

The FLYING WIRE

The Newsletter of EAA Chapter 64

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

September Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 3 September** 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.

EAA Chapter 64 Dedicates New Hangar and Clubhouse

By **Jim Schaefer, Chapter Secretary**



John Schaefer opened the Meeting at 1100 on 10 August welcoming the guests and visitors to the Chapter 64 Hangar.

The Hangar was dedicated to Larry Greiner and Curt Lindauer. Larry and Curt were primary benefactors of the chapter and responsible for starting the chapter funding that led to the Hangar.

Larry Greiner donated a job trailer to the chapter. The chapter sold the trailer jump starting the funding for the Chapter. Curt Lindauer donated a building in New Athens to the Chapter. The chapter used it for meetings for about a year and then sold the building providing a significant increase to the Chapter coffers.

Charlie Becker, Director of Chapters and Homebuilding at EAA was introduced. He arrived in the Zenith 750 One-Week Wonder from 2014.

Charlie presented Travis Roberts from Chapter 331 with a Plaque their 50th Year Anniversary. Charlie also issued an outstanding service award to John Schaefer for efforts to establish a permanent home of Chapter 64. Liz Schaefer was also recognized with flowers.

Charlie thanked the members for their support and efforts to support aviation and discussed ongoing EAA efforts.

AirVenture was a huge success despite the weather at the beginning of the week. AirVenture is one of the primary times of the year that every government entity that matters to aviation gets together and the public outpouring of attendance and fly ins makes an impression on the regulators to boost impact on governmental policies.

Ray Aviation Scholarship: Out of 60 awards 45 have soloed, 9-10 have completed flight training. The Ray Foundation was impressed with the progress and has pledge another \$1M for next year.

EAA is putting together curriculum for day camps as follow on to Young eagles.

A Chapter Tool crib program is coming out that will reimburse 30% of qualifying tools up to \$300 per chapter to support home builders with one off tools.

EAA has a Solid Works aviation design software available for free to any EAA Member.

EAA is rolling out an Online Builders Log to post photos and articles about home building project to share project information. It is not a social media site; no commenting will be allowed.

They are rolling out a new web site program about January.

Discussion followed about ATC efforts at Oshkosh and the great efforts of the controllers. NOTAM changes are expected for next year.

There will be a Young Eagles event Saturday August 17th at STL Downtown Airport.

Sparta Aero's Flight Fest is scheduled for 14 September. Young Eagles will be part of the event. Flyers are available to advertise the event.

Meeting adjourned at 1128 and a group picture was taken in front of the Hangar.



Plaque dedicating the new Chapter Hangar to Curt Lindauer and Larry Greiner.



John Schaefer receives Outstanding Service Award from Charlie Becker.



Charlie flew the Zenith 750 “One Week Wonder” down from Oshkosh for the event.



Travis Roberts receives the 50-Year plaque from Charlie for Chapter 331.



Charlie discusses the Ray Aviation Scholarship program with our own Ray Scholar, Amber Aanstad.



Liz Schaefer receives a nice rose bouquet for her dedicated efforts to the hangar clubhouse project.



Chapter members enjoy potluck lunch inside the new Chapter Hangar.



Young Eagle Report

By Bob McDaniel

We have two Young Eagle events on the fall schedule.

Saturday, Sept. 14: Chapter 64 volunteers will once again provide Young Eagle flights during Sparta Hunter Field's open house and fly-in. Volunteers should be in place at Sparta for the 8:30 a.m. safety briefing. We'll fly from 9 to 3. If you can't be there all day, come when you can. All help is appreciated! As in past years, volunteers should receive a free lunch ticket and discounted fuel. Youth can register for flights at <https://youngeaglesday.org?477>.

Saturday, Nov. 2: This will be a special Young Eagles event as we will be flying a dozen or more girls, aged 10-16, who have been adopted from China. They will be accompanied by their families, so we'll also be flying many of their brothers and sisters. We'll fly from the Greater St. Louis Air and Space Museum at St. Louis Downtown Airport and will conduct the safety briefing at 1:30 p.m. We'll make this event open to anyone else who wants to join in the fun. Youth can sign up for the flights at <https://youngeaglesday.org?770>.

Attention Young Eagle Pilots: Have you flown 10 Young Eagles during 2019? If not, please join us at one of the events listed above or find some kids and take them flying on your own. EAA Headquarters provides \$5.00 for every Young Eagle you fly **"IF"** you fly 10 or more each year. (If you fly 9 or less, the Chapter doesn't receive a penny!) Our Chapter has received thousands of dollars in past years to buy a variety of things to help in our youth flying and educational efforts. Thanks for your generous help!

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

Note from Paul Visk, Chapter Treasurer

The price of the sodas and water are posted on the refrigerator. Please don't forget to put the money in the coffee can. Thank you

Pilot's Tip of the Week

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

Make the Call? Featuring Bob Martens

Subscriber question:

"Do I need to make a radio call before taxiing at a non-towered airport?" - Joe P.

Bob:

"The Aeronautical Information Manual (or AIM) does recommend a self-announcement before taxi and before taking the runway for departure on our outbound leg from a non-towered airport.

Also important would be a call before back taxiing on an active runway or crossing another runway during your taxi.

Having said this, radio discipline is critical. If the Common Traffic Advisory Frequency (CTAF) is congested, adding a self-announcement before taxi can be counterproductive.

There is no substitute for awareness while operating on any airport. Operations at airports without operating control towers require the highest degree of vigilance. Pilots should self-announce on the CTAF, and follow recommended airport advisory practices—but in all cases, radio discipline is critical."



Another Pilot's Tip of the Week

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

Practice Every Flight?

Featuring Wally Moran

Subscriber question:

"I would appreciate tips for working proficiency training into each flight...making the most of your time in the air, how to stay sharp, what to practice?" - Tom B."

Wally:

"Your comments are right on the money. It is simply not enough to pass the check ride and then never practice maneuvers again. Well, at least not until that flight review is about due. Every flight should be an opportunity to learn something or to get better.

My suggestion is to make a list of all the maneuvers you needed to do when you completed your flight test. Then practice one or two of them on each flight. Look to the standards for the tolerances and practice until you can achieve them, and then some. Check the maneuvers off your list as you work through them.

Here is another skill builder. First, park your airplane with the nose wheel on a taxiway line. Then get in the cockpit and get a reference on the cowling. Now practice keeping that center line on the reference during taxi, takeoff and landing. Most pilots taxi, takeoff and land to the left side of the centerline. When you feel you have that down, try landing with your left main wheel on the line. Since each flight has a takeoff and landing, this is a free skill builder. You will be glad you can stay on that centerline next time you have to land in a crosswind or on a narrow runway.

Then, of course, let's try some accuracy landings. While on downwind leg, pick a safe touchdown spot on the runway, reduce power to idle and see how close you come to landing on it. I'll bet you miss it by a bunch the first try but keep at it and you will get better. This skill, of course, will serve you well if you ever have a forced landing. One caution here, if the approach in any way gets uncomfortable, go around. Don't do anything dangerous just to make the landing.



One of my goals as a professional pilot was to try and move my passengers from point A to point B without them realizing they had left point A. Of course, in 39 years of trying, I never made it, but I always tried to move the airplane as smoothly as possible. That means smooth taxi and stops, gentle control inputs, easy power changes, and gentle pitch control.

In my view, one of the best no-cost tools to improve your proficiency on your next flight is a thorough review of your last flight. A good pilot will think about all the things that did not go perfect and consider how to make them better next time. Some pilots I know keep a diary of these things for periodic review. This approach is exactly opposite to the attitude that claims any landing you can walk away from is a good one.”



EAA Chapter 64 Treasurers Report for August 2019

By Paul Visk, Treasurer

EAA Chapter 64

8/29/2019 10:14 AM

Register: Checking

From 07/25/2019 through 08/25/2019

Sorted by: Date, Type, Number/Ref

<u>Date</u>	<u>Number</u>	<u>Payee</u>	<u>Account</u>	<u>Memo</u>	<u>Payment</u>	<u>C</u>	<u>Deposit</u>	<u>Balance</u>
07/28/2019		transfer from Hangar ...	Hangar:Hangar lease p...	Aug Rent		X	416.66	6,424.47
07/28/2019		ACGL LLC	Hangar:Hangar lease p...	Aug. Rent	416.66	X		6,007.81
07/28/2019	2457	Aero Careers	Scholarship:Ray Aviati...		2,000.00	X		4,007.81
08/10/2019		deposit	Young Eagles:Young ...	Deposit		X	60.00	4,067.81
08/10/2019		deposit	Income:50\50	Aug Meeting		X	85.00	4,152.81
08/10/2019		deposit	Income:Food	Aug Meeting		X	88.00	4,240.81
08/10/2019		deposit	Income:Soda	Deposit		X	23.00	4,263.81
08/10/2019	2459	William Aanstad	Scholarship:Ray Aviati...		364.00	X		3,899.81
08/10/2019	2460	Mike Lotz	Hangar:Construction s...	Plaque for club...	75.15	X		3,824.66
08/12/2019		schnucks	Club House:Supplies	ffl	33.48	X		3,791.18

EAA Chapter 64

8/29/2019 10:35 AM

Register: Hangar Checking

From 07/25/2019 through 08/25/2019

Sorted by: Date, Type, Number/Ref

<u>Date</u>	<u>Number</u>	<u>Payee</u>	<u>Account</u>	<u>Memo</u>	<u>Payment</u>	<u>C</u>	<u>Deposit</u>	<u>Balance</u>
07/27/2019			Undeposited Funds	Deposit Al Ban...		X	400.00	4,007.33
07/31/2019			Undeposited Funds	Tom Murrell A...		X	105.00	4,112.33
08/12/2019		Robert McTearmen	Income:Hangar Rent	Deposit		X	105.00	4,217.33
08/13/2019		Rural King	Hangar:Construction s...	a/c heater slit u...	1,322.52	X		2,894.81
08/22/2019		Home Depot	Hangar:Construction s...	Ceiling fans	106.25	X		2,788.56

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

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

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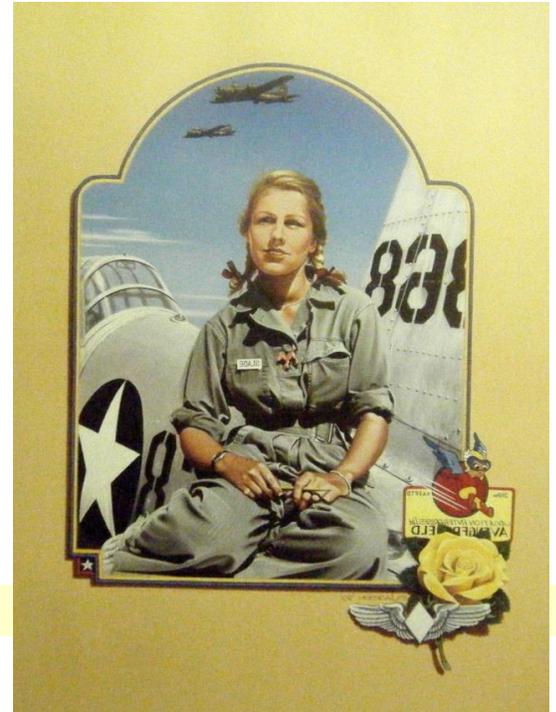
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Visit us on the Internet at: www.eaa64.org. Send your photos, tips, stories and files for sharing to Tom Murrell to post on the web page and to Al Bane for the newsletter. You can also post information on the Chapter's Yahoo Group. Contact info is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