



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

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

February Meeting Minutes

By **Jim Schaefer, Chapter Secretary**

John Schaefer opened the meeting on 4 February at 1851 in the Chapter 64 Hangar.

New people/Guests;

- Mike, Jeff and Art Graves
- Tyler and Carrie (Caitlin's Parents)

Committee Reports;

- Membership Committee - Bill Aanstad
 - o The Chapter now has 70 members and still signing up people.
- Events Committee - Al Bane
 - o The Chapter is supporting the Ultra-Light & Light Sport Symposium Feb 29, 0800-1530 at SWIC Granite City. The Chapter will be providing breakfast and lunch.
 - o Proposed a pancake breakfast at the Chapter 64 hangar in the Spring/Early Summer. Will need help with food, parking, etc...
 - o There will be a Fly-In at Perryville Airport 16 May 2020, 0900 till Sunset.
 - o Sparta Airport will not be having a Fly-in this year. The airport board was worried about insurance and liability.
- Ultra-light/Light sport Symposium - Liz Schaefer
 - o The designated volunteers will meet Friday 28 Feb at the SWIC Granite City Campus to setup tables and the kitchen area.
 - o Saturday 29 Feb the group will meet at 0700 at SWIC to get the food ready. Serving will start by 0730. Scrambled eggs, 2 sausages, 2 pancakes, potatoes and a drink will be served.
 - o Lunch will be served at 1200, consisting of pulled pork or pulled chicken, potato salad or coleslaw, chips a cookie and a drink.
 - o Tom Bugenhagen, Senior Aviation Specialist in the EAA Ultra-light Program is the confirmed speaker for the symposium.

- Anyone wanting to sell aviation parts get them to Bob McDaniel or the Chapter meeting room.
- Youth Group - Mike Lotz
 - A second meeting was held in January
 - The model build was two weeks, 15 Feb, due to low numbers.
 - We now have 8 kids signed up. Parents will come with the Kids and we will make a lounge area for the parents. Our new patio heaters will be in the area to keep them warm.
 - The group will meet every two weeks until the model is complete.
 - Work lights are now up over the worktable.
 - A few chapter members are still needed to help with the RC workshop.
 - Looking to find a videographer to record the event.
 - The age of the RC build group is 7-17.

Scrounge Dawgs - Bob Miller

- Scrounge Dawgs will be doing a static prop test on the Pietenpol.
- The engine might need an overhaul when all is said and done.
- Minor repairs are needed to the center section of the wing.
- The intent is to have it flying in the spring.

Aero Careers - Nick Turk

- N123AC is now at Downtown airport on the ramp.
- They have free parking there.
- The plane will come back to Flight Park when the weather warms and the runway dries.

Young Eagles - Nick Turk

- The next Young Eagles event will be 18 April at Downtown Airport. We will be hosting Boy Scouts.
- There will be a Teachers Day Conference 30 April at Downtown Airport.
 - ~125 Teachers at the Junior High level.
 - The intent is to give teachers an introduction into various aviation careers and areas of training to get them into the career path.
 - Static display aircraft will be on hand.

Scott Air Force Base Air Show - John Schaefer

- Do we want to participate again May 30-31?
- We had a booth the last time, with a video.
- Could be a good presentation for Young Eagles.
- Al Bane will try to check with the Base coordinator about our participation

Advertising - Ivan

- Ivan suggested posting event videos to a you tube channel.

Hanger Expansion - John Schaefer

- An auto shop is willing to donate a paint booth and two compressors to the chapter after an appraisal.
- The booth is in good shape and we would have to take over the half of the hanger building.
 - o We would have to upgrade the building power and take over electrical payments (the farmer currently pays the bill because our use is negligible.
 - o Put in a new hanger door on the other end and add a concrete pad at the entrance.
 - o Adding the booth would provide a place to paint planes in the St. Louis area.
- A motion was proposed and approved to look into the possibility of accepting the booth.

Project Reports

- Joh Schaefer installed footrests on his Sopwith Camel.
- Paul Voorhees completed repairs on the Missionary aircraft, and it is in route to its new location.
- Wings of Hope will be moving out from the hanger.
- Jim Hawthorne will be moving his Kit Fox into the hanger at the end of March.

New Business

- Isaac Montague is our new Webmaster. 1 April EAA will change the Website to a new format. He transferred old photos of the old site in preparation for transfer to the new web page and a Face book page is working and drawing attention.
- Tom Murrell is creating an airport scenery pac for the X-Plane Program with our Chapter 64 site and Flight Park. If anyone wants the scenery pac contact Tom.

Chapter Lifetime Membership is available for \$250.

34 members were in attendance and Paul Visk provided the dinner.

50/50 paid out \$25.00. Paul Voorhees won.

The minutes and the treasurer's report in the last Newsletter were approved.

The meeting was adjourned at 2010.

Monthly Meeting Food Schedule for 2020

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.



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



Women in Aviation®
INTERNATIONAL



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>

When Thermals Turn Turbulent

Featuring Scott Dennstaedt

"I know thermals form in the afternoon, but sometimes they only create minor bumps and other times my fillings are getting rattled out. It's not consistently worse on hotter days. What makes thermal turbulence turn nasty?" — Art B."

Scott:

"Perhaps one of the most common forms of turbulence we experience is called thermal turbulence. This is the turbulence that we feel during the midday when we're flying near the surface during late spring, summer and early fall.

The heating of the day causes convective thermals to rise—but the turbulence is not typically caused by the rising thermals alone. It is the interaction between the thermals and the prevailing winds aloft that really make the bumps.

These thermals act as obstructions to the normal air flow similar to mountainous terrain. The prevailing wind must deviate around the convective thermals resulting in turbulent eddies. These turbulent eddies are then carried downwind some distance before dissipating. The turbulent eddies are what we feel as bumps. Therefore, the intensity of the turbulence is related to the intensity of the thermals and the wind velocity.

Light prevailing winds (aloft) generally result in light thermal turbulence. Stronger prevailing winds (aloft) mean that you should tighten your seat belt."



Another Pilot's Tip of the Week

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

Engine-Out to a Field Featuring Jeff Van West

"Assume I lost my engine and want to land on a field 3000 feet directly below me. How should I approach this landing?" — Roy P."

Jeff:

"First, slow down and hold between best glide speed and about 10 knots below it. That's because, a) best glide is usually published for gross weight and you'll be somewhere under that unless you just departed, and b) minimum sink speed will actually maximize your time before landing. Minimum sink is roughly halfway between best glide and clean stall speed. Given this is a high-stress moment, holding between best glide and best glide minus 10 is fine.

Assuming you're flying from the left seat, circle to the left with banks of 10-30 degrees. Stay within half a mile of your target field and assess two things. Plan your final approach to steer clear of big obstacles, such as trees, buildings, and—if you can see them—wires. And, plan to land as into the wind as practical. You want to land as slowly as you can and spread out the deceleration. It's a sudden stop that kills.



If you have time, squawk a mayday with at least your transponder and run through a quick flow to attempt a restart. Just remember "gas, air, spark." If the windscreen is covered with oil, skip the restart part. Also keep lookout for a secondary field in case your selected site turns out to be unsuitable—such as suddenly seeing those power lines.

The spiral is part one. Its goal is a key position at 1000 to 1500 feet AGL and abeam your target touchdown point. Adjust your last spirals with varied bank angles, or even a slight slip, to reach that key position.

Now level the wings and descend maybe another 200 feet, depending on the wind, before turning back to the field. Adjust your pattern as needed to ensure you make the field. Fly a

bit wider, slip on base, or even s-turn a bit if you're too high. Bank up to 45 degrees and head straight for the touchdown target if you think you'll land short.

I like to approach no-flaps in a light airplane until I'm sure I'll make the field. That way I can add flaps from zero to full for maximum slowing and drag on final—so long as I won't overshoot. It also means that if I need to clear one remaining obstacle, I can deploy those flaps at the very last moment and float over the obstacle, even though I might land a bit harder in the field afterward.

This spiral down plus power-off landing takes proficiency. Go out with an instructor and practice at a sleepy airport so you can try it all the way to landing—making detailed position calls all the way down.”



EAA Chapter 64 Treasurers Report for February 2020

By Paul Visk, Treasurer

EAA Chapter 64 Profit & Loss February 1 - 25, 2020	
	Feb 1 - 25, 20
Ordinary Income/Expense	
Income	
Income	
50\50	25.00
Food	109.00
Hangar Rent	300.00
Membership Dues	684.00
Total Income	1,118.00
Total Income	1,118.00
Gross Profit	1,118.00
Expense	
Club House	
Laptop computer	45.81
Total Club House	45.81
Hangar	
Construction supplies	11.48
Total Hangar	11.48
Operations	
life dues name plaques	35.00
Total Operations	35.00
Young Eagles	
Young Eagles Donati...	-50.00
Total Young Eagles	-50.00
Total Expense	42.29
Net Ordinary Income	1,075.71
Net Income	1,075.71

Edward Jones account

Current Balance \$47,262.25

YTD Loss \$588.57(-1.23%)

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
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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

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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.