



# The FLYING WIRE

The Newsletter of EAA Chapter 64

Serving Aviation in the Metro-East

Founded November 30, 1964 - Incorporated January 28, 1966

**October Meeting:** The next EAA Chapter 64 meeting will be held on **Tuesday, 2 October 2018** at the **Fire Station Classroom on the St. Louis Downtown Airport (KCPS)**. Food will be served at 6:00 followed by the meeting at 7:00.

---

## September Chapter Meeting Minutes

By Al Bane, Chapter Secretary

Chapter President Brad Jones called the meeting to order at 7:00 p.m. on Tuesday, 4 September 2018 at the Flying Dutchman Airport, Belleville, IL. 21 members and guests were in attendance.

Dennis Engelkenjohn brought the burgers and brats. Mike Lotz did the grilling and he and Cindy brought some other food too. Al Bane brought water, soda and beer. Thanks!

The Treasurer's report and minutes from the previous meeting were accepted as published in the last chapter newsletter.

The Aircraft Owners and Pilots Association (AOPA) is hosting their fall fly-in at the Carbondale IL Airport on 5-6 October. See the following website for details: <https://www.aopa.org/community/events/aopa-fly-ins/2018-aopa-fly-ins/carbondale>

Bob McDaniel outlined upcoming Young Eagle events:

**Saturday, Sept. 15:** All day at the Sparta Hunter Field Open House and Fly-in. If you are only available part of the day, we

welcome your help whenever you can give it. (Nick Turk will be leading this event. If you know you can help in this event, notify Nick at [turkaviation@cs.com](mailto:turkaviation@cs.com).)

**Thursday afternoon, Sept. 27:** 15-20 Scouts from Ferguson, MO. Volunteer briefing at 1630 to begin flying at 1700. (In the event of inclement weather, we'll fly these kids on Saturday, Oct. 27.)

**Monday morning, Oct. 8 (Columbus Day):** 20-25 kids from the St Clair County Christian Home Education group. We've previously flown great kids in past years from this group that Doug White introduced us to. Volunteer briefing at 0930 to begin flying at 1000.

**Saturday, Oct. 20:** 20 Scouts from O'Fallon, MO, participating in a weekend aviation encampment at the Millstadt Flight Park (1IL4). We're planning an 0830 pilot briefing at the farm airstrip. In the event of foul weather, we could delay until Saturday afternoon or Sunday.

**Monday, Oct 22:** TWO homeschool groups—another 25 kids from St. Clair County and a group of about 20 kids from Ferguson. Pilot briefing at 0930. (The weather back-up date will be Friday, Oct. 26.)

The Chapter has earned \$1,990 in Young Eagle credits which needs to be spent by December 31. Need ideas on what gear to buy. Our ForeFlight software needs to be renewed. A portable ADS-B was another suggestion.

Brad has investigated the possibility of moving our clubhouse from the St. Louis Downtown Airport out to the Flight Park, but that turned out to not be feasible. We also discussed renting part of the steel farm building out at the Flight Park. More to follow on that.

Election of new officers is scheduled for November. No nominating committee has been formed. Al Bane volunteered to call people and seek nominees. (Instead of calling I ended up sending out two emails). Results will be reported at the October meeting.

The Flying Dutchman Annual Chili Dinner is scheduled for Sunday, 14 October.

The Light Sport Aviation Expo is scheduled for 7-9 September at the Mt. Vernon Airport.

The Sackman Field Open House and Fly In at Columbia is scheduled for 21 October.

Scholarship applications at due on 20 September. So far Amber Aanstad has applied.

Jeff Nelson asked a technical question about recommended torque value to join aluminum and stainless-steel fuel line fittings. There is no recommend torque value (tight enough to not leak) although there was some concern noted about corrosion from joining two different metals.

A.E.R.O. Inc. at Granite City is being taken over by Aircraft Spruce on September 14.

Bob McDaniel is selling a new-in-the-box Sandia STX Transponder. He is also selling his electric power tow for \$800.

Al Bane, Doug Moise, and Dennis Engelkenjohn have been meeting on Wednesday evenings to work on the Scrounge Dawg Pietenpol tail section fabric covering.

Al discussed the possibility of establishing a regular work night for his Fly Baby project and inviting people to come out to the Flying Dutchman to help with that.

The Wings of Hope can always use volunteers to help with their operation. See Ed Schertz.

Meeting was adjourned at 8:15.

---

---

## Upcoming Events

**Friday & Saturday, October 5-6:** AOPA! Fly-in at Southern Illinois Airport, Carbondale, IL

**Monday morning, Oct. 8 (Columbus Day):** Young Eagles. 20-25 kids from the St Clair County Christian Home Education group. We've previously flown great kids in past years from this group that Doug White introduced us to. Volunteer briefing at 0930 to begin flying at 1000. Greater St. Louis Air and Space Museum.

**Saturday, October 13:** Spirit of St. Louis Airport Airshow

**Sunday, October 14:** Flying Dutchman Airport Annual Chili Dinner at 12:00 noon.

**Saturday, October 20:** Young Eagles. 20 Scouts from O'Fallon, MO, participating in a weekend aviation encampment at the Millstadt Flight Park (1IL4). We're planning an 0830 pilot briefing at the farm airstrip. In the event of foul weather, we could delay until Saturday afternoon or

**Sunday, October 21:** Columbia Sackman Field Open House & Fly-in

**Monday, October 22:** Young Eagles. TWO homeschool groups—another 25 kids from St. Clair County and a group of about 20 kids from Ferguson. Pilot briefing at 0930. (The weather back-up date will be Friday, Oct. 26.) Greater St. Louis Air and Space Museum.



**flying dutchman airport's annual**

# **CHILI**

**dinner**



**sunday, october 14<sup>th</sup>, 2018**

(twelve o'clock **noon** till the chili is gone)

**\$7 all-u-can eat chili**

(hot dogs and drinks will also be available for sale)

**flying dutchman airport**

(hwy 15 across from Oliver C. Joseph Chrysler in Belleville)

**public welcome, drive-in or fly-in**

(for more info, 618-531-3351, rain or shine)

## Pilot's Tip of the Week

<http://www.pilotworkshop.com/tips.htm>

### *Smoother Landings* Featuring Tom Turner

#### Subscriber question:

*"I'm always looking for tips for making smoother landings. Any you could offer would be appreciated." - Shane F.*

Tom:

"I was instructing the pilot of a Beechcraft Bonanza. A 250-hour pilot, he had recently purchased the mid-1960s V-Tail and was returning to flying after many years away. After some time in the practice area, we descended into the airport for a series of full-stop landings that permitted us to debrief during each taxi-back.

After the second landing, which floated well down the runway and then dropped to the pavement, I asked the pilot to critique his performance. He asked, *How do I make my landings more accurate and smooth?* Here's what I told him I've learned from my experience:

A good landing results from a good approach. Conversely, a bad approach usually results in a bad landing. A good approach is the result of having the airplane on the correct speed, in the proper configuration, and on glidepath from a point within about 500 feet above ground level until flaring just above the runway.

As you cross the runway threshold, adjust your attention toward the far end of the runway. I've found it's difficult for most pilots to judge when to begin the flare if they are looking at the ground too close to the airplane. As you look toward the end of the runway you'll see the horizon *expand* until it looks almost as if you're sitting on the ground. From there, smoothly increase back pressure on the controls to keep the end of the runway looking the same. If it's growing larger, you're sinking too rapidly - ease back on the controls some more if you're on



speed or fast or add power if you're below your target speed. If the end of the runway is getting smaller you're too high - reduce power and adjust pitch for the proper airspeed.

*Don't give up* when the main wheels touch down. If you do everything exactly right, you'll stall the wing when the main wheels are just a couple of inches above the runway. The airplane will then chirp down in a smooth landing. Hold back pressure all the way through your landing roll, and don't stop flying the airplane until you're ready to shut down.

My student put these tips into practice and, after about three flights, he was making accurate and consistently smooth landings.”

---



*“Hi honey, it’s me. Just thought I’d tell you that I got a pilot’s license, bought a plane and am traveling across country. I left you a sandwich in the fridge.”*

## Another Pilot's Tip of the Week

<http://www.pilotworkshop.com/tips.htm>

### *Flying Around Thunderstorms*

Featuring Jeff Van West

#### Subscriber question:

*"How do I determine how much to deviate left or right of course to avoid a thunderstorm that's 80 miles ahead of me?" - Walter S. "I know there has been much written on running an engine lean of peak. I'm new to this, so I'd appreciate a quick overview on what it means, the pros and cons, and when you'd use it. Thanks." - Scott H.*

Jeff:

"The right answer is you turn far enough to stay away, but you can use a handy math trick to get a heading that's roughly what you want. One degree of turn will displace you one nautical mile for every 60 nautical miles you travel. So, one degree of turn to the left will put you 1.3 nautical miles left or right of your current course in 80 miles.

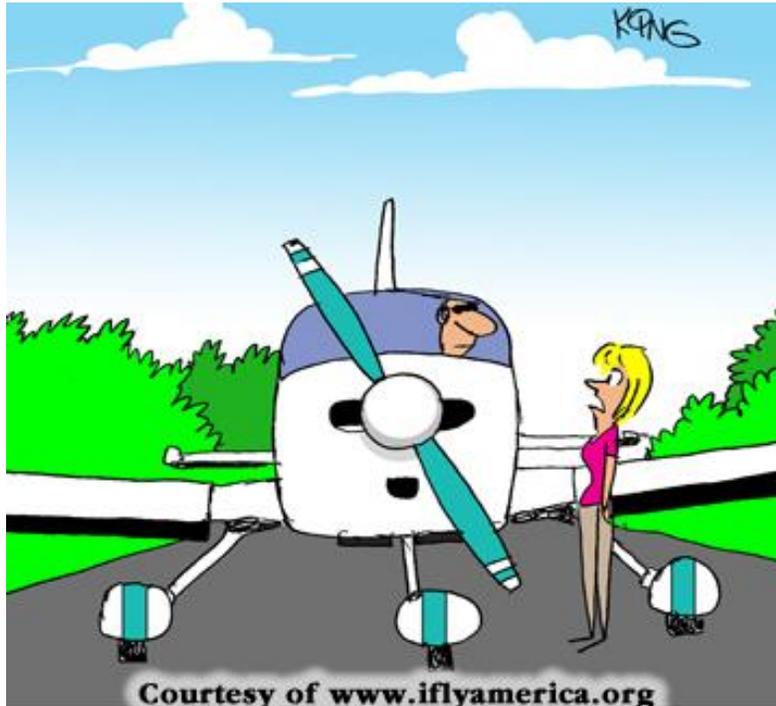
You want to pass the storm with 20 miles to spare, so let's say you want to displace about 25 miles to the left by the time you get there. If one degree of deviation will get you 1.3 miles left of a storm 80 miles away, a 10-degree turn will get you 13 miles left of course, and a 20-degrees will get you 26 miles. Therefore, turning left or right as looks better by 20 degrees is a good start.

If the storm isn't moving much, or it's moving away from you, that'll do the trick. If the storm is moving toward you, you can either add five degrees or just reassess as you go. It's usually bad form to turn in the same direction a storm is moving and try to pass in front—similar to the bad form of crossing the tracks ahead of an oncoming freight train. If you must, add lots of extra room.



This trick can also be used when approaching an airport perpendicular to the landing runway and Tower tells you to enter a left base directly. Suppose you're 10 miles from the airport, the runway is a mile long, and you want that base leg to be about half a mile from the runway. Half the runway length is half a mile, plus the half-mile for your base, means you want to target a point about a mile from the airport center.

If you turn just one degree right of that GPS-direct heading that was taking you to the airport center, by the time you travel 10 miles you'll be displaced about one-sixth of a mile from the airport center. So, if you turn six degrees right, after 10 miles you'll be displaced about one mile—perfect to enter a left base as instructed.”



*“What do you mean you were having so much fun flying you lost track of time? Instead of three hours, you were gone a month!”*

## EAA Chapter 64 Treasurers Report for September 2018

**By Doug Moise, Treasurer**

Checking Balance 12/31/2017	\$2,444.92
Investment value @ Edward Jones on 12/31/2017	\$59,858.35
<b>EAA Chapter 64 Net Worth on 12/31/2017</b>	<b>\$62,303.27</b>

### September 2018

DATE	CHECK	NOTES	DISPERSE	DEPOSIT	BALANCE
		Balance Forward			\$2,444.92
1/3/2018	2276	S O S	\$10.00		\$2,434.92
1/20/2018	2277	Paul Visk, Young Eagle Printing	\$17.93		\$2,416.99
1/31/2018	Deposit	Food 50/50 Dues		\$682.00	\$3,098.99
2/27/2018	Deposit	Food/50/50/Dues		\$161.00	\$3,259.99
2/28/2018	2278	Utilities	\$117.91		\$3,142.08
2/13/2018	W	Check Printing	\$25.75		\$3,116.33
3/6/2018	2279	Void			\$3,116.33
3/16/2018	2280	Downtown Airport Rent / Lease	\$1.00		\$3,115.33
3/16/2018	2281	Downtown Airport Water / Sewer	\$35.00		\$3,080.33
3/16/2018	2281	Downtown Airport Utilities	\$249.04		\$2,831.29
3/20/2018	Deposit	Food 50/50 Dues		\$89.00	\$2,920.29
4/3/2018	2283	Nick Turk Y E	\$30.90		\$2,889.39
4/3/2018	2284	Mike Lotz S D A	\$100.00		\$2,789.39
4/12/2018	Deposit	Food 50/50 dues		\$56.00	\$2,845.39
4/24/2018	2285	water/sewer / lease	\$36.00		\$2,809.39
4/3/2018	2283	Nick Turk Y E	\$30.90		\$2,889.39
4/3/2018	2284	Mike Lotz S D A	\$100.00		\$2,789.39
4/12/2018	Deposit	Food 50/50 dues		\$56.00	\$2,845.39
4/24/2018	2285	water/sewer / lease	\$36.00		\$2,809.39
5/7/20018	Deposit	food 50/50 dues		\$95.00	\$2,904.39
6/1/2018	2286	Downtown Airport Utilities	\$122.12		\$2,782.27
6/1/2018	2287	Downtown Airport water / sewer / lease	\$70.00		\$2,712.27
6/18/2018	2288	Downtown Airport Utilities	\$135.43		\$2,576.84
6/18/2018	2289	EAA chapter 1095 / Name tags	\$353.99		\$2,222.85
7/3/2018	2290	Bob McDaniel, YE	\$128.80		\$2,094.05
7/20/2018	Deposit	Food 50/50 Rent		\$1,021.80	\$3,115.85
8/7/2018	2291	Bob McDaniel July Food	\$135.26		\$2,980.59
8/7/2018	2292	Bob McDaniel Y E	\$24.00		\$2,956.59
8/15/2018	2293	CPS Airport utilities water/sewer/lease	\$248.72		\$2,707.87
8/16/2018	Deposit	Food 50/50 Dues		\$118.00	\$2,589.87
9/5/2018	Deposit	Food 50/50 Rent		\$463.00	\$3,052.87
		Investment Value @ Edward Jones on 6/29/2018			\$58,548.54
		EAA Chapter 64 Net Worth			\$61,601.41

# Fly Market

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

Walt Hubert is selling his shop tools and equipment. These items have been used to build and restore several airplanes. If you need it, Walt probably has it and his prices are very reasonable. Give him a call! 618-233-4297

---

---

Ken Gottschall wants to sell his share in Luscombe partnership (with Mike Lotz and Doug Moise). 1948 Luscombe 8A 65 HP Continental, no electrics but has a handheld and intercom. 1/3 share based at 21L7 8000.00 O.B.O. 618-304-4996.

---

---

For Sale: 2 Hornets, 1 single strut, 1 twin strut. Single strut was wrecked. Twin is new. Enough parts to finish one.

Specs: 27' wing span, 137 sq. ft. wing, 475 lbs. empty, 1000 lbs. gross, max speed 120 mph, cruise 80 mph, VNE 140 mph.

Performance based on 55HP Hirth 2703 (not included).

Asking \$9500.00 for both projects.

Ed Hase  
314-681-7050

---

---

For Sale: Miller 350 LX Welder with slope control board, Coolmate 3 cooling system, torch, regulator/flow meter, foot control

Specs:

Current Type: AC-DC

Amperage range: 3-400 amps

Input voltage: 220-575 VAC

Input Phase: 1-Phase.

This model is still in production selling for: \$8565.00

Selling this welder for \$4200.00.

Ed Hase

314-681-7050



**EAA Chapter 64**

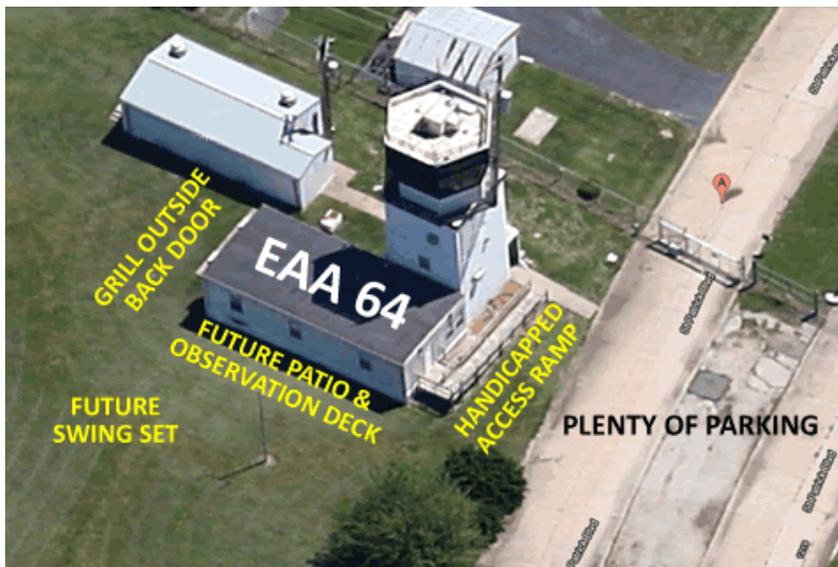
(CPS) Cahokia, IL

E-Mail: [Eaachp64@yahoo.com](mailto:Eaachp64@yahoo.com)Web: [www.eaa64.org](http://www.eaa64.org)Group: <http://groups.yahoo.com/group/eaachapter64/>**CONTACTS:**

President: Brad Jones	<a href="mailto:bjonesfly@yahoo.com">bjonesfly@yahoo.com</a>
Vice President: Ed Hase	<a href="mailto:ehase@charter.net">ehase@charter.net</a>
Secretary: Al Bane	<a href="mailto:adb7@att.net">adb7@att.net</a>
Treasurer: Doug Moise	<a href="mailto:dougmoise@sbcglobal.net">dougmoise@sbcglobal.net</a>
Young Eagles: Bob McDaniel	<a href="mailto:dusterpilot@charter.net">dusterpilot@charter.net</a>
Library: Ed Hase	<a href="mailto:ehase@charter.net">ehase@charter.net</a>
Webmaster: Tom Murrell	<a href="mailto:tmurrell62223@yahoo.com">tmurrell62223@yahoo.com</a>
Newsletter: Al Bane	<a href="mailto:adb7@att.net">adb7@att.net</a>
Photographer: Gary Austen	<a href="mailto:gtausten@gmail.com">gtausten@gmail.com</a>



Visit us on the Internet at: [www.eaa64.org](http://www.eaa64.org). Send your photos, tips, stories and files for sharing to Travis Roberts to post on the web page and to Al Bane for the newsletter. You can also post information on the Chapter's Yahoo Group. Contact info is shown above.



**Directions to our Meeting Place:**  
**Directions from Historic Hangar #2**  
 (Our old meeting place): Go south on Vector Drive. Turn left on Jerome Lane (the main street on the south side of the airport) and go to the 4-way stop sign by the high school. Turn left into the subdivision onto St. Patrick Blvd. and go all the way to the end of the street. Park inside the fence and walk up the handicapped ramp into our new home. (No Steps!)

**If Coming From the South via I-255:** Take exit 13 and go right (west) on Rt. 157/Camp Jackson Road. Turn right on Paris Ave. between Schnuck's and Wal-Mart. Go straight until you reach the "T" intersection. Turn left on Jerome Lane followed by a right onto St. Patrick Blvd at the 4-way stop sign by the high school.