

The FLYING WIRE

The Newsletter of EAA Chapter 64

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

August Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 3 August 2021 at the Chapter Hangar/Clubhouse on the FLIGHT PARK AIRPORT (1IL4)**. See last page of the newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

July Meeting Minutes

By **Lee Hartley, Secretary**

CALL TO ORDER:

Meeting called to order at 7:09 p.m. on Tuesday, July 5, 2021 by Dennis Engelkenjohn (Pres.). Meeting was held at the clubhouse, with Zoom for those who wished to use it (no one signed in during this meeting).

ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres.), Paul Visk (Treas), and Lee Hartley (Sec). The clubhouse had about 25 people in attendance and no Zoom attendees.

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

Dennis had several opening comments:

- He thanked James McGhee for the great spaghetti dinner tonight.
- He made some comments about the great July 4th fireworks on the river front.
- Reported on the hangar anti-bird work: great results; no real bad results.
 - He thanked John and Liz Schaefer for opening up their home/farm for the July 4th picnic and workshop tours.
 - John and Liz volunteered @ the Oshkosh Warbird area the last couple of weeks. They also volunteered to organize a chapter meeting/lunch at AirVenture, preferably near the Theater in The Woods.
- Dennis also mentioned Paul Vorhees' trip to Utah. Paul volunteered to do a slide show @ next month's meeting.

Paul Vorhees introduced a guest for the night, Amon. He was a Young Eagle participant in the early years but now holds a 3.8 G.P.A. at Oakville High School in St. Louis. He came over to

observe and learn; he has interest in a military career, but also interested in aeronautical engineering.

APPROVAL OF MINUTES:

Motion was made, and approved, to accept last month's minutes. No corrections at this time.

SECRETARY'S REPORT:

No Secretary report for this meeting.

TREASURER'S REPORT:

No Treasurer report this month.

OLD BUSINESS:

No old business was brought up at this meeting. We seem to be up to date.

NEW BUSINESS:

No real new business to report on. Several members of the club spoke up of upcoming fly-ins and conventions in the next couple of weeks:

Bob Miller spoke of his planned trip to Brodhead, Wisconsin (weekend before AirVenture) for the Annual Pietenpol Association Reunion. Currently Glenn is working on wheel issues so he may or may not make the timeline. He talked about some of the improvements that have been made: engine work, new oil filter, weight and balance, and an added trim tab.

Other fly-ins/conventions mentioned:

- Piper Cub Fly-in, also the weekend before AirVenture.
- The Annual T-34 Practice at Manitowoc WI (about 40 miles northeast of Oshkosh)
- Warbird fly-in at Madison Airport
- 2021 National Ercoupe Convention, Wausau, Wisconsin

The chapter was given a special presentation by James McGhee, air traffic controller, a regular volunteer controller at AirVenture. James gave a thorough, in-depth presentation on the changes to this year's arrival patterns and the updated NOTAM.

He also discussed some of the operations that go into the air traffic control towers and field towers. It was a very interesting and info packed presentation.

Mr. McDaniel announced that Tuesday is the move day for the donated C-172 project plane. For all those who are available, please meet at Ed Schertz's home at 8:00 a.m.

ACTIVITY REPORTS:

Young Eagles (YE) - Mr. McDaniel stated that the next program will be on 17 July @ the Cahokia airport. Currently there are 48 kids preregistered. Mr. McDaniel did report that we are short of planes/pilots and that there will be a need for lots of ground crew. Since the museum is closed, passengers would be escorted from Big River to the aircraft and back. The plan is to

have the safety briefing @ 7:30 a.m.

He did give a reminder that if needed, review and update your Youth Protection certification (only good for two years).

Mr. McDaniel did also report that there is a chance for a Boy Scout camp out at the clubhouse in August, however, details and finalization has not yet been made.

Bob Miller announced/invited flyers to participate in a fly-out to the Benton/Grand Rapids, Michigan area the weekend of Sept 24. He has lodging for 7 - 8 couples but may be able to expand to some non-heated lodging. He stated that the lodging is about 4 miles from the airport.

Frank Dressel told the group about the B-29 aircraft "Doc" and a B-25 would be located at the TAC Air Hangar at Spirit Airport on July 9 - 11. The hours are scheduled to be 9 - 5 on all three days.

Mr. Dressel also spoke again about the Van's Fiberglass class at EAA headquarters. He also stated that EAA sponsors many other classes, and they are posted in the Sport Aviation magazine.

Bill Aanstad let the group know that he would order name tags for those who needs one.

Mr. Aanstad also informed the club about the Ste. Genevieve Airport Open House on August 14 - 15.

Mr. Aanstad's last announcement - depending on weather, Nathaniel would be attempting his solo flight on Sunday morning, flying out of Cahokia.

FUND RAISING:

I am not sure who won the 50/50, but their take was \$26.00.

ADJOURNMENT:

Adjournment was announced at 8:26 p.m.

ATTENTION: CFIs & EXPERIMENTAL AIRCRAFT OWNERS

By Bob McDaniel

There's been a lot of on-line discussion recently about a new FAA legal interpretation of the rules for training in Experimental and other limited category aircraft. It's a nonsensical rule that unnecessarily detracts from safety, but we're stuck with it, at least until the FAA can rewrite the regulation—and we all know that process can take a VERY LONG time!

In a nutshell, no one can give or receive flight instruction in an Experimental aircraft unless the instructor or the aircraft owner has a "Letter of Deviation Authority (LODA)" issued by the FAA.

The rule prohibits "paid" flight instruction in those aircraft but goes on to specify that even FREE flight instruction is illegal. They define "compensation" as the receipt of anything of value...it does not require actual payment of funds. Accumulation of flight time or even just "good will" are considered compensation. Simply giving away an instructor's time and talent equates to compensation.

So, here's what you need to do:

1. If you own an Experimental aircraft **AND** you want to receive a flight review or any other flight instruction in it within the next year, YOU SHOULD IMMEDIATELY APPLY FOR A LODA.
2. If you do not need flight instruction in your experimental aircraft anytime soon, you should WAIT SIX MONTHS and then apply for a LODA. By delaying, you will allow those who really need the LODA right away to get them processed and approved ahead of the more than 30,000 aircraft that may eventually need them.
3. If you are a CFI who may instruct someone in an experimental aircraft, you should apply for a LODA in case the owner did not—either the CFI or the owner must have a LODA.

How do you apply for a LODA?

The FAA has created a streamlined process to expedite approval. Applicants must e-mail their name, address, email address, pilot certificate number, flight instructor number (if applying as a CFI), aircraft registration number (if applying as an owner), aircraft make and model, and aircraft home base (if applying as an owner) to 9-AVS-AFG-LODA@faa.gov. The request will then be forwarded to the St. Louis Flight Standards District Office (FSD), who will issue the LODA.

To ensure you get it right the first time, the best method is to download the template at: www.faa.gov/licenses_certificates/vintage_experimental/examiners/media/LODA_Template.pdf. Fill in the blanks, save the document, and then e-mail it to the address above. The FSDO manager will then sign the document and send it back to you via e-mail.

Once received, the LODA will be valid for 48 months. Hopefully by then, common sense will prevail, and the FAA will have changed the regulations to eliminate this ridiculous administrative burden.

NOTE: Although the above article addresses Experimental Aircraft, the same LODA requirement applies to "Limited Category" (i.e., Warbirds) and "Primary Category" (i.e., Rans S-7C, Cub Crafters CC21-180, Seeker SB7L-360A, Quicksilver GT500 fixed-wing, and AutoGyro Calidus, Rotorsport Cavalon, and Rotorsport MTOsport 2017 gyroplanes) aircraft.

YOUNG EAGLE UPDATE

By Bob McDaniel

UPCOMING YOUNG EAGLE EVENTS—Saturday, August 7th & Saturday August 21st

Both events will be held on the West Ramp of St. Louis Downtown Airport. Volunteers should meet at 0730 (we're starting early to try to beat the heat.) Although the Museum will not be open, we'll set-up the registration desk in our usual location at the corner of Hangar Two so we can see the kids arriving from the parking lot and escort them onto the flight line from there.

The August 7th Young Eagles will come from three different groups including a group of girl scouts and a group of mentored youths from East St. Louis. I'm not sure how many we will have, but it could be a very big day.

The August 21st group will be the 65 homeschoolers we had scheduled for Young Eagle flights on July 17th. Low ceilings that persisted throughout most of the day forced us to cancel their flying. Rather than "kicking the can" one week to the planned rain date, the group leaders requested that we delay and reschedule for the 21st.

Interest in our Young Eagle program is picking up again and we will most likely add additional dates before the snow flies. Thanks for your continued support of this great program.

"Receiving my first Medicare card a few months ago was not much of a thrill. I wanted to burn it immediately and go out and buy a Pitts! "

Betty Skelton, quoted in her New York Times obituary, Air and Land Daredevil, Dies at 85. The New York Times, 10 September 2011.



OUR CESSNA PROJECT UPDATE

By Bob McDaniel

Fifteen Chapter members met at Ed Shertz' home Tuesday morning, July 13th, to move the aircraft and all its pieces and parts from the rafters and corners of Ed's shed and his son's garage. We had plenty of pickup trucks, straps, and cushions to get the job done and Paul Voorhees brought his big flatbed trailer to transport the fuselage and wings. Jack Nankivil was the star of the team, as he willingly climbed up into the hot and dusty rafters to pass the many dusty components down to the rest of us. (Oh, to be that youthful and strong again!)



Thanks to Mark Nankivil for documenting the day's work with his camera, as well as doing some heavy lifting. A few of his photos follow this article.

By the end of the day, everything was neatly stacked in the back area of the Chapter hangar, ready for the real work to begin.

The following Wednesday, Ed, Geraldo Morales, and Don Karr began taking an inventory of everything and started planning the order and scope of the work.

Work will begin the first Wednesday after Oshkosh, which is also the day after our August meeting. We'll get started August 4th at 0830 and will continue to work every Wednesday afterwards. A second, and maybe a third workday each week will be established soon, with one of those days planned for the weekends.

As we previously reported, the aircraft was severely damaged by Hurricane Wilma at Miami's Opa-locka Airport in October 2005. It was then sold for salvage and purchased by Ed and his son, Roberto.



We thought the original tail number was still active and belonged to the aircraft. However, a records search showed that the N-number had expired and is now reserved for use by Textron-Cessna. So, a new Cessna is destined to again sport that tail number.

In search of a suitable replacement, we searched for a number that would appropriately represent both our Chapter and AeroCareers. "64AC" would have been the perfect number,

with “64” representing the Chapter and “AC” for AeroCareers. However, that unique number and every other similar combination with meaning was already taken. Since the aircraft is a 1959 model Cessna 172, we think we may have found a great N-number. “N59172” is now reserved for our use. Unless someone can think up and find a more suitable number, 59172 it will be!

When will the aircraft be ready to fly? That’s anybody’s guess. Let’s have a pool to predict its first flight date. More details to follow!

Here are the photos:







Piety Returns to Brodhead and Oshkosh

By Bob Miller

Back in early June when we found the landing gear cracks in Piety my first thought was “Well there goes Brodhead.” Luckily Paul Voorhees got the part stripped and blasted and Glenn Crook helped identify the deficiencies in the landing gear assembly and added the corrective action to both sides while repairing the cracked portion both internally and externally. If you are building from plans, I don't think there's any shame in having a pro like Glenn help you with welding up your gear. Glenn got me the repaired parts with three days left and with a couple late nights of work I had Piety back together. I fabricated a new trim tab that eliminated the aft stick pressure at cruise and made the plane much nicer to fly. I reinstalled the VHF antenna as well.



Packed all of my gear in a big duffel and strapped it to the front seat, which worked surprisingly well. I was concerned about possible control interference - removed the stick. A builder at Brodhead mentioned he disconnected all of the front controls up front. Another built a baggage “box” that fits in the front cockpit that allows him to fill it up.

Brodhead, WI hosts the Pietenpol and Hatz conventions on the same weekend, just before AirVenture. Beyond what you can read about online, I found it to be an extremely laid-back event - I expected some more of a schedule. EAA431 does a great job with dinners which are served early at 5 PM to maximize the evening smooth-air flying time. The Kelch museum officially opened Saturday with a great collection of golden-age planes and classic cars.







Sunday, we joined up with six other Piets led by Greg Cardinal of Minneapolis to fly into OSH. Greg has flying into the Ultralight field for the past 7 years and has a pretty good plan he coordinates with AirVenture ATC reps, arriving ½ mile in trail formation underneath the Fisk traffic to 36. Great fun to come in at 300 AGL and a hairpin turn around the end of a tree line to land on a 900 ft strip. It was also great to not be concerned about higher speed aircraft behind our transponder-less Piets on the Fisk arrival. Definitely would do that again.





Tuesday afternoon traveled back to St. Louis, low enough to see the corn waving in the breeze and return the waves of golfers. It was a glorious afternoon and great end to the trip. Total travel, not counting flying time at Brodhead - 709 nm 1IL4-C37-OSH and home, 11.3 tach, 63 KT GS, 5.3 GPH.

If you're faced with a forced landing, fly the thing as far into the crash as possible.

Bob Hoover

Pilot's Tip of the Week

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

Any Traffic Please Advise

Featuring Wally Moran

"I often hear inbound pilots make a call of 'any traffic please advise' on the CTAF. My instructor says this is improper procedure. Why?" – James H.

Wally: “Your instructor is correct. The Aeronautical Information Manual section 4-1-9(g)(1) states:

Pilots stating traffic in the area, ‘please advise’ is not a recognized self-announce position and/or intention phrase and should not be used under any conditions.

The reason for this is that the CTAF is a party line, and the same frequency is often used by more than one airport in the area. An unnecessary call at one airport could inadvertently block a critical call at another. In the case of non-towered airports, less is better than more. Therefore, we all need to keep our radio work short and concise.



Asking for any traffic to advise gains a pilot little useful knowledge. For example, if there is more than one aircraft in the area, and they all respond, then it simply jams the frequency for a time. On the other hand, if there is no response to that call it does not mean there are no aircraft in the area, it just means no one responded. There could still be 10 no-radio aircraft in the traffic pattern. So, as you can see it simply ties up the frequency and could possibly block a required call at yours, or a nearby airport, which could decrease safety rather than improve it.

If we all follow the recommended procedures—that is, when inbound calling 10 miles out, entering downwind, turning base, turning final, and clear of the runway— any inbound aircraft can learn what radio-equipped aircraft are in the pattern by monitoring the CTAF. When arriving I try to monitor the CTAF as far out as practical to give me a picture of the traffic.

Of course, there can always be no-radio traffic and a plane on the wrong frequency, so let's still keep a sharp watch for traffic.

If someone has a better idea, get it into the AIM and we will all use it.”

Another Pilot's Tip of the Week

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

A Better Way to Get the ATIS

Featuring Bruce Williams

*"I often feel rushed to listen to the ATIS or AWOS as the Hobbs meter clicks money out of my pocket. Is there a better way to get all the information I need?"
— Emmanuel P.*

Bruce: I'm surprised that so many pilots start the engine and then—with the meter running—listen to and copy the current ATIS or AWOS. They often have to listen to the recording several times, which adds to their frustration. You can save time and money by using a tool readily at hand: Your mobile phone.

Phone numbers for AWOS are available at most airports with automatic weather reporting. Phone numbers are often available for the ATIS, too. Call the AWOS or ATIS number before you finish the preflight inspection—or even before you leave the comfort of the FBO. Calling and copying the wind, sky condition, and altimeter setting while you can focus on those details relieves the pressure to get going and reduces distractions on the ramp.

An ATIS is typically updated at 50 to 55 minutes after the hour, except when conditions are changing rapidly. Unless you call just before that update, odds are you'll have the current information when you're ready to taxi. After you start up, just listen to the ATIS frequency to confirm that the letter hasn't changed before you call Ground. If the ATIS letter does change, usually only a few items, such as the altimeter setting, are new, so you'll already have the other important details.

And here's a related tip: If you file an IFR flight plan via an app like ForeFlight, you also typically have a good idea of the route ATC will clear you to fly.

Use the expected route provided by the app to complete as many details of your clearance on your CRAFT scratchpad as practical before you even get to the airplane. Typically, only a few details, such as the transponder code, must stay blank. When you listen to clearance delivery read your actual clearance, put a check next to the items that match the information that you've already filled in. If the official clearance doesn't match the expected route, usually only a waypoint or two needs to be changed, saving time and frustration when you copy and read back the auctioneer's patter from the Clearance Delivery controller."



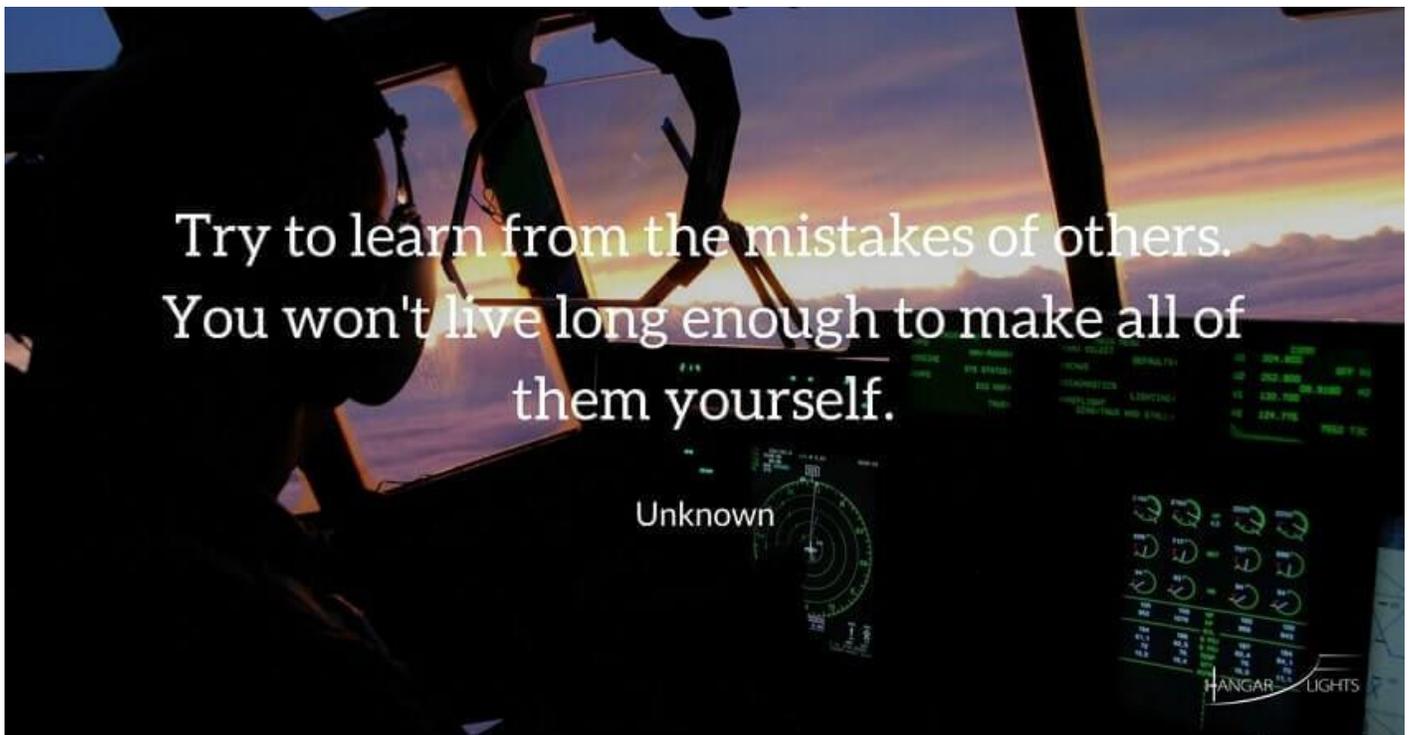
AIRPORT MANAGER: 207-756-8310
WEATHER DATA SOURCES: ASOS 119.05 (207) 874-7914.
COMMUNICATIONS: CTAF 120.9 ATIS 119.05 (207) 775-1039
APP/DEP CON 119.75 (CASCO) 125.5 (LEWISTON)
BOSTON CENTER APP/DEP CON 128.2 (0500-1045Z)
TOWER 120.9 (1045-0500Z) GND CON 121.9
CLNC DEL 121.9



Monthly Chapter Meeting Food Schedule

Thanks to the following volunteers to bring food to the monthly meetings. If you have volunteered and find you are unable to attend, please contact someone else on the list to see if you can trade months, or at least let a Chapter Officer know. Also, please report your expenses to Treasurer Paul Visk to ensure you are reimbursed.

March	Al Bane
April	Paul Visk
May	Bob McDaniel
June	Mike Lotz
July	James McGhee
August	Lee Hartley
September	Bob Miller
October	K.C. Robinson
November	Paul Voorhees
December	????



PHOTOS



Chapter 64 was well represented at Oshkosh again this year. We all got together for lunch at the Warbirds food tent on Monday.



John and Liz Schaefer flew the Bird Dog in again.



Bob Miller won the "Tour de Brodhead" in the Scrounge Dawg Pietenpol.



Nice turnout of Pietenpols at Brodhead this year.



Chickens grilling at Brodhead.



EAA Chapter 64 Treasurers Report for July 2021

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet As of July 31, 2021

	Jul 31, ...
ASSETS	
Current Assets	
Checking/Savings	
Checking	1,498.50
Hangar Checking	933.74
Total Checking/Savings	2,432.24
Accounts Receivable	
Accounts Receivable	-110.00
Total Accounts Recept...	-110.00
Other Current Assets	
Inventory Asset	-2,000.00
Undeposited Funds	1,540.00
Total Other Current Ass...	-460.00
Total Current Assets	1,862.24
TOTAL ASSETS	1,862.24
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	833.32
Total Accounts Payable	833.32
Total Current Liabilities	833.32
Total Liabilities	833.32
Equity	
Opening Balance Equity	3,307.58
Unrestricted Net Assets	-3,831.05
Net Income	1,552.39
Total Equity	1,028.92
TOTAL LIABILITIES & EQUI...	1,862.24

Fly Market

Listings are free for EAA64 members-- Sell, Trade, Wanted.

For Sale:

Single seat CGS Hawk taildragger homebuilt plane registered as Experimental Light Sport. Plane has a 52HP Dual carb oil injected Rotax 503 equipped with a Powerfin 3 blade adjustable prop.

Due to health situation, I have not flown it since August 2017. Engine ran good and plane flew well when I ceased flying. Plane has approximately 300 hrs. flight time. The 503 has approximately 160 hours time on it. This plane previously had a Rotax 447 on it (also for sale separately).

Price Reduced!



Selling as is, asking ~~\$9,500~~ \$8,250. All reasonable offers will be considered. Call Ron Peek 618-610-4722.



EAA Chapter 64

(1IL4) Millstadt, IL

Web: <https://chapters.eaa.org/ea64>

Facebook: <https://www.facebook.com/EAA64/>

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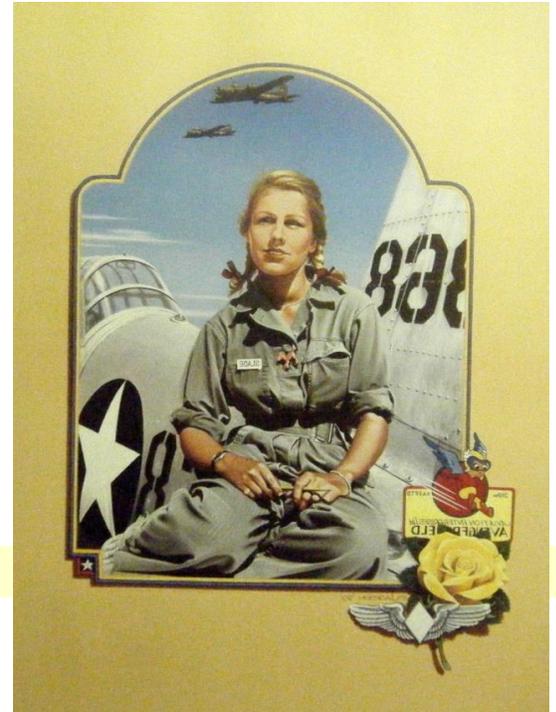
Treasurer: Paul Visk ppaulvsk@gmail.com

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Visit us on the Internet at: <https://chapters.eaa.org/ea64>. Send your photos, tips, stories, and files for sharing to Isaac Montague to post on the web page and to Al Bane for the newsletter. You can also post information on the Chapter's Facebook page: <https://www.facebook.com/EAA64/>. 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.