

The FLYING WIRE

The Newsletter of EAA Chapter 64

Serving Aviation in the Metro-East

Founded November 30, 1964 - Incorporated January 28, 1966

January Meeting: There will be no regular EAA Chapter 64 meeting this month in lieu of our Annual Party (see details below).

Holiday Party

19 January 2019

4204 Restaurant, Belleville IL



We are set for our annual dinner at the 4204 Restaurant at surprisingly 4204 West Main Street, Belleville. Our speaker is Mr. Will Shannon, Curator of the St. Clair County Historical Society. He will be speaking on the topic of gangs, gamblers, and bootleggers in the St. Clair County and Southern Illinois with a surprising twist involving early aviation.

Our starting time is rather flexible. There will be an Attitude Adjustment period starting at 6:00 pm, followed by dinner at 6:45, with a short business meeting at 7:30. Our speaker will make his presentation at approximately 7:45 and the evening terminating around 8:00-8:30.

There will be a multi-choice special menu with at least eight selections including pork, chicken, fish, beef (2), pasta, and a dinner salad. The cost will be \$20 if registered in advance. Meals include coffee, tea, and water. All other drinks are cash. No desert is included in the package. At the door the price will be \$24. We cannot guarantee seating for persons who fail to pre-register.

Please email Paul Visk at the chapter address eachapter64fl@gmail.com to pre-register.

Projector Screen Needed for Holiday Party

We need a projector screen like this one for the annual chapter holiday party on 19 January.

If you have one we can borrow, please contact me (Al Bane, adb7@att.net) and I will pass on the information.



December Chapter Meeting Minutes

By Jim Schaefer, Chapter Secretary

Chapter President John Schaefer called the November meeting to order at 6:58 PM, on Tuesday 4 December at the St. Louis Downtown Airport Chapter Meeting room. Approximately 30 members and guests were in attendance.

Jim McClary provided food for the meeting and birthday cake for Amber. Thank you, Jim.

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

John Schaefer described the rental and intended plans for the hangar room at Flight Park.

- Plans were displayed for a 24 x 28 Meeting room/workshop with hangar space available to rent out for four aircraft at \$100.00/month. 3 spaces are already rented.
- A sign-up list was posted asking for volunteers to help with the planned construction. Volunteers were asked to list skill sets for construction. Might have to task personnel relying on volunteers.
- The plan is to start with installation of 200 Amp electrical service for the chapter side of the building.
- After the electrical is installed construction of the meeting room/workshop will begin. - Cabinets for tools are planned.
- Water available in the hangar is not potable. Bottle water will have to be provided for meeting and events.

Some Chapter possible activities for the year were discussed:

- Take a member flying day
- Ground school for members
- A Fly-in, Cookout or Pancake Breakfast
- Flyout to different fields Keith Mueller suggested an Orientation to Flying day/ Basic Ground school with an intro flight for kids.
- It may be possible to get Millstadt City Hall involved and advertise through them.
- SWIC would be helpful to promote getting area youth groups involved.
- Possible mentoring sessions for Older kids. (The Boy Scout Campout was a good example)
- Career mentoring.

Bert Hampton reported on plans for the Holiday party.

- 4204 has a new room available and has an 8-item menu Steak/Seafood/Pasta/Salads for \$13.00/person.
- Looking for a speaker with Aviation and local flavor.
- Planning the party for the 3rd Saturday in January (19 Jan).
- Suggested cost is \$20/person in advance, \$24/Person at the door.
- Planning to send out invitation Chapter members, Chapter 331 and GAUA??

Bob McDaniel gave a Young Eagles report: No activity for the month.

- Child protection training required for Young Eagle participants is due in January/February. Training and a background check are required.

EAA has a Ray Scholarship that provides full funding from ground school to pilot certificate. Chapters organize and administer the scholarship. Chapter 64 has volunteered to participate.

- Applicants must pass a 3rd class medical on their own - Milestones are reportable to EAA - Program is good for 1 year
- Applicants must be enthusiastic to an aviation career and must contribute 2 hrs/month work effort.
- Once an applicant has completed the training another individual can be nominated.
- The funding comes to the Chapter and the chapter pays the instructor and aircraft rental.
- Chapter applications due the 1st of the year with training to start the 2nd quarter.

Bob reported that the Aero Careers Aircraft is down for a prop strike. Paul Vorhees has the engine out for inspection. Aero Careers and SWIC trying to engage industry to push aviation careers to boost manpower

- Gulfstream is looking for 300 Technicians
- Boeing is looking for 800 A&Ps

Bob McDaniel reported that the house at Flight Park made be available for rent.

Paul Vorhees has hangar space available for rent. He is moving into the IDEAL space ~ January.

Mike Lotz reported that Scrounge dogs were working on the Air Box. Al Bane has tail work underway on his Fly Baby.

“Made in St. Louis” Is a 32000 sq. ft enterprise in St Louis for entrepreneurs and builders. Was reported. It has wood, metal, sewing shops and 3D Printing. Membership is \$50/month. Equipment rental is \$3-\$10/ hour. Equipment training is available.

The Aircraft salvage yard, Central Air Parts, in Staunton has projects for sale. They have an airstrip to fly in with advance notice.

The Holiday party will be held in January in lieu of the monthly meeting. The next meeting will be held in February at the Chapter club house at Downtown Airport. Meeting adjourned at 8:56 PM.



President John Schaefer describes plans for the new chapter clubhouse/hangar at Bob McDaniel's Millstadt airport, the "Flight Park".



Amber Aanstad cuts her birthday cake. Happy Birthday!



Site of new chapter clubhouse/hangar at the “Flight Park”

"T'was the Night Before Christmas for Aviators" **Provided by Bill Rohland**

My apologies to Bill Rohland. Bill sent me this several weeks ago to put into the EAA Chapter 64 newsletter and it completely slipped my mind. Here it is now. Thanks, Bill.

Al,
Here is my submission for the November / December newsletter.

Enjoy
Sorry, am I, that I'll not be able to join y'all.
Urgent matters in Indiana, require my return.

Have a great Thanksgiving, and Christmas.

T'was the Night Before....for Aviators

T'was the night before Christmas, and out on the ramp, Not an airplane was stirring, not even a Champ. The aircraft were fastened to tie downs with care, In hopes that -- come morning -- they all would be there.

The fuel trucks were nestled, all snug in their spots, With gusts from two-forty at 39 knots. I and Brad Jones, slumped at the fuel desk, now finally caught up, And settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter, I turned up the scanner to see what was the matter. A voice clearly heard over static and snow, Called for clearance to land at the airport below. He barked his transmission so lively and quick, I'd have sworn that the call sign he used was "St. Nick."

Certainly, thought I, this must be Ed Hase.

I ran to the panel to turn up the lights, The better to welcome this magical flight. He called his position, no room for denial, "St. Nicholas One, turnin' left onto final."

Not Ed?
Maybe Al?

And what to my wondering eyes should appear, But a Rutan-built sleigh, with eight Rotax Reindeer! With vectors to final, down the glide-slope he came, As he passed all fixes, he called them by name: "Now Ringo! Now Tolga! Now Trini and Bacun! On Comet! On Cupid!" What pills was he takin'? While controllers were sittin', and scratchin' their heads, They phoned to my office, and I heard it with dread, The message they left was both urgent and dour: "When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking, Then I heard, "Left at Charlie," and "Taxi to parking." He slowed to a taxi, turned off of three-oh, And stopped on the ramp with a "Ho, ho-ho-ho..." Well, says I, perhaps it's actually McDaniel.

Stepping out of the sleigh, but before he could talk, I ran out to meet him with my best set of chocks. His red helmet and goggles were covered with frost, And his beard was all blackened from Reindeer exhaust. His breath smelled like peppermint schnapps, gone slightly stale, And he puffed on a pipe, but he, like Bill Clinton, didn't inhale.

His cheeks were all rosy and jiggled like jelly, His boots were as black as a crop-duster's belly. He was chubby and plump, in his suit of bright red, And he asked me to "fill it, with hundred low-lead." He came dashing in from the snow-covered pump, I knew he was anxious for drainin' the sump. I spoke not a word, but went straight to my work, And I filled up the sleigh, but I spilled like a jerk. He came out of the restroom, and sighed in relief, Then he picked up a phone for a Flight Service brief. And I thought as he silently scribed in his log, These reindeer could land in an eighth-mile fog. He completed his pre-flight, from the front to the rear, Then he put on his headset, and I heard him yell, "Clear!" And laying a finger on his push-to-talk, He called up the tower for clearance and squawk.

"Take taxiway Charlie, Runway 22.

Don't turn into Air Museum, no one there, this time of night, except maybe Nankivil.

Turn right three-two-zero at pilot's discretion" He sped down the runway, the best of the best, "Your traffic's a Grumman, inbound from the west." Then I heard him proclaim, as he climbed through the night, "Merry Christmas to all! I have traffic in sight."

"Never run out of airspeed, altitude and ideas at the same time"

Provided by Bill Rohland

Wishing All, Happy Holidays.

BTW
If you think something is impossible,
Please,
DON'T DISTURB THE PERSON THAT IS DOING IT

Pilot's Tip of the Week

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

Taxiing in a Crosswind

Featuring Bob Nardiello

Subscriber question:

"Can you please review the rule of thumb for taxiing in a strong crosswind? I love using these simple guides." - Patricia R.

Bob:

"Learning to take off and land in a crosswind are essential skills. Just as important are proper crosswind taxiing skills since a crosswind can upset an aircraft on the taxiway.

When taxiing tailwheel airplanes:

- dive away from the wind if it's behind you;
- climb into the wind if the wind is from in front of you.

For a nosewheel (tricycle gear) airplane:

- for a headwind (wind is from in front of you), hold aileron as if turning into the wind with elevator neutral;
- for a tailwind, dive away.

Make these crosswind corrections a practice even if the winds are light. That way they will become normal operating procedures and won't easily be forgotten."

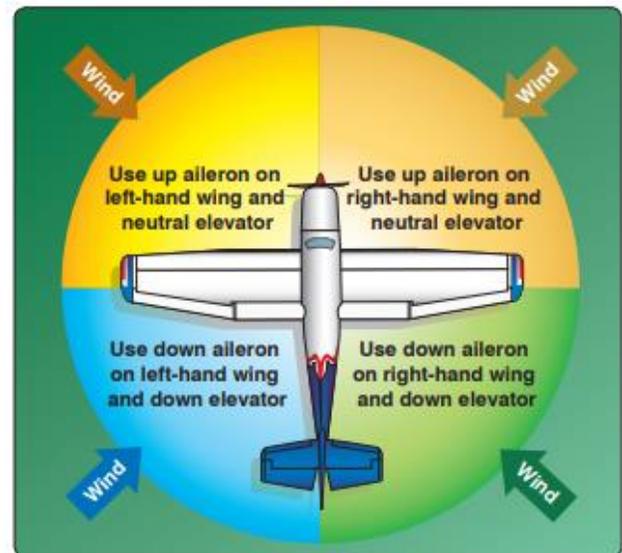


Figure 2-14. Control positions of the nosewheel airplane.

Note: Figure 2-14 is from the FAA Airplane Flying Handbook Chapter 2



Another Pilot's Tip of the Week

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

Highway Landing Featuring Jeff Van West

Subscriber question:

My instructor tells me I need to look all the way down the runway and hold the airplane off longer. I feel like that's what I'm doing, but I'm still landing with a thud. What am I doing wrong?

Jeff:

“The last few seconds of a landing challenge almost all student pilots—and many rated pilots. Part of the problem is that the right sight picture is only visible for those same last few seconds out of each landing. This means your brain is trying to learn the right place to focus while simultaneously trying to fly the airplane within inches of the ground. Is it any wonder it takes so long to get it right?



There's another way to lock that sight picture in your mind and you probably do it all the time. Next time you're driving on the highway, notice where your eyes rest as you drive. Most drivers spend the majority of their time looking two or three car lengths ahead of them. Don't do that.

Instead, look as far ahead as you can. Quite often this means looking a bit over or through a few cars ahead of you to see the furthest car in the distance. Try to focus on a point as far down the road as possible. The cars closer to you won't be in crystal focus, but you'll still see them just fine. If something happens, you can shift your eyes back in an instant. If the highway bends slightly left or right, that's OK, look a bit left or right but still as far as you can. If it's a big bend, just wait until the road straightens out.

It takes practice, but on the highway, you have the luxury of time. As you focus as far down the highway as possible, notice the lane stripes on either side of your lane and how they converge as they extend away from you. They form a trapezoid that's much easier to see when you're focusing in the distance. If you let your car drift a bit to the left or right of your lane,

it's immediately obvious in this trapezoid. In fact, it's easier to stay centered in your lane while looking far ahead of you.

Now—as you drive—think about the last seconds of the landing. The view you see on the highway—looking past the cars ahead of you as far down this highway as you can see—is where you should look during the roundout and flare when you stop descending and skim a foot above the runway. Ideally, you'll even look even a bit higher, slightly above the horizon, as you lift the nose just before the airplane's wheels touch down.

Lock that view in your mind on the highway and the next time you fly, start this process as you turn final. Look to the far end of the runway and use the trapezoid formed by the runway sides to align yourself just as you did while driving. Only look down to the runway threshold to check your descent angle, and inside the cockpit to check your airspeed—just a glance like you check your speedometer on the highway. The ground seems to approach slower when you spend most of your time looking to the end of highway/runway, and the transition to landing is less stressful and more consistent.

The technique should improve your landings, and possibly your driving as well.”



Pete Bowers, designer of the “Fly Baby”

EAA Chapter 64 Treasurers Report for December 2018

By Paul Visk, Treasurer

FCB BANK

11/6/2018	2296	Nick Turk Young Eagles	\$95.51	\$3,087.34
11/8/2018		Deposit Dues/Food/50/50	\$156.25	\$3,243.59
		Deposit From voided checks	\$178.17	\$3,421.76
8/11/2018	2298	Bob McDaniels Replacement check	\$135.00	\$3,286.76
9/5/2018	2299	Paul Visk Replacement check	\$43.17	\$3,243.59
12/3/2018	2300	Downtown Airport	\$58.45	\$3,185.14
12/4/2018	2301	Mike Lotz beer/icemelt	\$24.01	\$3,161.13
12/7/2018	2302	Burt Hampton Banquet Deposit	\$200.00	\$2,961.13
12/5/2018	2303	IL Secretary of State	\$10.00	\$2,951.13
12/7/2018	2304	Downtown Airport	\$49.55	\$2,901.58
12/7/2018	2305	Downtown Airport	\$75.08	\$2,826.50
	2306	VOID		
12/7/2018	2307	Transfer to Bank of Edwardsville	\$50.00	\$2,776.50
12/8/2018		Debit Post Office	\$10.00	\$2,766.50
12/8/2018		Debit Office Max	\$30.29	\$2,736.21
12/9/2018	2308	ACGL LLC. January Hanger Rent	\$416.66	\$2,319.66
12/11/2018		Debit EAA Renewal\Insurance	\$520.00	\$1,799.55
12/16/2018	2309	John Schaefer Young Eagles	\$1,218.34	\$466.73
12/19/2018		Debit Order new checks	\$26.72	\$440.01

Bank of Edwardsville Checking

12/8/2018		Deposit Food \$101. 50\50 \$19.00	\$120.00	\$120.00
12/26/2018		EAA HQ Young Eagles	\$579.07	\$699.07
12/26/2018		Tranfer Paul Visk Young Eagles	\$579.07	\$120.00
12/31/2018		EAA HQ Young Eagles	\$1,218.34	\$1,338.34

Hangar Checking

12/8/2018		Opening Deposit	\$50.00	\$50.00
12/29/2018		Matt York Hangar Rent for Jan, Feb	\$200.00	\$250.00

Edward Jones

December 31, 2017	\$59,858.35	
December 31, 2018	\$55,971.04	
Change	\$3,887.31	6.49% LOSS

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 \$7000.00 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.

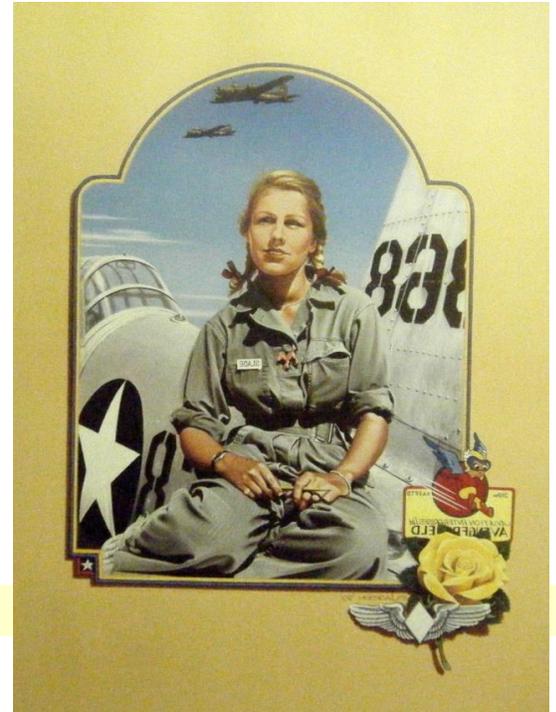
Ed Hase

314-681-7050

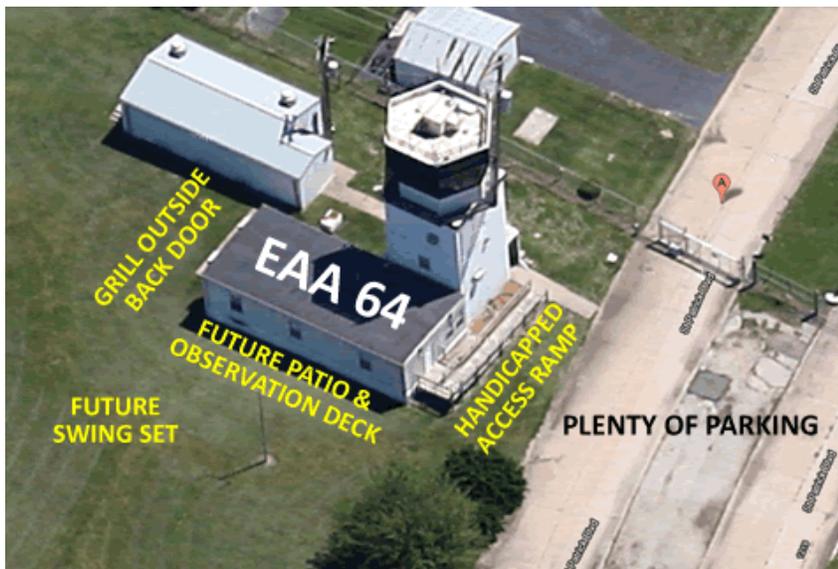


EAA Chapter 64

(CPS) Cahokia, IL

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Visit us on the Internet at: 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.