



**December 2020
January 2021**

	WHEN:	WHERE:	PROGRAM:
NEXT MEETING	2nd Thursday of the first month it is warm enough.	KMIW EAST HANGARS	CATCH UP ON FLYING & BUILDING!

WHAT'S FLYIN' THIS WAY !!!

As was mentioned in the last newsletter, our November meeting was probably going to be our last for a while. This newsletter is going to be a bi-monthly for now until we find a location and good warm evening where we can get together again. When a compatible evening comes along we will definitely jump on it and let everyone know pronto via the newsletter email list.

There is some talk of doing some virtual meetings on the internet. We will see how that develops and if it seems like it might work, the word will go out to see if there is interest in getting together online.

If anyone does any flying or building, let the newsletter editor know so you can be an encouragement to the rest of us!

WHAT FLEW BY !!!

WE DID IT! We actually were able to have a last meeting of this crazy year on the 19th. Temps were unseasonably warm and so a bunch of members gathered at the open hangars of Lorin Miller and Doug Boyd. They were both doing miscellaneous maintenance on their Waieix's. Doug had an exhaust bolt in one of his cylinders strip out, so was repairing it with a Time-Sert Thread repair kit.

Lorin has more to say about what he was doing, but he had the cowling off as well and was trying to figure out an oil temperature spike after changing the oil.

Otherwise, it was just hangar flying and some even brought something to eat. It was good to get to the airport on a reasonably nice day and breathe in some aviation before a cold winters night.



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CALENDAR

It appears from the Iowa Department of Aviation calendar, that all Iowa fly-ins, for the rest of the year, have been cancelled. Looking forward to next year!

Member News & More News

Here is what **Lorin Miller** had to say about his Waix...

“As you may remember, I experienced a higher than normal oil temperature situation about a month ago. Oil pressure was normal however. I had just previously changed the oil and did a low pressure air purge of the oil cooler. I did not refill the oil cooler or the oil filter prior to reassembly.

“First flight after oil change lasted 10 minutes and I noted no issues. Second flight was much longer and I experienced oil temps that were 10-30 degrees higher than normal but still significantly below max temps allowed (by 26 degrees).



Lorin Miller checking out his Oil System

“Upon disassembly, I found that the oil filter had significantly less oil in it than usual during an oil change, and the oil cooler had almost no oil in it even though I had refilled to normal engine capacity and verified it. Cutting apart the NAPA oil filter showed nothing unusual. Blowing out the oil cooler didn't indicate a physical blockage. My unverified conclusion is that I appeared to have experienced an air blockage in my oil cooler/filter loop. I filled the oil filter and oil cooler during reassembly and the next 3 flights have shown normal oil temps. Refilling oil filter and cooler will be part of my checklist items in future during an oil change.”



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Robert Richtsmeier hosted four or five of the FOGz flyers for an afternoon get together on December 9th. It was a perfect day to fly to the Eldora airport where he pulled out his boat trailer/engine test stand and started up his Geo 1.6 engine. (Photo above is NOT his hangar!)



In the last newsletter **Corey Butcher** was pretty sure he had a bad wire to his fuel injector from the ECM. He was correct. That has now been fixed and now that the snow and cold are here, will have to wait until it is warmer to actually get the engine running well.

In case you haven't heard, the Matriarch of EAA, **Audrey Poberezny** passed away on November 1st. She was 95 years old. Audrey was the consummate first lady of aviation, supporting husband Paul as he founded and organized the EAA as we know it today. Audrey worked diligently as the first secretary of EAA meetings, keeping membership and newsletters in order. Paul often said, there would be no EAA without Audrey. In the past few years, the annual Ski-Plane fly-in Chili dinner held at Pioneer airport, was in honor of her birthday which was the last of January.

News Continued...

The world lost another great in aviation history on December 7th. **Chuck Yeager**, the first pilot to fly faster than the speed of sound, was 97 years old. Most know of his achievements and know he was the epitome of "The Right Stuff". You may not know why he was never considered for the race to space. It was because he went directly from high school to the military during WWII. He was an ace and escaped a POW camp after being captured when shot down. Yeager fought in Korea and Vietnam and became a Brigadier General. But he wasn't chosen for the space program because... he didn't have a college degree.

Yeager was a regular attendee at Oshkosh and I'm sure many of our members can say they have heard him give talks there, or maybe even have met him. He was history walking!

Here is an update on **FAA MOSAIC** (LSA2023 change) project.

Looks like the FAA is now going into a full internal review of all proposed changes, but it will be some time before it goes into the NPRM. They do have to have this completed by 2023 however. Below is the latest list of changes under consideration as noted by Dan Johnson:

- LSA (fully built, not kit) Gyroplanes
- Aerial Work / Commercial Use allowed
- Electric Propulsion/Hybrid propulsion
- Single Lever Control (in-flight adjustable prop)
- Increased weight (likely based on a formula)
- Four seats
- Retractable gear
- Increased airspeed

What Plane Am I?

(easy one)

My development project cost over \$25 Billion.
My maximum takeoff weight is 1.26 million lbs
I carry 85,472 gallons of jet fuel
My landing speed is 159 mph
My wingspan is 261 ft
I have a range of 9200 miles
I can carry over 850 passengers

(hard one)

I am a famous all-wood aircraft
I'm 17ft long with a 20ft gullwing span
My gross weight is 815lbs
My cruise speed is 155 mph with a Continental C-85
My rate of climb is 2100 ft/min
I love to race!

(Let us all know what your guesses are!)

Les Risius Taxi Tests

Garry Brandenburg took this photo of Les taking advantage of a nice day to taxi his Cavalier on Sunday the 20th. He had the option to take off, but didn't push it off quite yet.

