



June 2020

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	<b>WHEN:</b>	<b>WHERE:</b>	<b>PROGRAM:</b>
<b>JUNE MEETING</b>	<b>JUNE 11th ~7pm</b>	<b>KMIW EAST HANGARS</b>	<b>SELFIE POTLUCK</b>

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

TIME TO END THIS NONSENSE!!

As the events of the past few weeks and months have proven, the reaction to the virus is much worse than the virus itself. It's time to take our freedoms back! And besides, the same pols who were telling us to stay on lockdown are the same ones encouraging the protests, riots and looting, so I don't think they will mind if we meet for our meeting. If we are confronted about it, just say we are "protesting".

So, we WILL be meeting at the airport this coming Thursday. Bring your own food to eat, a chair, and if you feel the need to social distance, we won't hold it against you. Just getting back together will be program enough. Let's talk airplanes and what we plan to do for the rest of the summer. Some of you have already taken to the skies, so let us know how it went.

The weather right now is looking very good for Thursday, so come early and maybe there will be a few airplanes to watch fly around!

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## WHAT FLEW BY !!!

Naturally, no meeting to report on for last month, but the FOGz have been able to meet. Here is a note from the FOGz NTL\*, Doug Boyd...

"Yea!! Finally a FOGZ flight on a beautiful morning with a BYOB and conversation with pilot buddies. 11 of us and I think 9 airplanes at Belle Plaine. Thanks to Bruce for inviting us in. I sure enjoyed the smooth early morning flight and seeing so many of you again. Here's hoping the weather gives us more mornings like this one in the future."

Doug went on to say that he had heard from Don Lute's son, Roger, that Don broke his hip the last week of May and is recovering successfully in the hospital. No visitors allowed but prayers and best wished may be offered. As this is being written, it may be that he is back home by now and I'm sure he would enjoy a call or two. \*(Not the Leader)

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## CALENDAR

Thursday, June 11  
EAA Chapter 675 "Potluck"  
KMIW

**Robert Richtsmeier** has invited Chapter 675 to the Eldora Airport (27P) for a Burger Burn on the **16th of June at 4:30**. He will provide the burgers, you supply everything else for yourself. In other words, BYOFix-ins.  
27P is a very nice green turf runway running 18/36  
Unicom is 122.9 and elevation is 979'.

### Saturday, July 4

Corning Municipal Airport (CRZ)  
Flight breakfast  
8 a.m. – 11 a.m.  
Fly-ins eat free  
641-322-3243 (Marti Gebbie)

### Sunday, July 5

Emmetsburg Municipal Airport (EGQ)  
Flight breakfast  
7 a.m. – 12:30 p.m.  
Pilots eat free  
712-260-5651 (Mark Evans)  
Email: mevans@maxyieldcooperative.com

### Thursday, July 9

EAA Chapter 675 at KMIW  
BBQ/Corn Feed

### Saturday, Aug. 8

Council Bluffs Municipal Airport (CBF)  
Great Plains Wing CAF Flight Breakfast  
Military Museum will be open  
Breakfast: 8 a.m. - 11 a.m.  
Lunch: 11 a.m.  
402-981-4633 (Jeff Hutcheson)  
Email: jeffhutcheson3@gmail.com

### Saturday, September 19

Grinnell Regional Airport (GGI)  
Fly-in breakfast/Grand Reopening  
6 a.m. to 11 a.m.  
641-236-0188 (Ron Lowry)  
Email: lowrymotorsports@iowatelecom.net

### Saturday, September 26

Chariton Municipal Airport (CNC)  
Fly-in breakfast  
8 a.m. - 11 a.m.  
PIC and passengers eat free  
641-203-9744 (Nathan Alexander)  
Email: friendsofcnc@yahoo.com

## Member News

Corey Butcher now has the flywheel and redrive mounted. The wiring has been reinstalled and tested. Everything seems to work except the oil pressure sender. The car requires a switch for a light and the sender that was originally on it for the gauge has somehow disappeared. So a new one has been ordered. After much consternation, the radiator will be moved to a position similar to what you see in the photo. It will clear the prop by about 4" and will reduce the amount of hose routing from the original position, plus, reduce a little weight.

All parts of the airplane have been weighed and as of right now, it looks that the Voisin will weigh about 30 pounds less than before the modifications. As has been said before, the whole purpose was to gain about 5-10 mph air speed. We shall see.



### Answers from Last Months "Name the Plane"

The Fokker DVIII was the first cantilevered WWI airplane to see action. It's wing design earned it the nickname "Razor". Unfortunately the war came to an end shortly after it became operational. It may have had more that were unreported, but officially it only had one kill of the war.



## Lorin Miller Waix Changes

I've made some major changes to the Waix over the last 4 weeks. After flying the Miller Waix for 8 years without differential brakes, I decided to install a set of Matco master cylinders and a dual parking brake to match up with my Matco calipers I originally started out with. Most Waix drivers have differential brakes now as it helps tracking on stronger portside crosswind takeoffs with this plane which can be a bit of a challenge when in tailwheel configuration and using a Jabiru3300 (lightweight plane, big torque engine, slab sided fuselage). I used a proven design from the Sonex network and welded up a set of toe brakes and mounting tabs on my rudder bars. Everything is installed and works absolutely great! Interesting – I had to install two special bolts (AN4-72's that are 7-9/32" long and \$19.50 each – yikes!) that appear to be the longest standardly available AN4 bolts made

Other changes:

Adding an aerobatic brake reservoir

Changed from an in-line automotive fuel filter type system to a gascolator

Upgraded the tailwheel assembly to latest generation Sonex aluminum light weight design

Welded up a tailwheel dolly

Spent a stupid amount of time polishing the Waix skin to look as good as Doug Boyd's plane, only to pretty much fail.



**New Toe Brakes installed**



**New Toe Brakes welded up and ready to install. (above)**



**New Gascolator installed (left)**



**Welded up Tail Dolly (left)**

**New tail wheel installed compared to old. (right)**

