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# The FLYING WIRE

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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, 5 February 2019** at the **Chapter Clubhouse on the St. Louis Downtown Airport (KCPS)**. See last page of the newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

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## January Chapter Meeting Minutes

By Al Bane (subbing for Jim Schaefer, Chapter Secretary)

EAA Chapter 64 held its annual holiday party on Saturday evening, 19 January 2019 at the 4204 Main Restaurant in Belleville. 30 members and guests were in attendance. Many thanks to Bert Hampton for organizing the event!

Attendees started showing up at 6:00 pm for socializing before dinner. Treasurer Paul Visk collected money for dinner (\$20) and annual dues (\$24) at the door. Dinner was served at 6:45 with a choice of several delicious menu items including chicken, fish, steak, pasta and salad dishes.

After dinner Chapter President John Schaefer led a short business meeting while our guest speaker was getting set up.

Chapter 64 has completed an agreement with the property owner at the Southwest Illinois Sport Aviation Flight Park (11L4), managed by Bob McDaniel, to lease space in the large hangar located there. Plans are underway to build a new chapter clubhouse meeting room inside the hangar. Work will start sometime this spring after the weather improves. Wings

of Hope will continue to lease space and Al Bane has asked to lease space for his airplane. The St. Louis Downtown Airport has asked us to vacate our current clubhouse there by the end of March. We have quite a bit of property in there that we need to retrieve including tables, chairs, kitchenette cabinets, the air conditioner, etc. for use at the new location.

John also described plans for the chapter to organize flying events this year to give chapter members an opportunity to ride/fly in a member's airplanes, who might otherwise not have an opportunity to do so. This will be trips to fly-ins, breakfast or lunch at other airports when open seats are available. We also hope to schedule some of these events at our new location.

Bob McDaniel did not have any Young Eagle activity to report as we get through the winter, however he did tell a story about how the Chapter's Young Eagle program directly led to the establishment of an aviation program at local high schools starting next fall. At a Young Eagle event last year, several area high school teachers were also given

rides, leading them to get interested in establishing aviation programs at their respective schools. Corporate funding has been secured for these new programs and students are currently applying to start next fall. Well done!

John handed out service certificates and pins from EAA headquarters to Brad Jones (President), Doug Moise (Treasurer), Al Bane (Secretary and Newsletter) and Bob McDaniel (Young Eagles).

Our guest speaker for the evening was Mr. Will Shannon, Curator of the St. Clair County Historical Society. Will spoke on the topic of gangs, gamblers, and bootleggers in the St. Clair County and Southern Illinois in the 1920s and 30s.

Will gave us a very interesting and informative presentation on the topic and was able to tie in an early aviation twist, the ill-fated aerial bombing attempt of one of the gangs on another, the first such attempt in the United States. If you would like to know

more about this interesting period in our history, Will recommends the book "Bloody Williamson" by Paul M. Angle. Thanks Mr. Shannon!



Tom Murrell won \$34 in the 50/50 drawing.

Our February meeting will be held at our regular chapter clubhouse on St. Louis Downtown Airport (KCPS).

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## Please Pay Your 2019 Chapter Dues

By Paul Visk, Treasurer

A reminder that \$24 annual chapter dues are now due. If you haven't paid them yet, please pay them at the February meeting. You can also mail them in to:

EAA Chapter 64  
5 Frederick Ln.  
Belleville Il 62223

## 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
May	Rick Rehg
June	Bob McDaniel
July	Mike Lotz
August	Paul Visk
September	Dennis Engelkenjohn
October	Brad Jones

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## Pilot's Tip of the Week

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

### *Engine Failure on Takeoff*

Featuring Tom Turner

#### Subscriber question:

*"Engine failure on takeoff: I've heard so many opinions on a safe altitude to turn back. Do you have any real experience or results on how pilots perform in this area?" - Pete B.*

Tom:

"Many years ago I taught Beechcraft Bonanza simulator training at the Beech factory airport in Wichita. Engine failure immediately after takeoff provides the least margin and the greatest chance for disastrous results, so it received special emphasis. Simulators provide the only opportunity to practice this emergency safely.

In the preflight briefing, I would ask my student what he or she felt was the lowest altitude at which the engine would quit and the pilot could make it back to the runway. The most common answer I'd get was 800 feet above ground level. So I'd tell my student that's exactly what we'd do. With plenty of warning the engine would quit at **800 AGL**. The pilot then had to bank to 45 degrees at the best-glide pitch attitude, while simultaneously pulling the controllable-pitch propeller control to the low rpm position to attain maximum glide performance. In four years of presenting this scenario, I don't recall a single pilot successfully making it back to the runway from 800 feet above ground level the first time he or she tried—even when knowing beforehand exactly when the engine failure would occur.

Next, we'd try it from **1000 feet AGL**. Again, the pilot knew exactly when the engine would quit. He or she would also have just practiced the procedure. A few pilots would make it back



to the runway from 1000 feet AGL, with advance warning and very recent practice. But most still could not.

What I found was that most pilots could make it back to the runway if the engine quit at **1200 feet above ground level**, but only after two practice attempts immediately before the successful turn back, and only with precise knowledge of when the engine would quit.

We'd then try it from **1500 feet AGL**. On an average-length runway in calm winds, pilots could easily get the airplane turned around and aligned with the runway from this height, but in most cases they were too far away from the runway to glide all the way back to the pavement.

Then, I added a little realism to the exercise. To account for the element of surprise, I'd set the pilot up for a fifth takeoff, telling him or her the engine would quit at **1200 feet AGL**. I told the pilot, however, to hold attitude straight ahead for five seconds to simulate the time it takes to recognize the problem, choose a response, and initiate corrective action. With this simulation of surprise, almost no one in four years made it back to the runway...even though they had significant recent experience practicing the turn back maneuver.

What can we learn from this experience? There is really no option of turning back to the runway if an engine quits shortly after takeoff. It may be possible to make a slight turn to the left or right for the best landing option. But the standard guidance is correct: if an engine quits on takeoff, keep the wings level and land straight ahead."



## Another Pilot's Tip of the Week

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

### *Conflicting Windssocks?* Featuring Wally Moran

#### Subscriber question:

*"At my airport, we have two windssocks which seldom agree due to elevation differences, trees, etc. Which one should I trust?" - Brian W.*

Wally:

"The best indication of the wind that will affect your takeoff or landing is the windssock located near the runway.

In the case you describe, the windssocks are giving conflicting information. Often this can be the result of local obstructions near one windssock. I have seen airports where a windssock was placed near a runway but almost up against a line of trees. When the wind was from certain directions, the trees either blocked the wind from the sock or caused it to be inaccurate due to the trees deflecting the wind. At this airport, there was also a windssock on top of a large hangar. That was the one that provided the prevailing winds at approximately 50 feet above the ground.

I have also seen situations where a windssock at one end of the airport was blowing in a certain direction and the windssock at the other was blowing in the opposite direction. This was a clear indication of windshear and in fact, a gust front from an approaching thunderstorm was passing over the airport. Anytime the winds are strong and gusty and appear to be coming from different directions at different spots on the airport, that is a sure sign of trouble and you should not attempt to operate there until the situation changes.

Sometimes on warm and sunny days, with the wind rather light and variable, you might see a windssock suddenly show a gusty wind that may last for only a minute or two. This is most likely



the result of a thermal breaking free of the surface and as it rises cooler air flows in behind it. This situation usually only lasts for a short time but could create unexpected turbulence if you fly through the area. Usually delaying for just a minute or two will allow conditions to return to normal

As long as conflicting winds are light and variable and your takeoff or landing distance is not marginal, they should not cause you any serious problems. But, if your takeoff or landing is in any way marginal, you should not proceed unless you can confirm that you will be operating with a headwind. Even light tailwinds can cause a significant change in takeoff or landing performance and have been the cause of many accidents.”



Coming soon!

## January Treasurer's Report

By Paul Visk, Treasurer

7:38 PM  
01/28/19  
Accrual Basis

### EAA Chapter 64 Balance Sheet Detail As of January 28, 2019

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
<b>ASSETS</b>								2,328.35
<b>Current Assets</b>								2,328.35
<b>Checking/Savings</b>								1,828.35
<b>Checking</b>								1,338.34
Check	1/7/2019		Rubber Stamps .com		X	Supplies	-12.99	1,325.35
Check	1/7/2019	2	Bank of Edwardsville		X	Bank Charge	-0.10	1,325.25
Deposit	1/11/2019			Deposit	X	FCB Checking	440.01	1,765.26
Check	1/14/2019		Cash	Cash for cha...	X	January Banq...	-290.00	1,475.26
Deposit	1/18/2019			return of cas...	X	January Banq...	290.00	1,765.26
Check	1/19/2019	2432	Paul Visk	payment to M...	X	January Banq...	-516.86	1,248.40
Check	1/19/2019	2427	Paul Visk	ForeFlight	X	Reimbursement	-92.24	1,156.16
Deposit	1/21/2019			Deposit	X	-SPLIT-	1,184.00	2,340.16
Deposit	1/21/2019			Deposit	X	Reimbursement	185.75	2,525.91
Check	1/25/2019	2428	Aero Careers	Amber's flight...		Scholarships	-500.00	2,025.91
Total Checking							687.57	2,025.91
<b>FCB Checking</b>								440.01
Deposit	1/11/2019	2310	FCB	transfer to Ba...	X	Checking	-440.01	0.00
Total FCB Checking							-440.01	0.00
<b>Hangar Checking</b>								50.00
Deposit	1/21/2019		Edward Jones	Deposit	X	Investments	10,000.00	10,050.00
Deposit	1/25/2019			Deposit Mat...	X	-SPLIT-	500.00	10,550.00
Total Hangar Checking							10,500.00	10,550.00
Total Checking/Savings							10,747.56	12,575.91
<b>Accounts Receivable</b>								500.00
<b>Accounts Receivable</b>								500.00
Payment	1/1/2019	2503	Matt York			Undeposited F...	-200.00	300.00
Payment	1/9/2019	16054	Wings of Hope			Undeposited F...	-300.00	0.00
Invoice	1/25/2019	4	Robert McTearmen	Payment due...		Hangar Rent	100.00	100.00
Total Accounts Receivable							-400.00	100.00
Total Accounts Receivable							-400.00	100.00
<b>Other Current Assets</b>								0.00
<b>Undeposited Funds</b>								0.00
Payment	1/1/2019	2503	Matt York		X	Accounts Rec...	200.00	200.00
Payment	1/9/2019	16054	Wings of Hope		X	Accounts Rec...	300.00	500.00
Deposit	1/25/2019	2503	Matt York	Rent	X	Hangar Check...	-200.00	300.00
Deposit	1/25/2019	16054	Wings of Hope	Rent	X	Hangar Check...	-300.00	0.00
Total Undeposited Funds							0.00	0.00
Total Other Current Assets							0.00	0.00
Total Current Assets							10,347.56	12,675.91

7:38 PM  
01/28/19  
Accrual Basis

**EAA Chapter 64**  
**Balance Sheet Detail**  
As of January 28, 2019

Type	Date	Num	Name	Memo	Clr	Split	Amount	Balance
<b>Fixed Assets</b>								0.00
Total Fixed Assets								0.00
<b>Other Assets</b>								0.00
Total Other Assets								0.00
<b>TOTAL ASSETS</b>							<u>10,347.56</u>	<u>12,675.91</u>
<b>LIABILITIES &amp; EQUITY</b>								2,328.35
<b>Liabilities</b>								0.00
<b>Current Liabilities</b>								0.00
<b>Accounts Payable</b>								0.00
<b>Accounts Payable</b>								0.00
Bill	1/7/2019		ACGL LLC			Rent	416.66	416.66
Total Accounts Payable							<u>416.66</u>	<u>416.66</u>
Total Accounts Payable							416.66	416.66
<b>Credit Cards</b>								0.00
Total Credit Cards								0.00
<b>Other Current Liabilities</b>								0.00
<b>Payroll Liabilities</b>								0.00
Total Payroll Liabilities								0.00
Total Other Current Liabilities								0.00
Total Current Liabilities							416.66	416.66
<b>Long Term Liabilities</b>								0.00
Total Long Term Liabilities								0.00
Total Liabilities							416.66	416.66
<b>Equity</b>								2,328.35
<b>Opening Balance Equity</b>								3,307.58
Total Opening Balance Equity								3,307.58
<b>Unrestricted Net Assets</b>								-979.23
Total Unrestricted Net Assets								-979.23
<b>Net Income</b>								0.00
Total Net Income							9,930.90	9,930.90
Total Equity							9,930.90	12,259.25
<b>TOTAL LIABILITIES &amp; EQUITY</b>							<u>10,347.56</u>	<u>12,675.91</u>

## **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

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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 2IL7 \$7000.00 O.B.O. 618-304-4996.

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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

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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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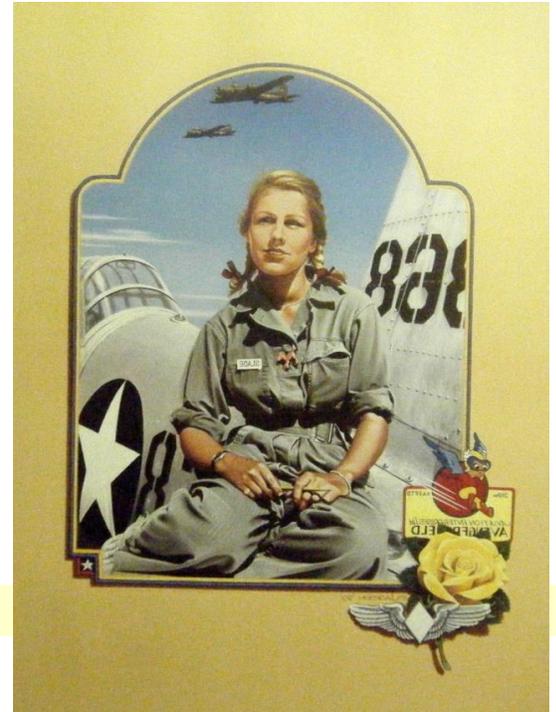
Webmaster: Tom Murrell

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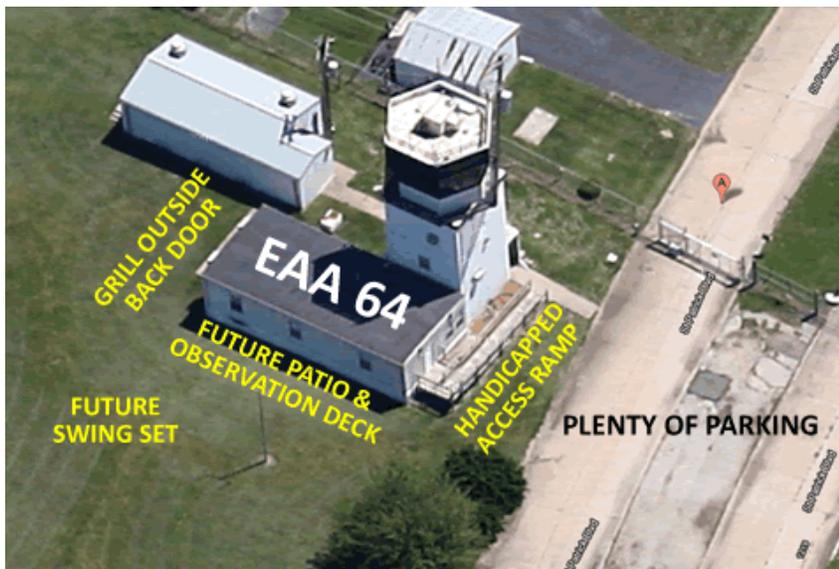
Newsletter: Al Bane

[adb7@att.net](mailto:adb7@att.net)

Photographer: Gary Austen

[gtausten@gmail.com](mailto:gtausten@gmail.com)

Visit us on the Internet at: [www.eaa64.org](http://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.