



The FLYING WIRE

The Newsletter of EAA Chapter 64

Serving Aviation in the Metro-East

Founded November 30, 1964 - Incorporated January 28, 1966

August Meeting: In lieu of our regular Tuesday night meeting, the next EAA Chapter 64 meeting will be held on **Saturday, 10 August 2019 from 10 am to 2 pm** at the **Chapter Hangar/Clubhouse on the SOUTHWEST ILLINOIS SPORT AVIATION FLIGHT PARK (1IL4)**. See article below for details.

New Chapter Hangar/Clubhouse Dedication and Picnic Saturday, 10 August 2019

The Chapter 64 August meeting will be a family picnic and hangar dedication on 10 August 2019 10:00 AM at the Flight Park hangar instead of on Tuesday, 6 August. We will barbecue burgers and brats and ask that everyone bring a dish to share, if possible.

If the weather is good, it will be a great opportunity to fly-in and share rides with our friends and family. Please send John an email, johnfarm14@icloud.com, letting him know if you will attend and if you plan to fly-in.

Special guest, Charlie Becker, Communities Director at EAA Headquarter in Oshkosh, plans to attend and will present a 50-year plaque to our guests from EAA Chapter 331, Sackman Airfield in Columbia. Charlie plans to fly down in the "One Week Wonder" from Oshkosh, weather permitting.

We expect a big turnout, so suggest you bring a lawn chair if you can.

See you then!

July Chapter Meeting Minutes

By Jim Schaefer, Chapter Secretary

John Schaefer called the Meeting to order at 1900, 2 July 2019 At the Flight Park Hanger. Minutes of the last meeting and the Treasurer's report were approved as published in the last newsletter. (For clarification, the treasurer's report includes a \$4000 addition from EAA for the Ray Scholarship.)

Brad Jones provided diner for the meeting.

Old Business:

Project Status:

- Final trim will be finished up.
- Electrical is still waiting on owner to have the service split out.
- Ceiling fans were discussed. Cheap fans were not recommended. Will look for some good models.
- Jim Schaefer is going to build a cabinet for audiovisual electronics.
- Mike Lotz has been trying to get HVAC quotes. Lees Hardware quoted \$2419. Crescent Parts quoted \$3300. Mike is still looking for a third bid. We need to look for unit to support not only the room size but cover the increased load when the room is occupied. Installation of a unit will need to wait until the power modifications to the building are complete.
- A question was asked about whether tools will be stored in the meeting room. The plan is to store tools in the locker under the stairs.
- It was asked about whether a workbench was going to be put in the meeting room. The first consideration was that it would reduce space for the monthly meetings but adding the workbench will be considered.

New Business

- We are looking to organize a formal room dedication. Paul Visk is talking to EAA (Charley Becker) about some representation. Looking at the calendar Aug 10 looks like a good day for the dedication and to combine the monthly meeting and make it a Fly-in.
- John asked if anyone would want to be the event chair for the dedication (several times). No volunteers.
- The chapter will start advertising when group fly out is being considered to an event in the area.
- Projects:
 - Alan Bane put the wings on his Fly Baby before the meeting.
 - Rick is taking his plane to Springfield for painting.

Aero Careers:

Paul Vorhees gave an update on 24Y. It flew well Tuesday with no squawks. It is going to Mississippi Wednesday for a break-in flight. It should come back Friday and should be ready to rent out. The plane will be left at Downtown for a week before bringing it back to Flt Park. The ADS-B check out flight came out perfect. Aero Careers is looking for a CFI for 24Y. They have a potential student but need an instructor.

Young Eagles:

Bob McDaniel reported there were two events during June:

- Wed 26th: 14 kids and 1 teacher from the STEM Aviation Camp at Harmony School in Belleville. First time use of the new Young Eagles Online registration system worked well.
- Sat 29th: 81 kids were flown at Downtown Airports “Zoom in to Summer Fun” event. The Online Registration System crashed, but it was believed the problem was figured out.

Upcoming events:

- 12 July: Rankin Technical Aviation Academy. Approximately 16 kids are expected.

(A suggestion was made about doing Young Eagles in the evening, they may get more participation during the week.)

- 20 July: The Meacham Park Neighborhood Improvement Assoc at Downtown. Turn out unknown but will fly early.
- 17 Aug - EAA 331 - Open house at Sackman
- 14 Sept - Sparta Aero’s Flight Fest

Tom Murrell suggested setting up tents at the Young eagle events to counter the heat. It was identified that the chapter has three tents for such events.

Al Bane reported that Russ Stroot has a partially built RV6a Project and a Pacer Mark II Flight simulator for sale. Anyone interested see Al.

Bill Aanstadt introduced a new member. Chris Gederon back from deployment as a Blackhawk mechanic. Now attending SWIC to finish Air Frame & Power plant.

Another person also introduced was Brandon, a SIU Carbondale student who works for Paul Vorhees on a summer intern program. He will be returning to SIU Carbondale this fall. Brandon flew for the “Zoom into Summer” Young Eagles event.

House Keeping Note: Do not leave any food in the hangar except in the Fridge or a locked cooler to keep the mice out.

Airventure was discussed:

- A Group campsite may still be available for the chapter, if anyone is interested

- The Oshkosh local chapter runs Air Training Command during Airventure. They set up the scheduled Warbird Presentations during Airventure. They have offered to let us join with them if we wanted to do that as a group.
- It was decided to meet Tuesday afternoon, at Airventure, for lunch for anyone attending. John will send out where and when.

Jeff Nelson reported that Mission Control in Houston has been rebuilt for the Apollo 11 Anniversary.

Rick Rehg reported he got a message from Curt Lindauer's son. Thanking the Chapter for acknowledgement of his father's death and the contribution he made to the chapter in the last newsletter.

Al Bane offered to write an article for the EAA magazine about the Hangar build.

Bob McDaniel won 50/50

Meeting adjourned at 1947.

Monthly Chapter Meeting Food Schedule

Back in November, the following people signed up to bring food to our monthly chapter meetings in 2019. If for some reason you are unable to do so, please arrange with another member to switch or take your place. Don't forget to pass on your out-of-pocket expenses to Paul Visk for reimbursement. Thanks!

February	Ed Schertz
March	Bob Miller
April	Al Bane (Paul Visk substituted)
May	Rick Rehg
June	Bob McDaniel
July	Mike Lotz
August	Chapter providing burgers/brats, everyone brings a dish for picnic
September	Dennis Engelkenjohn
October	Brad Jones
November	Al Bane

SORTING OUT CONFUSING GUIDANCE ON TRANSPONDER REQUIREMENTS

By Bob McDaniel

FAR 91.215 defined the requirement for aircraft transponders in 1989 and has not been amended or changed since 2001, so essentially, there's nothing new about when or where an aircraft must have a transponder. However, the FAA recently issued a Policy Statement addressed to all air traffic control facilities and to "Operators of Aircraft that are Not Equipped With Automatic Dependent Surveillance-Broadcast (ADS-B) Out Equipment."

The document established FAA's air traffic control policy for pilots flying without ADS-B equipment who want to fly where ADS-B Out will be required—the FAA calls that airspace "ADS-B rule airspace." As most everyone knows by now, airspace that will require ADS-B Out equipment is the exact same airspace that now requires a transponder. Unfortunately, some ATC facilities are applying that guidance now for aircraft operating without transponders and are ignoring a very important exemption.

Let's review where a transponder is required now (and where ADS-B Out will be required after next New Year's Day.)

FAR 91.215 (b)(1) requires a transponder in Class A, B, and C airspace AND within the 30 nautical mile Mode C veil of specific large commercial airports, from the surface to 10,000 feet MSL.

A transponder (and ADS-B Out equipment in the future) is NOT required to fly into Class D airports. However, because St. Louis Downtown Airport, St. Louis Regional Airport, Spirit of St. Louis Airport, and Mid-America Airport are all located under the St. Louis Mode C veil, a transponder is required to fly there.

There is no exception to the equipment requirement for flight into Class A, B, and C airspace. If you aren't equipped, you can't legally go there unless you request approval from the ATC facility at least an hour in advance.

There IS an exception, clearly spelled out in 91.215 (b)(3), for flight below the Mode C Veil. The FAR states, "any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed may conduct operations in the airspace within" the Mode C Veil without a transponder.

The exception doesn't say anything about advance notification or any other requirements. To the contrary, it specifically gives us permission to fly (i.e., "may conduct operations") under the Mode C Veil and into and out of the Class D airports located there without a transponder. The FAA has repeatedly stated that specific transponder exception will also apply to ADS-B Out equipment.

There are a few things to remember if you plan to continue to operate under the exemption. If your aircraft did not have an engine-driven electrical system when its original Airworthiness Certificate was issued, you can still install one later and maintain the exemption. You can install a battery and starter or even a full electrical system with an engine-driven alternator. HOWEVER, if you ever change the aircraft N-number or do anything else that results in the issuance of a new Airworthiness Certificate AFTER an electrical system has been installed, the exception will no longer apply, and you will have to meet the equipment requirements.

A recent conversation with the Downtown Airport tower supervisor confirmed that some of the controllers misunderstood the new Policy Statement and have been asking pilots of non-transponder equipped aircraft why they did not request approval an hour in advance. The guidance was never intended to change the existing transponder exemption procedures.

Clearly, advance approval is not required. A few extra words on the radio should solve the problem. During the initial radio contact, include the phrase, "Negative transponder, negative electrical system." That should solve the problem and eliminate further questions.

Although it is definitely not necessary, you could also make a courtesy phone call to the tower in advance to tell the controller your coming. (Don't ask for permission—you already have it.) The Downtown Tower phone numbers are 618-337-5660 or 337-2589.

Chapter 64 Well Represented at Oshkosh



Several chapter members met for lunch and watched the Airshow in the woods behind the Vintage Aircraft barn on Tuesday afternoon of Airventure.

A Few Photos from Airventure



Warbirds



More warbirds.



Gasoline and Dynamite



This Fly Baby, built in 1966, attended the first Oshkosh convention 50 years ago.



Tail sections repairs on the Scrounge Dawg Pietenpol were finally completed and reassembled.

Flying Events 2019

Please send any suggested additions or updates to Al Bane, adb7@att.net

DATE	EVENT	LOCATION	NOTES
10 August	Chapter 64 Hangar Dedication	Flight Park	10am - 2pm Let John Schaefer know if you're flying in.
17 August	EAA 331 50 th Anniversary	Sackman Field Columbia IL	
25 August	BBQ Pork Lunch	Shumway IL	11 AM - 3 PM
14 September	Sparta Aero Fest Fly In	Sparta IL	Young Eagles
October TBD	Chili Lunch	Flying Dutchman Belleville IL	

Places local (75 mile radius) for Saturday fly outs

- Percievel Springs (2T2) Effingham IL : great grass field, campground, and restaurant
- St Genevieve (6MO2) walk to town picnic or restaurants
- St. Louis Regional (KALN) : High Flyers Restaurant . All you can eat Pizza/ pasta lunch Mon-Fri. Great restaurant.
- Sparta (KSAR) : numerous restaurants and fast food, courtesy car or Walk
- Perryville (KPCD) take the courtesy car to AL's for lunch
- Creve Couer (1HO) Sunday lunch with EAA Chapter and great musuem on field

Other suggested fly outs:

Sikeston (Lambert's), Mt. Vernon, Quincy, and Matoon.

Pilot's Tip of the Week

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

Takeoff Abort Point?

Featuring Wally Moran

Subscriber question:

"Observation: Pilots takeoff from many types of airstrips every day, yet few set a decision point where if they are not airborne by that point, they should abort the takeoff and still leave enough room to stop." - Fred R.

Wally:

“Some general aviation pilots will tell you that you should have at least two-thirds of your liftoff speed when you reach the midpoint of the runway and if you don't then you should abort the takeoff. This formula works if your only problem is simply getting off the ground, but that may not be your biggest problem. What about obstructions and rising terrain?

Here are how some other operators address this issue:

The airlines and many jet operators do not compute a point on the runway. Instead, they compute a speed at which the airplane can lose an engine and continue the takeoff or can abort the takeoff and stop on the remaining runway. This speed is called V1 or takeoff decision speed.



Military transport pilots also compute a V1 speed but in addition on some of the transports, they also measure acceleration versus time. For example, they start a clock at the beginning of the takeoff roll and expect to be at a certain airspeed by a certain period of time. If they have not achieved the speed by the allotted time, they abort the takeoff.

So, its clear professional pilots consider takeoff abort options on every takeoff. But interestingly, they do not do it in relation to a point on the runway.

Most (Pilot’s) Operating Handbooks give us some guidance in this area, but they give distance for liftoff and perhaps distance to clear a fifty-foot obstacle. They say nothing about rising terrain. Then don’t forget the other thing we know about those numbers—they were made with a new airplane, a test pilot and a hard surface runway.

So how can they be of help to us? They can at least give us something to start with. If there are obstacles or rising terrain in your path, be very conservative in your judgment and leave plenty of margin. Some good advice I’ve heard from other pilots is to double those handbook numbers. If you don’t have that much margin, offload weight, wait for cooler weather or better winds.”

Balance Sheet Detail
As of July 28, 2019

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
ASSETS								7,892.26
Current Assets								7,892.26
Checking/Savings								7,377.26
Checking								6,186.77
Deposit	7/2/2019		50/50	Bob M donat...	X	50\50	82.00	6,268.77
Deposit	7/2/2019		dues	Chris Gendron	X	Membership D...	12.00	6,280.77
Deposit	7/2/2019		dues	Bob Hamilton	X	Membership D...	12.00	6,292.77
Deposit	7/2/2019		soda	Deposit	X	Soda	49.00	6,341.77
Deposit	7/2/2019		food	Deposit	X	Food	136.00	6,477.77
Check	7/2/2019	2453	Mike Lotz	Tool Crib	X	Construction s...	-24.97	6,452.80
Check	7/2/2019	2454	Jim Schaefer	counter top etc	X	Construction s...	-163.14	6,289.66
Deposit	7/2/2019		transfer from Hanga...	Deposit	X	Construction s...	163.14	6,452.80
Deposit	7/2/2019		transfer from Hanga...	Deposit	X	Construction s...	24.97	6,477.77
Check	7/10/2019	2455	Paul Visk	Mail return la...	X	Office Supplies	-23.52	6,454.25
Check	7/11/2019	2456	Transfor to Hangar ...	Printer for YE	X	Reimbursement	-214.62	6,239.63
Deposit	7/28/2019		transfer from Hanga...	Aug Rent	X	Hangar lease ...	416.66	6,656.29
Check	7/28/2019		ACGL LLC	Aug. Rent		Hangar lease ...	-416.66	6,239.63
Total Checking							52.86	6,239.63
FCB Checking								0.00
Total FCB Checking								0.00
Hangar Checking								1,190.49
Check	7/2/2019	035	tranfer to checking	for Mike Lotz ...	X	Construction s...	-24.97	1,165.52
Check	7/2/2019	036	transfer to checking	for Jim Scha...	X	Construction s...	-163.14	1,002.38
Deposit	7/2/2019		Deposit Tom ...		X	Undeposited F...	105.00	1,107.38
Deposit	7/2/2019		Deposit Gerr...		X	Undeposited F...	100.00	1,207.38
Deposit	7/2/2019		Matt hangar r...		X	Undeposited F...	200.00	1,407.38
Deposit	7/7/2019		Deposit		X	Undeposited F...	315.00	1,722.38
General Journal	7/7/2019	6	Balance Adju...		X	Reconciliation ...	-206.08	1,516.30
Check	7/8/2019		Home Depot	Paul, Door L...	X	Construction s...	-86.35	1,429.95
Check	7/10/2019	037	Lee's Home Center	Mike, Light/ B...	X	Construction s...	-10.96	1,418.99
Deposit	7/11/2019		transfer from checki...	Deposit	X	Reimbursement	214.62	1,633.61
Check	7/11/2019	038	Walmart	Printer for YE	X	Reimbursement	-214.62	1,418.99
Deposit	7/12/2019		transfer to checking	Rob July rent	X	Undeposited F...	105.00	1,523.99
Check	7/12/2019		transfer to checking	Aug. Rent	X	Hangar lease ...	-416.66	1,107.33
Deposit	7/12/2019		Edward Jones		X	Investments	2,500.00	3,607.33
Total Hangar Checking							2,416.84	3,607.33
Total Checking/Savings							2,469.70	9,846.96

EAA Chapter 64
Balance Sheet Detail
As of July 28, 2019

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
Accounts Receivable								315.00
Accounts Receivable								315.00
Payment	7/2/2019	106	Tom Murcell			Undeposited F...	-105.00	210.00
Payment	7/2/2019	2678	Gerry A Loeser			Undeposited F...	-100.00	110.00
Payment	7/2/2019	16475	Wings of Hope			Undeposited F...	-315.00	-205.00
Payment	7/5/2019	2581	Matt York			Undeposited F...	-200.00	-405.00
Payment	7/12/2019	2173	Robert McTearmen			Undeposited F...	-105.00	-510.00
Total Accounts Receivable							-825.00	-510.00
Total Accounts Receivable							-825.00	-510.00
Other Current Assets								200.00
Inventory Asset								0.00
Total Inventory Asset								0.00
Undeposited Funds								200.00
Payment	7/2/2019	106	Tom Murcell		X	Accounts Rec...	105.00	305.00
Deposit	7/2/2019	106	Tom Murcell	Deposit Tom ...	X	Hangar Check...	-105.00	200.00
Payment	7/2/2019	2678	Gerry A Loeser		X	Accounts Rec...	100.00	300.00
Deposit	7/2/2019	2678	Gerry A Loeser	Deposit Gerr...	X	Hangar Check...	-100.00	200.00
Deposit	7/2/2019	2581	Matt York	Matt hangar r...	X	Hangar Check...	-200.00	0.00
Payment	7/2/2019	16475	Wings of Hope		X	Accounts Rec...	315.00	315.00
Payment	7/5/2019	2581	Matt York		X	Accounts Rec...	200.00	515.00
Deposit	7/7/2019	16475	Wings of Hope	July August ...	X	Hangar Check...	-315.00	200.00
Payment	7/12/2019	2173	Robert McTearmen		X	Accounts Rec...	105.00	305.00
Deposit	7/12/2019	2173	Robert McTearmen	Rob July rent	X	Hangar Check...	-105.00	200.00
Total Undeposited Funds							0.00	200.00
Total Other Current Assets							0.00	200.00
Total Current Assets							1,644.70	9,536.96
Fixed Assets								0.00
Total Fixed Assets								0.00
Other Assets								0.00
Total Other Assets								0.00
TOTAL ASSETS							1,644.70	9,536.96
LIABILITIES & EQUITY								7,892.26
Liabilities								0.00
Current Liabilities								0.00
Accounts Payable								0.00
Accounts Payable								0.00
Bill	7/12/2019		ACGL LLC			Hangar lease ...	416.66	416.66
Total Accounts Payable							416.66	416.66
Total Accounts Payable							416.66	416.66
Credit Cards								0.00
Total Credit Cards								0.00
Other Current Liabilities								0.00
Payroll Liabilities								0.00
Total Payroll Liabilities								0.00
Total Other Current Liabilities								0.00
Total Current Liabilities							416.66	416.66
Long Term Liabilities								0.00
Total Long Term Liabilities								0.00
Total Liabilities							416.66	416.66
Equity								7,892.26
Opening Balance Equity								3,307.58
Total Opening Balance Equity								3,307.58
Unrestricted Net Assets								-1,179.23
Total Unrestricted Net Assets								-1,179.23
Net Income								5,763.91
Total Net Income							1,228.04	6,991.95
Total Equity							1,228.04	9,120.30
TOTAL LIABILITIES & EQUITY							1,644.70	9,536.96



EAA CHAPTER SIXTY FOUR
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Stay Connected with Online Access

This time of year can be hectic as summer winds down and life returns to a more regular routine. No matter how crammed your calendar becomes, with Online Access, you can view your Edward Jones account information and activity whenever and wherever it's convenient for you. You can also keep up with market news, research and much more. To learn more or to view your account, visit edwardjones.com/access.

Corporate

Account Value	
\$45,165.15	
1 Month Ago	\$47,223.54
1 Year Ago	\$59,657.41
3 Years Ago	\$54,568.21
5 Years Ago	\$50,933.26

Value Summary		
	This Period	This Year
Beginning value	\$47,223.54	\$56,246.97
Assets added to account	0.00	0.00
Assets withdrawn from account	-2,500.00	-16,500.00
Fees and charges	0.00	0.00
Change in value	441.61	5,418.18
Ending Value	\$45,165.15	



Fly Market

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

FOR SALE: Bob McDaniel's Spacewalker II
\$13,500



TTAF: 150 hrs. TTE: 225 hrs -- Lycoming O-235-C2C TTSPOH: 15 hrs

Annual Due May 2020 (Recent annual performed by Big River Aviation)

Flies great with two 240-lb pilots. It has a starter and full electrical system but was originally certified without an electrical system, so a transponder and ADS-B are NOT required! I purchased it in June 2015 for \$14,000 with no radio or intercom. I've added Lynx headsets & Intercom system that cost \$1,827. (If you're not familiar with Lynx, see <https://www.lynx-avionics.com/>. It's a great system designed for a high noise environment.) Includes an ICOM A-6 radio (on ship's power) with external antenna.

EAA Chapter 64

(CPS) Cahokia, IL

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Visit us on the Internet at: www.eaa64.org. Send your photos, tips, stories and files for sharing to Tom Murrell 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 EAA Chapter 64 Hangar/Clubhouse

The Flight Park is located 4 miles SW of Millstadt at 5949 Bohleysville Road, Millstadt, IL.

FROM BELLEVILLE: Take 158 west past Millstadt to Roenicke Rd. (approximately 8 miles.) Turn left on Roenicke for 1.8 miles. Turn Right onto Bohleysville Rd. and go 0.2 mile. Look for the big tree on the left and turn left into the gravel drive.

FROM COLUMBIA: Take Rt 3 through Columbia and take Rt 158 toward Millstadt. Drive 2.9 miles to the intersection where Triple Lakes Rd crosses 158 and becomes Bohleysville Rd—the Farmers Inn will be on your left. Turn right onto Bohleysville Rd. Go 1 mile and turn left at the T-intersection. Continue another 0.9 mile. After you go around an S-curve, you'll see the grass runway on your right. Turn right into the gravel driveway by the big tree and continue to the hangar.

FROM CAHOKIA: Take Triple Lakes road (by the old Cahokia bowling alley.) When you get to highway 158 with the Farmers Inn on your left, continue straight onto Bohleysville Rd. Go 1 mile and turn left at the T-intersection. Continue another 0.9 mile. After you go around an S-curve, you'll see the grass runway on your right. Turn right into the gravel driveway by the big tree and continue to the hangar.

PARKING: There is limited paved parking area in front of the hangar. It's ok to park on the grass or on the gravel parking area in front of the other hangars. Do not block the gravel driveway. It is used by big and wide farm equipment.

AIRPORT DATA

Field Elevation: 631' MSL - - - Traffic Pattern Altitude: 1,630' MSL - - - CTAF: 122.9
(Call "*Flight Park Traffic*")

N38°25.12' / W90°07.87'

RUNWAY 24: Left Traffic. 2,300' available for takeoff; 2,042' available for landing beyond 258' displaced threshold.

RUNWAY 06: Left Traffic. 2,300' available.

NOISE SENSITIVE AREA: AVOID OVERFLIGHT OF ALL HOMES, BUILDINGS, AND LIVESTOCK. A modified straight-in approach is recommended. Do not fly multiple patterns.