



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

February Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 4 February 2020** at the **Chapter Hangar/Clubhouse** on Southwest Illinois Sport Aviation Flight Park (1IL4). See last page of newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

Annual Dinner Party a Big Success

This year's annual chapter party was held on Saturday, January 11 at 4204 Main Street Brewing Company, located at 4204 West Main St., Belleville IL. A big increase in attendance from last year's party (30 members/guests in 2019 to 54 this year) resulted in the group exceeding the capacity of our reserved room and spilling over into the main dining room. Attendees dined on a selection of various menu items (steak salad, Bruschetta chicken, sirloin steak, salmon, Tuscan pasta, burgers and veggie flatbread).

After dinner, Vice President Mike Lotz conducted a short business meeting. Previous minutes and treasurer's report were approved. Mike passed out several 2019 Chapter Service Award certificates and pins to Chapter officers (Mike - Vice President and Paul Visk - Treasurer; John Schaefer, President and Jim Schaefer, Secretary were unable to attend and will receive their awards later). Al Bane received a chapter service award for the Newsletter, Bob McDaniel (unable to attend) and Nick Turk for the Young Eagle Program. Mike also introduced a new chapter program for lifetime membership which will have a one-time cost of \$250 and the names placed on a nice plaque that Mike made. Chapter 64 will be selling breakfast and lunch at the February 29 Ultralight and Light Sport Safety Symposium at Granite City. Mike passed around a sign-up sheet for volunteers.

After the meeting, Terry Ernst introduced our guest speaker Phil Goodwin and his colleague Don Murdoch. Phil gave a very interesting and informative presentation called "100 Missions over North Vietnam in the F-105 Thunderchief". Phil is a retired USAF Colonel with flying time in the Super Cub, T-6, T-28, T-33, F-86, L-19, C-45, C-47, F-101, F-105, and C-141. His presentation included pictures and short video clips of each of these aircraft, with primary emphasis on his experience as a fighter pilot flying the "Thud" over Hanoi, North Vietnam, which at the time was the most heavily defended country in the world. Phil's presentation included combat footage of formation flying, aerial refueling, bombing missions, SAMs, flak and his after-landing celebration upon completion of 100 missions. His decorations include the Distinguished Flying Cross and 11 Air Medals. Phil lives in O'Fallon, IL where he served as City Clerk for 20 years. Many thanks to Phil and Don as well as Terry Ernst for inviting them to speak.

December Meeting Minutes

By Jim Schaefer, Chapter Secretary

John Schaefer opened the meeting on 3 December at 1900 in the Chapter 64 Hangar. The minutes and the treasurer's report in the last Newsletter were approved.

New people/Guests;

- Tod Pollard: Thinking about building an Airplane
- Don Carr: Returning member
- Glen Crook: Has a plane in Columbia and is building a hangar at Flt Park.

Old Business;

- John reports that a final tally of spending for the year showed that we spent \$17,000 on the hangar construction and \$27000 overall. The chapter is in good shape financially. We started the year with \$500 in the checking and now have over \$5000. The investment account had \$56K and with the money removed for the hangar construction we now have \$48K in the account.
- There is one space available in the hangar. In February a Kitfox is coming in.
- Wings of Hope will be moving out later this year and more space will be available.

New Business;

- Next big event will be the Illinois Ultra-Light/Light Sport Symposium scheduled at the SWIC Granite City Campus 29 Feb.
 - o Chapter 64 will be the food vendor for the event. Liz Schaefer will be in charge of coordinating the food.
 - Bob McDaniel proposed a trip to SWIC in the next 10 days to identify what facilities are available for the food prep.
 - The menu Liz suggested offering;
 - Scrambled eggs, pancakes, sausage links, coffee, tea and orange juice for breakfast.
 - Pulled chicken and pork, coleslaw, potato salad, chips, soda, coffee and ice tea for lunch
 - As a Chapter fund raiser, the chapter would buy the food and any profit at the end of the event would go into the chapter coffers.
 - SWIC will have a food safety person on hand during the event.
 - o Bob McDaniel reported the attendance should be about 100 to 125 people.
 - o The first advertisement should come out in the Illinois Aeronautics Newsletter in a few weeks.
 - o Bob McDaniel reported registration starts at 0730. The first seminary will be at 0800-0830 and the event runs till about 1530. There will be door prizes, raffles and a mini-parts mart.

- Youth Activities:
 - o Mike Lotz reported that the first meeting of the Youth Activities Committee will be a week from Tuesday. Planning a monthly meeting of the committee the second Tuesday of the month at 1830 in the hangar meeting room.
 - o Mike has a form prepared to hand out at Young Eagles events asking the parents if the kids are interested in further education in aviation. It gives contact information for the chapter plus there is a tear off at the bottom for the parents to provide us with their contact information so we can advise them of other upcoming events.
 - o Bill Anstadt talked about the RC model received from EAA and what is included. It has all the material including the radio and tools. A simulator is included that should be compatible with the chapter PC that could be connected to the big screen TV.

- Ray Scholarship.
 - o Bob McDaniel reported Amber is getting close to finishing.
 - o EAA is asking the chapters if they want to have another scholar next year. If we want another \$10K scholarship EAA will pay \$5k and the chapter would have to pay the remainder. With 123AC available for use, it is not expected to take a full 10K for a license. There are two potential candidates interested.
 - o A motion was proposed and seconded to apply for the next Ray Scholarship.

- January Party
 - o Al Bane reported that the party will be 11 Jan at 4204 Main Brewery from 1800-2100. The cost is \$20 per person. He needs a head count to finalize arrangements.

- An Open House will be held at John Schaefer's Farm 14 Dec 1500-1900.

- Young Eagles
 - o Bob McDaniel reported that Young Eagles flew over 600 Young Eagles this year.
 - o John reported we received \$1200 from EAA for Young Eagles. All but the last \$400 had been spent and the remaining amount will be spent on heaters for the events and postage.

The Monthly EAA Chapter Video was shown.

Nick Turk gave a short synopsis of a recent cross-country flight about using Flight Following and had an excellent experience.

Meeting Adjourned at 1957

Monthly Meeting Food Schedule for 2020

February	Ed Shertz
March	Al Bane
April	Bob Miller
May	Bob McDaniel
June	Jeff Nelson
July	Jim Schaefer
August	Tom Murrell
September	Paul Vorhees
October	Mike Lotz
November	Mike Merkan
December	Unassigned

Present your receipts for any expenses to Paul Visk for reimbursement.



38TH ANNUAL ULTRALIGHT AND LIGHT SPORT AIRCRAFT SYMPOSIUM

Feb 29, 2020 8:00AM—5:00PM

Location: Southwest Illinois Community College, Granite City Campus, 4950 Maryville Rd., Granite City IL 62040

Event Contact: Bob McDaniel, dusterpilot@charter.net

After 37 years in Springfield and Greenville, the Ultralight and Light Sport Aircraft Symposium is moving to the St. Louis Region with a new host and venue. SWIC's Granite City campus is conveniently located a mile south of I-270 Exit #4 and is home to their Airframe and Powerplant (A&P) Mechanic and Industrial Technology programs.

There's no reason not to come – the event is FREE and 2020 is a Leap Year so the calendar gives us an extra day to prepare to leap into the air as soon as spring weather allows! Come in from the cold and enjoy this one-day conference with your flying friends, as you hear from some of the industry's leading experts.

The Symposium will cover a broad range of safety, operational, and maintenance related topics that qualify for FAA Wings credit, and will feature displays and exhibits of ultralight and light sport aircraft accessories, engines, and other product displays. There will also be free door prizes, product raffles, and plenty of free literature to take home with you.

Do you have parts or supplies lying around your hangar you no longer need that might be useful to others? We'll also have a mini swap meet with a table where you can display your items for sale or lay out a flyer advertising your aircraft or other large items.

Of course, there will be food available and a tour of SWIC's A&P classroom and training lab, complete with multiple aircraft under work. We'll be announcing the slate of expert speakers and exhibitors soon. For now, simply mark your calendar to save the date for this extraordinary aviation event!

RAF Illinois Ambassador David Warner will be at this event in his RAF orange; be sure to look for him!

Join Us in the
**WINGS
OF HOPE**

Hangar

**SATURDAY,
MARCH
28th**

for an Aviation
Cinema Themed
Trivia Night!

6 PM

Doors open

7 PM

Trivia starts

Silent Auction,
50/50 Raffle &
**PRIZES FOR
BEST TABLE &
BEST COSTUME**

\$30 per person, or
\$220 for a table of 8.
To purchase tickets, visit
wingsofhope.ngo/trivia

18370 Wings of Hope Blvd.
St. Louis, MO 63005

AIRPLANE!

Aviation Cinema Trivia Night
SATURDAY, MARCH 28th



All proceeds support the charitable efforts of
GSLFIA, WOMEN IN AVIATION and WINGS OF HOPE

Pilot's Tip of the Week

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

Turning Onto the Runway Featuring Wally Moran

"Are there any final checks I should make when turning onto the runway for takeoff?" — Bob S.

Wally:

"There are three things you should include.

First, take a look at that windsock. That's the best indicator of the wind you're going to have on your takeoff. It's usually close to the end of the runway, which is where you are right now. But changing wind conditions can mean what it showed two minutes ago might no longer be valid.

Second, check for traffic on final. That's essential at both towered and non-towered airports. Controllers can make mistakes just like pilots can.

Finally, check your heading when you line up on centerline. If it doesn't match the runway number, either your directional indicator is not set or you've taken the wrong runway. That's an easier mistake than you'd think where two runways cross at a common starting point.

Anything else, such as pre-departure briefings or a check of the flight controls, can be done before announcing on the CTAF or calling Tower. I don't like to be sitting out on the runway any longer than I have to with my back to the traffic. And controllers don't appreciate aircraft that sit in place after a takeoff clearance unless the pilot told the controller he needs some time in position prior to rolling."



Another Pilot's Tip of the Week

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

How to Set Pitch Trim in One Shot Featuring Bruce Williams

"My instructors always told me to 'trim off the control pressures,' but no matter how much I try, I feel like I never get the airplane perfectly in trim. What am I doing wrong?"
— Joe P.

Bruce:

"Early in our flight training, most of us learned a simple mantra for using trim: Pitch ... Power ... Configuration ... Trim.

If you change pitch, power, or configuration, you affect airspeed (actually you affect AoA) and you need to adjust the elevator trim — *eventually*.

Unfortunately, we're often too quick to reach for the trim. If you trim before the airplane has settled at a new constant airspeed, you just need to trim again later. You end up making frequent, small adjustments and the airplane is never properly trimmed.

Here's a simple fix: When you change pitch, power, or configuration, *wait at least five seconds* before you touch the elevator trim. If it helps, verbally or silently count to five (or even ten), and only then reach for the trim.

The key to using trim correctly is remembering that elevator trim is a *secondary flight control*, adjusted to *relieve* control pressures *after* the airplane has stabilized. Unless the change is temporary, such as when you make a small pitch change to recapture cruise altitude after updating the altimeter setting. In that case, you quickly return to the previously trimmed steady state.

The five-second rule might not always apply. For example, suppose you have trimmed the airplane at or near idle power with full flaps on final approach. The trim is set far into the nose-up range. If you add full power for a go-around, you must push forward on the yoke or stick to keep the nose from rising abruptly.

In this situation, it's helpful give the trim a quick nose-down swipe immediately after you add power to help manage the force required to hold the nose at the correct go-around attitude. You can fine-tune the trim after the airplane is climbing safely away from the runway and you have established the pitch attitude and configuration for a stable climb speed."



EAA Chapter 64 Treasurers Report for January 2020

By Paul Visk, Treasurer

EAA Chapter 64 Summary Balance Sheet As of January 31, 2020

	<u>Jan 31, 20</u>
ASSETS	
Current Assets	
Checking/Savings	5,010.16
Accounts Receivable	20.00
Other Current Assets	600.00
Total Current Assets	5,630.16
TOTAL ASSETS	5,630.16
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	833.32
Total Current Liabilities	833.32
Total Liabilities	833.32
Equity	4,796.84
TOTAL LIABILITIES & EQUITY	5,630.16

Edward Jones account

Dec 31, 2019	\$47,852
Jan 31, 2020	\$47,920
Gain/ loss	+\$68

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.

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

E-Mail: Eaachp64@yahoo.com

Web: www.eaa64.org

Group: <http://groups.yahoo.com/group/eaachapter64/>

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Treasurer: Paul Visk ppaulvsk@aol.com

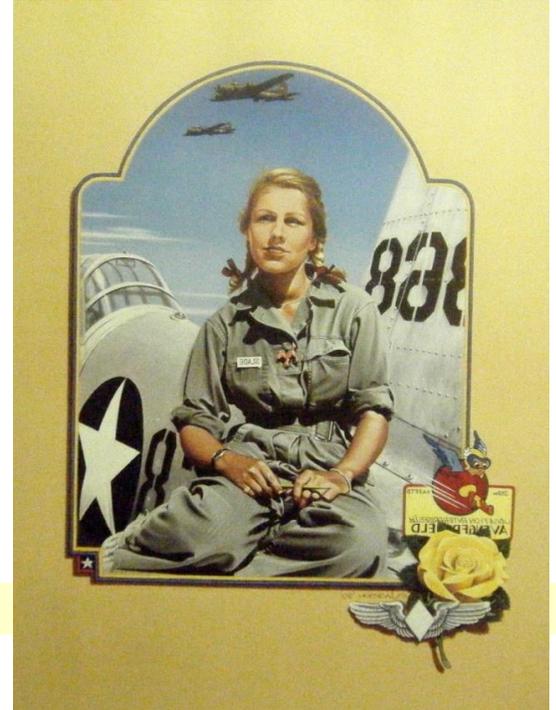
Young Eagles: Bob McDaniel dusterpilot@charter.net

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Newsletter: Al Bane adb7@att.net

Photographer: Gary Austen gtausten@gmail.com

Membership: Amber Aanstad beraanstad@gmail.com



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.