

The FLYING WIRE

The Newsletter of EAA Chapter 64

Serving Aviation in the Metro-East
Founded November 30, 1964 - Incorporated January 28, 1966

November Meeting: As of now, there will be no November chapter meeting.

Bill Rohland Passes

As most of you know, our good friend Bill Rohland and his passenger Michael Schlichtman of Steamboat Springs, Colorado were lost in a tragic plane crash on October 6. Bill was an active member of Chapter 64, who could be found at all chapter events before moving to California a few years ago. Bill served as chapter secretary from 2011 to 2014. Below is his obituary which contains information on services to be held on October 24.

William (Bill) Edward Rohland, 75, died Tuesday morning, October 6, 2020, in a plane crash near Evansville, Indiana. The last several years Bill had been living and working in retirement at Posey Patch airfield near Mount Vernon, Indiana during the summer months and residing with his wife and son at their home in Garden Grove, California through the winter. Bill was born October 11, 1944, in Withee, Wisconsin, to Julius and Gertrude Rohland. He attended Owen-Withee schools and graduated in 1956. He enlisted in the United States Air Force and continued serving in the Air National Guard after his retirement from the Air Force and maintained many close friendships from his military service days. He lived in St. Louis, Missouri and Collinsville, Illinois before moving to California. Bill was devoted to flying. In retirement he learned to fly ultra light planes and made life-long friends in that world. He worked closely with Tri State Kites at the Posey Patch airfield in Mount Vernon, Indiana and at Sullivan Airfield near St. Louis, Missouri, promoting flying, participating in flying clubs and instructing student pilots. He made committed friendships there and wherever he spent time. He is survived by his wife, Ngoc Vu Rohland and son, Julian; his brother, Curtis Rohland (LaMae), Chippewa Falls, Wisconsin; sister Deborah Gengenbach, Eau Claire, Wisconsin; brothers-in-law Hung Vu (Phuong Vo), St. Louis, Missouri; Ta'n Vu (Trang Nguyen), Atlanta, Georgia; Tan Vu (Thuc Le) Smithfield, Rhode Island; nephews John Rohland (Lan), Eau Claire, and Albert Rohland, La Crosse, Wisconsin; niece Larissa (Florian) Skwierczynski, Lake Hallie, Wisconsin; nephew Gus Gengenbach (Cassidy) Bremerton, Washington; niece Julia, Madison, Wisconsin; niece Beth (Charles Hinkle) Leasburg, North Carolina; niece Amy (Neil) Hodorovsky, Eau Claire, Wisconsin; six grand nieces, two great grand nieces, four great grand nephews; and numerous cousins. He was preceded in death by his grandparents, John and Caroline Rohland, Edward and Amelia Petke, parents Julius and Gertrude Rohland, his older sister, Nancy (Bill) Schley, and numerous

aunts and uncles and several cousins. A memorial service will be held at 2:00 p.m. Saturday, October 24 at Riverside Cemetery. The cemetery is one mile west of Withee, Wisconsin on state highway 29. The family regrets that a meal together cannot be enjoyed at this time due to the restrictions imposed by the ongoing corona virus pandemic. A nonprofit organization has not yet been chosen as recipient for any gifts of money given in Bill's honor.



Photo provided by Travis Roberts

Jefferson Barracks Service for Thurm Carver Followed by Fly/Drive In at Flying Dutchman Airport on Friday, October 23

As reported in the August newsletter, former Chapter 64 member and long-time manager of the Flying Dutchman Airport, Thurm Carver passed away on August 8. Thurm's ashes will be buried at Jefferson Barracks National Cemetery in a service at 10:00 on Friday, October 23. Following the service, family and friends will gather at the Flying Dutchman Airport (2IL7) at 12:00. We'll be cooking chili, burgers, and hot dogs. All are welcome to fly or drive in and join us. Hope to see you then.

September Meeting Minutes

By Jim Schaefer, Secretary

John Schaefer opened the meeting on 1 September at 1900 in the Chapter 64 Hangar. The last meeting was in March.

Mike Lotz installed new lights in the hangar to have lights for the meeting. Liz Schaefer arranged the food for the meeting.

New people/Guests;

- Mike Archer, new member, former AF Pilot.
- Mike Zeiman previous member, plane sitting the RV-6 for a friend that is going to be housed in our hangar for about the next year.
- Dave Purcell, Started flight training at Shaffer.
- New member dues will be prorated to next year.

Project News

- Zenith 750 STOL project working avionics install anticipate, moving it to a hangar in the next month or so to install the wings.
- Al Bane has done some work on his Fly Baby making balsa fillers for the elevator and rudder gaps but has been flying his Champ at Dutchman. Wants to get it finished by next summer.
- John Schaefer working on his Sopwith Camel, wing ribs are done, finished the first wing spar, tail surfaces are done, going to work on jigs to mount the spars to the fuselage. The fuselage is done except to weld mount for the wings. Once that is done the fuselage can be sandblasted and start assembly. Almost 4 years into the project, may be done within the next 4 years.
- Scrounge Dawgs - Bob Miller had the motor on the Pietenpol overhauled. Going with a metal prop to help out CG issues.

Young Eagles - Bob McDaniel.

- Nothing firm on Young Eagles. Some of our pilots are doing individual flights. It's up to the pilots if they want to take any Young Eagles up.
- Bill Aanstad has been flying young Eagles and working with them on the RC Model.
- A scout group wanted to do an aviation camp at Flight Park. That is up in the air.
- Probably won't have any organized Young Eagle event until April.
- Kaitlyn Robinson, our new Ray Scholarship holder has been taking flight training and has 24 Hrs.

Bob has been updating his water filtration system and has gotten away from the smell and brown water.

Ray Scholarship

- Bob McDaniel reported that Amber is supposed to be taking her check ride any day. She finished her ground school and has gotten Her Ray T-Shirt and Light Speed Headset.
- The Chapter has provided up front funding to get Kaitlyn Robinson, our newest Ray Scholarship recipient to start flight training. She has 24 Hours now.

Upcoming Events:

- Stearman Fly in Galesburg 16-17 September
- Blakesburg, IA Antique Aircraft Association Fly-In over Labor Day weekend
- Mount Vernon Light Sport Expo will be Sept 10-12. Bob McDaniel is doing a presentation.
- The January Ultra-Light/Light Sport symposium that we supported is indefinite, but Bob thinks it may happen, but if it does it will be downsized with limited exhibitors and RSVP only.
- Larry Louiseau is 91 years old today.

Aero Careers: A not for profit organization founded to mentor youth and older folks wanting to get reinvested in flying.

- The 172 has been flying quite a bit and flying well.
- The newly acquired Ercoupe has been almost completely rewired and has had two successful flights.
- They are trying to get an instructor checked out in it so there is someone insurable that can get other pilots checked out.
- The Ercoupe is based at Downtown airport for now.

Tools:

- The chapter has a tool crib with aviation specific tools available for checkout.
- EAA has a Tig Welder raffle for a chapter. Each chapter has one ticket in the raffle, but we could get more tickets if someone is using the Online Builders Log. Any wone using the Log contact Jim Schaefer so we can get more tickets.

Other:

- There is a chest refrigerator cooler that works but is unused and a glass display case that we don't need that could be available to a member if they want them. There are several items above the meeting room that are also unwanted that could be parted with.
- Wings of Hope are close to finishing the 172 and will move it back to Spirit Airport. They are considering donating their shop equipment to the Chapter.
- Mike Lotz wanted to know if there is anyone with Radial experience that he could talk to. He is looking at a Fairchild that has just popped up on Barnstormers.
- Al Bane asked about whether we wanted to hold our annual Holiday Party to discuss at the October meeting.
- Next Month's Meeting will be the same format.
- Also, next month we need to hold Chapter Officer elections. Think about candidates.

50/50 paid out \$34.00. Bob Miller won.

The meeting was adjourned at 1935.

Sackman Field Open House Postponed Until Sunday, **October 25**

Columbia Airport

Open House



Fly-In or Drive-In

Sunday October 18, 2020

*Rain/Wind Date: Oct 25, 2020

11563 Bluff Rd. Columbia, IL 62236 9AM – 4PM

Food, Airplanes, Classic Cars, Motorcycles

Fly-In: Sackman Field H49

CTAF 122.9	Right traffic for Rwy 21
2,450' x 150' Grass	Left traffic for Rwy 03
Elevation 420 ft	

Primitive Fly-In Camping Available Sat. 10/17
Campers Please RSVP to: sw317@hotmail.com

Photos

I got several photos from Bill Aanstad featuring flying activities this summer.



Flying along with an 18-year-old kid flying an 80-year-old J-3



Amber turning final for Runway 5 at CPS after flight to glider club.



Mike Merkan flying Nathaniel Young in his RV-4





Rich Hehmann doing logbooks after flying the Young kids in St. Louis Soaring Society's ASK21 glider.



Diana doing a flight review in 1940 Meyers OTW Serial #6 now based at Sackman Field.



1940 Meyers OTW



Paul Voorhees and Amber with the Tuskegee Airmen P-51 Mustang at CPS.



Bob Miller continues to make great progress on the Scrounge Dawg Pietenpol. Bob sent this photo shortly after the wings were reinstalled.



Pilot's Tip of the Week

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

Slip Left or Right? Featuring Bob Nardiello

"When slipping to lose altitude, is it safer to slip to the left or to the right?" — Carol Z.

Bob:

"Aerodynamically, it doesn't matter. You'll lose altitude just as quick in a left or right slip. But that doesn't mean one way isn't better than the other.

First, is there a crosswind? If there is, slip with the wing down into the wind. Then you're already slipping the right way to counter the crosswind. The transition from forward slip to side slip will be simpler and less dramatic.

If there's no crosswind, you have a choice, and it may come down to personal preference. A slip to the left is often preferred in side-by-side airplanes since it provides better visibility. It also offers a smoother transition from a left base to a slipping final.

Slips might cause the indicated airspeed to be unreliable, especially if you have a static port on only one side of the airplane. And airspeed control in a slip is important. If you don't lower the nose, the airspeed will decrease. You should know how much to lower the nose and what sight picture is appropriate, even without reference to the airspeed indicator.

To a passenger, a slip can be disorienting, increase anxiety, or even cause motion sickness. They just feel wrong. Rather than make your passengers uncomfortable, maybe go around instead and try again. On the other hand, if you fly something like a Stearman or a Pitts, slipping might be required just to see the runway.

Know your Pilot's Operating Handbook and any limitations or recommendations regarding slips in your aircraft, and practice slips to perfect your technique."



Another Pilot's Tip of the Week

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

ADS-B Failure Featuring Ryan Koch

"What should I do if ATC says they can't see my ADS-B squawk? Do I have to land right away? I've heard horror stories about not having functional ADS-B in controlled airspace." — John C.

Ryan:

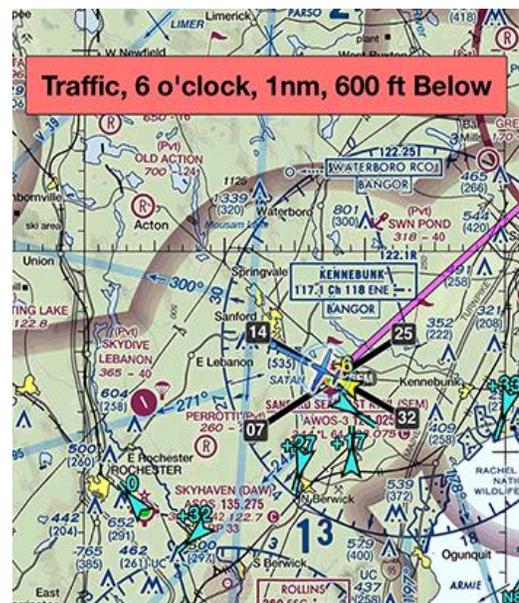
"The short answer is that it's probably not a big deal. AIM 4-1-20 has some guidance for this situation. It says that "in-flight requests for immediate deviation from the ADS-B Out requirements may be approved by ATC only for failed equipment, and may be accommodated based on workload, alternate surveillance availability, or other factors." If ATC can't accommodate your sudden loss of ADS-B out, you'll need to avoid the airspace where it's required. If they can, you're good to go.

ATC can only authorize deviations from the rules following an equipment failure in flight. That means if you know your equipment isn't working properly, you need to fix it before takeoff or obtain permission in advance. Permission can be requested using the online ADS-B Deviation Authorization Preflight Tool, or ADAPT, no more than 24 hours and no less than one hour in advance of the flight. It's a fairly simple tool to use, but it's not meant to be used for repeated deviations.

It's possible that your issue was transient and your ADS-B squawk will reappear. ADS-B coverage is good, but it does still require line-of-sight with ground stations. At low altitudes and certain flight attitudes, it's possible to lose that connection. However, in the airspace where it's required, coverage is likely to be especially good.

Note that apps like ForeFlight and Garmin Pilot are able to display your current ADS-B Out status, so long as they're connected to ADS-B in.

An ADS-B Out failure doesn't require an immediate landing. Talk to ATC and come up with a plan that works for everyone. In all likelihood, you'll be able to proceed without any inconvenience. Then, get the issue fixed before flying in ADS-B airspace, or get a waiver if necessary, to fly somewhere where it can be fixed."



EAA Chapter 64 Treasurers Report for October 2020

By Paul Visk, Treasurer

	Jan 1 - Oct 17, 20
EAA Chapter 64	
Profit & Loss	
January 1 through October 17, 2020	
Ordinary Income/Expense	
Income	
Income	
50/50	92.00
Food	389.00
Fundraisers	
Ganite City Fundraiser	1,118.00
Total Fundraisers	1,118.00
Hangar Rent	4,335.00
January Banquet	45.94
Membership Dues	2,306.00
Soda	-12.75
Total Income	8,273.19
Investments	-3,000.00
Uncategorized Income	0.00
Total Income	5,273.19
Gross Profit	5,273.19
Expense	
Club House	
Laptop computer	45.81
Propane for grill	83.76
Total Club House	129.57
Hangar	
Construction supplies	650.04
Hangar Keeper insurance	1,298.00
Hangar lease payment	3,862.44
Total Hangar	5,810.48
Lifetime Dues Recognition Pl...	212.00
Operations	
life dues name plaques	35.00
Total Operations	35.00
Reconciliation Discrepancies	574.03
Scholarship	
Chapter 64 Scholarships	624.00
Ray Aviation Scholarship	180.50
Total Scholarship	804.50
Young Eagles	
Reimbursement	-1,242.75
Young Eagles Donations	-50.00
Total Young Eagles	-1,292.75
Total Expense	6,272.83
Net Ordinary Income	-999.64
Net Income	-999.64

Fly Market

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

FOR SALE: 1946 ERCOUE 415-C in excellent condition, LSA approved. Total time airframe 2700 hrs. Continental C-85 total time SMOH 625 hrs. Metal wings, no rudder pedals, good glass and paint. Nav-com and transponder, ADS-B out. Alternator, solid state voltage regulator, Marvel Schebler carburetor, Slick magnetos, new fuel pump. Great flying at 4.5 gals per hour. Hangared Belleville IL. As Is Where Is. \$19,000. Call Mark 630-561-8997.





ACK TECHNOLOGIES • ACR ELECTRONICS / ARTEX • AEROFLEX • AIR GIZMO • ANODYNE ELECTRONICS MFG (AEM) • ASA • BATTERYMINDER • BOSE • BREYDEN PRODUCTS • BENDIX KING • COMANT INDUSTRIES • DAVID CLARK COMPANY • DAVIS INSTRUMENTS • DAVTRON • DOW CORNING • EPSON • FLITZ • GLEIM PUBLICATIONS • GENUINE AIRCRAFT HARDWARE • HONEYWELL • ICOM AMERICA • JEPPESEN • JOHNSON'S JEWELRY • MERL, INC • MICHEL AVIONICS/TKM • MID-CONTINENT INSTRUMENTS AND AVIONICS • NULITE • OREGON AERO • PILOT COMMUNICATIONS USA • PRATT & WHITNEY • PLEXUS • SANDIA AEROSPACE • SENNHEISER ELECTRONIC CORP • SHADIN LP • SONY • SPOT • STELLAR LABS • TED MANUFACTURING • TELEX COMMUNICATIONS • THE CLAW • TRIG AVIONICS • UMA INSTRUMENTS • UNIDEN • UAVIONIX • WAG AERO • WHELEN ENGINEERING

Flight Park, Inc. is now a dealer for all these and other popular brands of avionics and pilot and aircraft supplies. All Chapter 64 members will receive SUBSTANTIAL discounts on everything—headsets, radios, ELTs and batteries, ADS-B systems, and much more.

I don't maintain stock on-hand and I can't get aircraft tires, batteries, oil, or other liquids. However, if you need something, let me know. If I can get it, you can get it from me cheaper and normally in just a few days. Send me an e-mail and let me know what you need.

Bob McDaniel
dusterpilot@charter.net



EAA Chapter 64

(CPS) Cahokia, IL

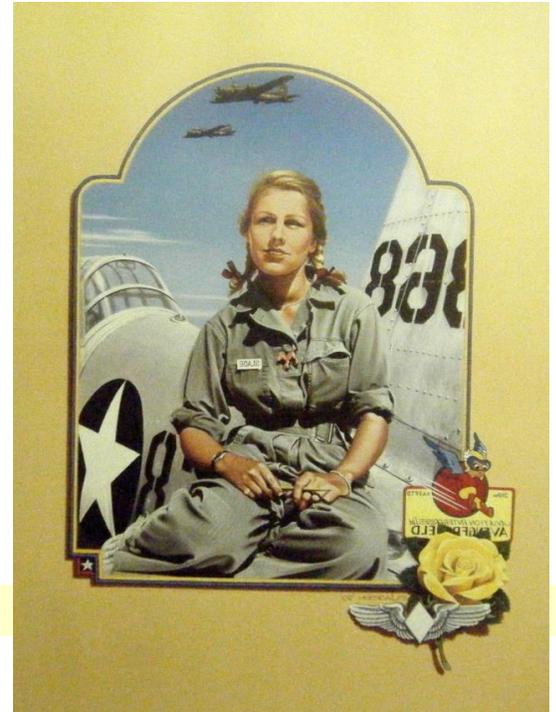
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Visit us on the Internet at: www.eaa64.org. Send your photos, tips, stories, and files for sharing to Tom Murrell to post on the web page and to Al Bane for the newsletter. You can also post information on the Chapter's Yahoo Group. Contact info is 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.