



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

January Meeting: Cancelled. We'll let you know when the next monthly meeting is scheduled. Our annual holiday party, normally held in January, is also canceled.

Chapter Dues

The 2021 Chapter dues are \$24.00 and now due. A PayPal account has been created to pay dues and accept donations. All that is necessary is a valid credit or debit card. A PayPal account is not required. Please use the link below if you would like to pay online.

https://www.paypal.com/donate?hosted_button_id=CXR6QXRTQXLE4

If you would prefer to pay by check please mail to:

EAA Chapter 64
5 Frederick Ln.
Belleville, IL 62223

Board of Directors Meeting Minutes, December 1, 2020 by Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order at 7:05 p.m. by Dennis Engelkenjohn. Meeting was held via Zoom.

ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres), Isaac Montague (VP), Paul Visk (Treas), Lee Hartley (Sec), Al Bane, Bob McDaniel, John Schaefer, Brad Jones. Bill Aanstad joined later via phone.

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

The major point of this meeting was to present and talk about the spending of the Young Eagles reimbursement money that was earned, a value of \$1,645.00.

APPROVAL OF MINUTES:

No minutes of the last meeting were read, discussed, or approved.

SECRETARY'S REPORT:

No Secretary report since this is my first meeting. No information has been forwarded to discuss.

TREASURER'S REPORT:

No official Treasurer's report given. However, the following information was provided throughout the meeting.

Hanger Checking balance 2020: \$1,678

General Cash balance 2020 to 2019: \$2,187 vs. \$1,050

General Checking balance 2020 to 2019: \$1,514 vs. \$2,314.64 (\$1,200 less this year than last year)

(This section was presented via slide show and numbers were not recorded correctly by secretary).

Mr. Visk updated the membership on the hanger lease program. Lease payment is going up 3%; the last two years it went up 6%.

Hanger rent has not gone up to cover the increase in lease payment. Mr. Visk thinks rent should be raised - only two people have current leases; the others have expired leases.

After discussion, members present approved a rent increase of \$5.00/month to help cover cost of lease payment.

A short report/discussion on the Edward Jones account. Current balance is \$52,000 round figures. Mr. Visk presented that the account has earned 3 - 4% while the market earned around 28%. Discussion was made on moving money to a more proactive account. Mr. Visk asked for permission to "look around" at other options. Mr. Hartley approved the motion and Mr. McDaniel seconded. No formal vote at this time.

OLD BUSINESS:

Related to the leases at the hangar, the issue of the security cameras came up. The apparent problem is that the cable from Mr. McDaniel's hangar to the Chapter 64 hangar keeps getting broke/cut by farm implements. Previous attempts to use Wi-Fi from Mr. McDaniel's hangar wasn't successful due to weak signal strength from the router.

Discussion following included: Mr. Schaefer suggesting just recording for history. Mr. Montague suggested a point-to-point wireless bridge, at a cost of about \$99 (current website price). It was stated that original use was one camera for history and one camera for live viewing and alerts.

Further discussion was made on cost comparisons of bridging or burying a new cable. Considering the cost of the equipment to dig a ditch plus cost of new cabling, it was approved by members present to proceed to purchase the point-to-point wireless bridge.

NEW BUSINESS:

Young Eagle Reimbursement. Mr. Visk and Mr. McDaniel stated last year's flying created a \$1,645.00 credit for this year.

Discussion was led by Mr. Engelkenjohn on ways that the chapter could use these funds for the best return on investment. He stated that last year's purchases included some heaters and tables.

Suggestions that were provided by the group included: Flagpole, security camera, internet access, Air Academy Scholarship/transportation, youth aircraft build kits and glider kits, simulator(s), portable air-band radio, caps for Young Eagle volunteers and pilots, portable shades, signs. Mr. McDaniel suggest a new tablet for Young Eagles registration - an iPad with cellular data and keyboard.

Discussion led to the following:

Mr. Schaefer suggested to call EAA Young Eagle office to verify reimbursement for Air Academy. It was announced by someone in the group that the cost for the academy was \$1,600, not counting transportation. Mr. McDaniel suggested a name that may be interested in the academy.

Mr. Schaefer also suggested more planes for the building program.

It was disclosed that the chapter does own two iPad at the current time. They both have the 2nd level ForeFlight programs installed and are available for pilots to check out if needed. No mention was made as to who needs to be contacted if a pilot wishes to check one out. Currently, they are not used in direct support of Young Eagles.

Mr. Schaefer mentioned that he believes that the chapter has a simulator that is located at the club house in the attic. Another person mentioned we have one at the air museum that Mr. Hase had prepared. It was not known if they are in operational order, or what would be needed to get them in working condition.

Mr. Aanstad joined the conversation at this point. He was asked about the build kit and if any items were needed for the youth program. He stated that a new motor was ordered (the one provided was incorrect). The company has not been able to send it out yet. He also recommended that a D.C. charger for the batteries be purchased. The one supplied with the kit requires A.C. but doesn't support a field operation.

Mr. Aanstad said he would contact Bill Hartman to get some input on what will work with the R.C. program and youth build kits.

Mr. Visk asked about the option to purchasing a plane build kit that would accept the incorrect motor. He stated that it would give the chapter two aircraft that the youth could fly on fly days.

After discussion, a motion was made by an unknown person, and seconded by Mr. McDaniel, to proceed to purchase the iPad/cellular data card (or hot spot) /keyboard. this task was volunteered for, and given to, Mr. Montague. This action was approved by all present online.

Another motion was made and seconded to authorize Mr. Aanstad look into the purchase of another aircraft build kit, with a \$500.00 limit.

Mr. Visk stated that the ForeFlight subscription fee would be withdrawn from the reimbursement.

Mr. Engelkenjohn was appointed the person to submit the Young Eagles reimbursement paperwork.

Some general, last minute inputs for the membership:

Mr. Visk inquired if drones/R.C. aircraft could be flown at Flight Park. Mr. McDaniel stated that as a private field, we are able to fly anything that is legal.

Mr. McDaniel stated that there has been interest by a party to accept the role of Young Eagle Coordinator. At the time of the meeting, it had not fully developed. Mr. McDaniel stated he will continue in this role, but he will not mind moving over if someone will take the reins.

Mr. Bane reported that it is his intention to vacate his position at the hangar in the May time frame. He said that he plans to move his project to the Flying Dutchman airfield where it is more accessible for him to complete his work.

It was reported that Kaitlyn Robinson has picked a CFI for her continued training. A name was not provided.

Before his arrival at the meeting, Mr. Visk announced that Bill Aanstad would continue on as Membership Chairperson.

Mr. Montague stated that the EAA provided website has a way to set up a PayPal system to meet 501C requirements. Stay tuned for more info.

Mr. Visk is in process of completing the chapter renewal. As a side to that effort, Mr. Schaefer reminded him that he be taken off the checking and money market accounts.

As part of the yearly renewal, Mr. Visk reminded everyone that dues are due. He stated that payments can be made in person, by mail, or it can be left in the clubhouse freezer (include name(s) and EAA number). If being mailed, the address will be sent out in a separate e-mail.

For leader assistance and general aviation information:

EAA Chapter Leaders Facebook Chat;
www.facebook.com/groups/949768115141491/ (private group)

EAA Public Facebook page;
www.facebook.com/groups/FlyEAA/ (public group)

I Fly St. Louis Facebook page:
www.facebook.com/groups/lflystlouis (private group)

ACTIVITY REPORTS:

No activity reports at this meeting.

FUND RAISING:

No discussion about fund raising at this meeting.

ADJOURNMENT:

Next board meeting to be held December 22, 2020 at 7:00 p.m. to discuss the results of the Young Eagles reimbursement buys. Meeting will be via Zoom.

Board of Director Meeting Minutes, December 22, 2020

by Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order at 7:03 p.m. by Dennis Engelkenjohn. Meeting was held via Zoom.

ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres), Isaac Montague (VP), Paul Visk (Treas), Lee Hartley (Sec), Al Bane, Brad Jones. Bill Aanstad joined later via phone.

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

The major point of this meeting was to talk about the spending of the Young Eagles reimbursement money, as directed at the last meeting, and verify all proceeds have been used.

APPROVAL OF MINUTES:

No minutes of the last meeting were read, discussed, or approved.

SECRETARY'S REPORT:

No Secretary report for this meeting.

TREASURER'S REPORT:

No official Treasurer's report given. However, the following was provided throughout the

meeting.

Mr. Visk stated he had paid off this coming year's EAA HQ registration fees of about \$1,400 and has made a deposit into the Edward Jones account.

Mr. Visk also reported that a PayPal account has been set up linked to the EAA Chapter 64 FaceBook page. The account should link to e-mail: eaachapter64fl.

Mr. Visk reported chapter member renewal rates at this time:

 Last year - about 70% paid

 1-year ago - about 90% (needed much "hounding" as he said)

Mr. Visk stated that he was not expecting many pay-ups for this year.

OLD BUSINESS:

The following reports were made concerning the purchases using the Young Eagles credit:

Update from Isaac: The following items were purchased:

 \$684 on the iPad and wireless hotspot.

Update from Mr. Aanstad:

 \$164 on an additional Remote-Control Kit from eBay

 \$230 on an extra battery and flight pack

 \$230 on an additional battery and flight pack (not yet ordered at time of meeting)

Update from Mr. Visk:

 \$199 on ForeFlight subscription

NEW BUSINESS:

It was reported that the Wings of Hope aircraft will be staying a little longer due to installation of ADSB equipment.

ACTIVITY REPORTS:

No activity reports at this meeting.

FUND RAISING:

Some talk was started about fundraising and grills. It was stated that Chapter 64 has part ownership, 50/50, with the grill located at the Air/Space Museum in Cahokia.

It was also stated that Chapter 64 has 100% ownership of the grill located at the Flying Dutchman airfield.

ADJOURNMENT:

No meeting was scheduled for the first Tuesday of January.

Meeting was adjourned by Mr. Engelkenjohn at 7:35 p.m.

Homebuilders Week - Online Event Starts January 26

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate – it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review. The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.



Bob Miller submitted the following interesting input:

Books

Don Kurt lent me a copy of Propeller Under the Bed which is amazing and should be almost required reading for EAA members. When I tried to give it back, he insisted on donating it to Chapter 64, along with Poberezny, Fighter Pilot, and Fly Girls. I have all of them at my house but will be dropping them off the Chapter building. Don and I are planning a trip to Washington Island (Door County WI) where his daughter is the librarian, for a fish boil in early August.



Pietenpol

Piety continues to fly; I try to get out weekly if I can find 40-50F temps. Continuing to run the engine hard for break-in. Nice visit to Jim Stoops' hangar to see his Rans S-21 with Al Bane, Bill Aanstad, and Mike Lotz. One of the first upgrades I am looking to do is cowl modifications to make it easier on and off for inspections and oil changes. Already thinking about Brodhead in July.

**RV-6A**

Working on fiberglass repairs to the cowl. It was pretty easy to find the places I didn't get a good bond and also didn't build up enough thickness. Drilled out the piano hinge and will be re-installing new once the fiberglass is done. Lots of good info on VansAirforce.com, learning more each session.







Photos

Bill Aanstad sent me the following photos showing flying activity from last month.



Mike Lotz getting ready to fly the Pietenpol out of Millstadt Flight Park.

Here are several photos from Saint Genevieve. Diana Votaw flew the Piper J3 Cub, Bill Aanstad flew the orange Wag Aero Cub, Bob Miller in the Pietenpol and Al Bane in his Aeronca Champ. Nathaniel and Rachel Young went along and flew with Bill and Diana in the Cubs.





Pilot's Tip of the Week

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

Flying Through Snow? Featuring Scott Dennstaedt

"Is it safe to fly through falling snow?" — Tim C.

Scott:

“In most cases, snow falling below the base of a cloud deck is not an icing threat. Snow tends to just blow around the surfaces and does not adhere to the airframe. Flying through heavy snow at slightly warmer temperatures can cause a blockage of the induction system on some aircraft. So you must be prepared to use an alternate air source.

What about wet snow? Wet snow implies that the temperature at your flight level is warmer than 0 degrees Celsius. While it may initially stick to the airframe in some locations, it will likely melt shortly after contact. It's rare, but if it does begin to accumulate you should treat it like any other icing encounter. In other words, exit those conditions as soon as possible.



While snow may not be a serious structural icing threat, it can lower flight visibility below VFR minimums within a matter of seconds. Flying through snow can also be quite disorienting to some pilots. Whether you are flying VFR or IFR, be sure to turn on your pitot heat and scan those instruments, especially if you lose sight of the horizon. In this situation, your autopilot may be your best friend.

Perhaps the biggest threat from snow is when the aircraft is still on the surface. Pulling your plane out of a relatively warm hangar into a snowfall will cause it to accumulate on the surfaces of the aircraft quite quickly and contaminate the wing. Never attempt to depart with a contaminated wing. Snow stuck to the airframe will not simply *blow off* on your takeoff roll as you might expect, leaving the airplane severely handicapped for flight.”

Another Pilot's Tip of the Week

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

Three Strikes Rule

Featuring Richard McSpadden

"It's easy to cancel a flight when you're obviously sick or the weather is terrible, but more often it's subtle. Maybe it's a no-go ... or maybe it's no big deal. Is there any objective way to deal with these fuzzy decisions?"

Richard:

"When I led the Air Force Thunderbirds, we recognized this as a safety concern, so we worked with a 'three strikes and you're out' rule. If we committed three mental errors, which by themselves weren't a big problem, but collectively indicated we just weren't on our game, we would terminate our maneuvering and land.

I use the same principle in flying general aviation. Three mental mistakes, like: forget a step in the start checklist; misunderstand a taxi instruction; or forget the cabin door or my seatbelt. Three of these is enough to indicate I'm just not mentally ready to fly.

Recently I was practicing crosswind landings in my Super Cub and I stopped after just two landings. Mishearing Tower on closed pattern direction was my third mental error that day—and that was enough.

It can be a more difficult decision to make when you're enroute partway to your destination. But if you're committed to landing after three mental errors, after the second one you'll sit up and pay attention, and you'll be surprised how much your performance improves."



EAA Chapter 64 Treasurers Report for December 2020

By Paul Visk, Treasurer

EAA Chapter 64 Profit & Loss December 2020

| | Dec 20 |
|--------------------------------|-----------|
| Ordinary Income/Expense | |
| Income | |
| Income | |
| Hangar Rent | 605.00 |
| Membership Dues | 24.00 |
| Total Income | 629.00 |
| Uncategorized Income | 0.00 |
| Total Income | 629.00 |
| Gross Profit | 629.00 |
| Expense | |
| EAA Chapter Renewal | 1,477.00 |
| Hangar | |
| Security Camera | 100.00 |
| Total Hangar | 100.00 |
| Scholarship | |
| Chapter 64 Scholarsh... | 232.00 |
| Total Scholarship | 232.00 |
| Taxes | |
| State Annual Report | 10.00 |
| Total Taxes | 10.00 |
| Young Eagles | |
| Reimbursement | 389.68 |
| Total Young Eagles | 389.68 |
| Total Expense | 2,208.68 |
| Net Ordinary Income | -1,579.68 |
| Net Income | -1,579.68 |

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.





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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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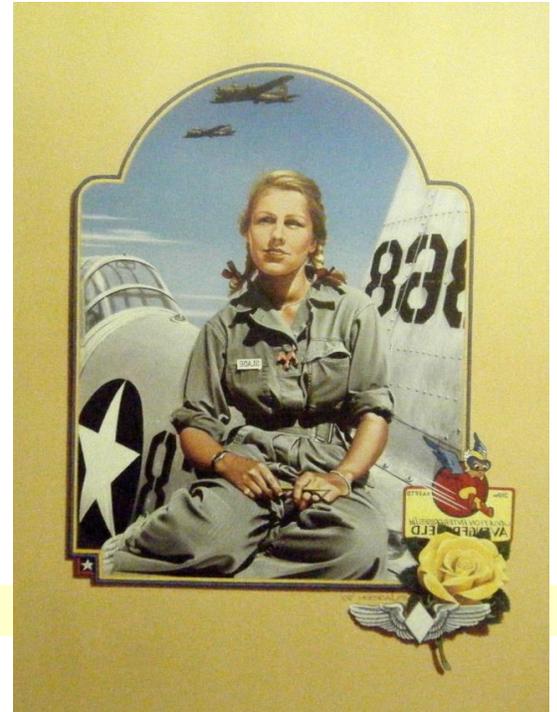
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Membership: Amber Aanstad beraanstad@gmail.com



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.