\$ 50.00	\$2,500.30
7/18/2011	DEPOSIT DUES, 50/50, FOOD		\$ 199.00	\$ -	\$2,699.30
7/21/2011	DEPOSIT DUES, TRI-MOTOR		\$ 265.00		\$2,964.30
8/9/2011	2156 ART WEAR SHIRTS FOR SALE AT TRI-MOTOR			\$ 915.00	\$2,049.30
8/9/2011	2157 BILLY HADDOCK FOOD			\$ 73.00	\$1,976.30
8/15/2011	DEPOSIT 50/50,FOOD		\$ 227.00		\$2,203.30
8/15/2011	DEPOSIT MUSEUM DONATION YE		\$ 175.00		\$2,378.30
8/26/2011	DEPOSIT TRI-MOTOR DONATIONS		\$ 1,000.00		\$3,378.30
YTD Total			\$ 4,737.35	\$ 3,291.53	

Current Checking Balance	\$3,378.30
Investment value@ Edward Jones on 7/29/2011	\$32,648.75
EAA64 net worth	\$36,027.05

EAA Chapter 64

Historic Hanger #2

(CPS) Cahokia, IL

E-Mail: Eaachp64@yahoo.com

Web: www.eaa64.org

Group: <http://groups.yahoo.com/group/eaachapter64/>

Motto: Get & Keep 'Em Flying!

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Calendar and Website -- a reminder from **Bob McDaniel, Webmaster**

The 2011 calendar has been added to our Chapter website, [eaa64.org](http://www.eaa64.org). Your help is needed to make it complete by providing information on all fly-ins, air shows, and other aviation events around the area.

We're on the Web! Visit us at: www.eaa64.org. So send your photos, tips, stories and files for sharing to: webmaster@eaa64.org. Bob McDaniel, our webmaster, says, "Let's increase the content to make our site the best EAA Chapter site on the web."

Meeting on September 6, at Historic Hangar #2 at Downtown St Louis Airport in Cahokia, IL.
Food at 6:00 and meeting at 7:00.

EAA64 Minutes, August 9, 2011

By Bill Aanstad, Secretary

President Rick Rehg called the August meeting to order at 7pm.

Secretary and Treasurer's reports were approved as published in newsletter.

Dave Sneddon briefed Trimotor progress: We must come up with \$3k on our end, need to beat bushes for sponsorships. Should get PR packet this week, will start putting together promotions with local TV and radio stations. Advance ticket sales are all on-line through the EAA web site. EAA people will handle credit card sales on site. Each flight has 9 seats at \$70 (\$60 for EAA members) per seat. Working with local Ford dealerships has been difficult, they are not well aware of AirVenture or the Trimotor program. Sponsors must buy \$1,500 sponsorship to be in the PR program, which includes a dedicated flight to fly 9 people. No sponsors are on board at this point, having difficulty selling sponsorship \$1,500 package with the current economic situation.

50/50 drawing for \$14 won by Dave Sneddon, who donated \$11 to chapter.

Meeting adjourned 8:15pm, 20 members in attendance.