



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: In lieu of our regular monthly chapter meeting held on the first Tuesday, see information below on our annual holiday party to be held on Saturday, 15 January 2022.



Annual Chapter Dinner Party



Date: Saturday, January 15, 2022

Place: Bellecourt Banquet Center, located at 120 N Jackson St, Belleville, IL 62220

Door Opens: 6:00

Attitude Adjustment Period (Cash Bar): 6:00 - 7:00

Buffet Dinner: 7:00

Menu: Caesar Salad or Garden Salad, Breast of Chicken Marsala, Sliced Beef Bordelaise, Green Beans Almandine, Garlic Mashed Potatoes, Rolls and Butter, Coffee and Tea

Cost: \$30 per person (pay at the door, includes gratuity).

Speaker: 7:45 Craig O'Mara. Craig is a retired American Airlines pilot & retired NASA pilot who flew "SOFIA" (Stratospheric Observatory for Infrared Astronomy) NASA's 747 deep space telescope aircraft. He's also very active in the Greater St. Louis Flight Instructors' Association.

Silent Auction: We'll have a silent auction during the event. Let Al Bane adb7@att.net know if you have any items to donate!



IMPORTANT: It's not too late to sign up!! Send your RSVP to Al Bane by email to adb7@att.net if you have not already done so. Just give him your name and how many people will attend (including yourself).

December Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order at 7 p.m. on 7 December 2021 by Dennis Engelkenjohn (Pres.). Meeting was held at the airpark facility. There was no internet connection for the Zoom interface.

ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres.), Lee Hartley (Sec.) and Paul Visk (Tres.) present. There was about 26 in clubhouse at meeting start.

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

Dennis' opening comments included thanks to the following folks:

- Thanks to Terry and Marsha Ernst for the dinner
- An opening comment relaying that member Jim Schaefer is doing better after his surgery; is bored sitting at home
- A sign-up list will be going around for next year's meeting dinners (See Al Bane)
- We have a growing crowd of workers on the Cessna crew; we have made progress on some painting / riveting
- Thanks for Frank Dressel, who has completed the tool inventory and has made a list; with hopes of posting it on the website for all to see

Mr. Engelkenjohn introduced tonight's speaker, Paul Voorhees, who will talk about his recent trip to Utah.

New members/visitors:

- Bert Hampton, who is a member but returning after sitting out last year's Covid era (last March). He was a former military helicopter pilot.
- Joe Weissert, who joined us last month, and as he said, "didn't scare me away."
- Ray Ochs, who is working on his license with a possible time frame of next Spring. He currently houses his Tri Pacer at Sackman Field.

APPROVAL OF MINUTES:

Motion made by Jeremy Cox and seconded by Paul Voorhees. Approved by general vote. As a side note, prior to meeting start, Mr. Engelkenjohn advised me that the aircraft crash story in last month's minutes were attributed to the wrong member. Correction to that part of the minutes has been made, reflecting Larry Loiseau as the contributor.

SECRETARY'S REPORT:

None

TREASURER'S REPORT:

Mr. Visk reminded all members that it is time for paying their 2022 yearly dues. The amount

for next year is still \$24.00.

OLD BUSINESS:

Mr. McDaniel informed the club that it is time to submit the application for the 2022 Ray Scholarship. The club has (3) options with the application: 1 - don't apply; 2 - apply for full amount (\$10,000); 3 - apply for \$5,000 matching funds scholarship.

He stated that for Option 2, we may or may not get it based on having received it in the past and more clubs applying (EAA wants to "spread the wealth").

Option 3 was explained that EAA would provide \$5,000 and the club would have to provide the matching \$5,000. However, the caveat is that we only need to spend the amount used if not the full amount.

The Treasurer stated that we had funds to cover the \$5,000.

A question was asked if the club could switch from one program to another. Mr. McDaniel stated that the rules prohibit reapplying if not approved.

After club discussion about student agreements and whether or not EAA gives a penalty for students not completing, Mr. McDaniel stated that EAA has not taken a penalty approach for not completing the program, and as a chapter, we most likely will not be able to enforce completion since EAA is the administrator.

Mr. McDaniel gave a quick update on K. C. Robinson. She is not at the meeting tonight due to heavy schoolwork load, but she is ahead on flying, her logbook is completed for her check ride, her request for her check ride has been submitted and will be most likely completed this week or early next week. Mr. McDaniel gave some background info on K.C.: home-schooled, is a national archery champion, and on her own picked out a 1-ton truck with Tommy Lift as her mode of transportation.

A motion was presented by Frank Dressel for Chapter 64 to apply for the \$5,000 matching Ray Scholarship and was seconded by Ray Ochs. Motion was approved by majority vote.

By-laws: The secretary reported that the officers met and went over some changes to the current by-laws. It was addressed that they should be ready for distribution in Jan for a vote at the February 2022 meeting.

A member asked if there was a reason that the by-laws were needing to be revised. The secretary's response was that due to now being housed in the chapter's hangar, having a new address, and the last revision was from 2015. There doesn't appear to many changes and just a few policy updates are included.

NEW BUSINESS:

No new business was brought up at this time.

ACTIVITY REPORTS:

Cessna Project. As reported by Mr. Ed Schertz:

- Painting the wings has started. It is hoped that the wing parts can be finished this week, depending on the temperature.
- Mr. Schertz asked the group if there were any problems with setting up the tent so that it can be warmed for wing painting. He suggested placing it in front of the clubhouse before the Pietenpol, but in a position that still allows other aircraft in and out access.

Christmas/Holiday Party.

- Mr. Al Bane has sent out an e-mail requesting a response for estimated attendance. He talked about the original plan of the Panorama Bowling Center. He stated that the room charge of \$600 seemed to be high, so he searched for another location.
- Mr. Bane located a new venue, Bellecourt Banquet Center, on North Jackson St., Belleville. He stated that we didn't have to pay for the room, but the price for the food would still be \$30. The dinner is a buffet style, but he did read out the food items. (Secretary's note: you can see the menu online; <https://bellecourtbc.com/menu-pdf/General-Menus.pdf>; Suggested Buffet Menus, Menu A.)
- The date is still Saturday, Jan 15th.
- Guest speaker for the night, Craig O'Mara, has been booked.

Departure of Vice President

- Isaac Montague will be departing mid-January for military service overseas (1-year deployment)
- We will be looking for a replacement, for a year's tour until next election

2022 Light Sport Symposium

- Last weekend in January, Jan 29 - 30. To be held in Greenville, IL (Secretary's note: from: <https://www.facebook.com/IUACsymposium/>; October 28; WE'RE BAAACK! Save the date - the Safety Symposium is back in Greenville, IL, at the Farm Heritage Museum, on February 26, 2022! Breakfast & lunch will be available on-site, and registration will begin at 8AM. I don't yet have any other details than that, but I'll post them as they become available!)
- Stick with the Chapter for correct date/time and info

PRESENTERS:

Mr. Paul Voorhees gave his presentation of his 2020 cross-country flight from St. Louis to Dutch John, Utah (outside Flaming Gorge Recreation Center). This trip was made in a Cessna 172; 1,750 hours since 2017, 2nd engine, and recently sold to a local flying school.

Started out in marginal VFR weather, had to fly around clouds. A couple of his planned stops had no 100-octane aviation fuel, so he had to turn around in Wyoming and come back for fuel in Nebraska.

Flew into Rock Springs, elevation 6,765'. From Rock Springs he flew to Flaming Gorge, a 90-mile-long reservoir sitting in a valley. From Flaming Gorge to Dutch John, elevation around 6561', surrounded by 9,000'+ peaks.

He talked about his family, flying into an unmarked runway (closed for maintenance), and his travels around the area. It was an interesting story of life, will to live, accomplishing goals, and living the life you set.

FUND RAISING:

-Mr. Jeremy Cox won the 50/50 drawing.

ADJOURNMENT:

Prior to adjournment, the chapter took a few minutes to remember the men and women of December 7, 1941 -the attack on Pearl Harbor. The chapter took a moment of silence and the playing of the National Anthem.

Adjournment was at 8:39 p.m., after watching a video of the Cubs flying the river to St. Genevieve.

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.

There are still several openings. If you can volunteer for one of the open months, send me an email (adb7@att.net) and I'll add you to the list.

January	Party
February	????
March	Al Bane
April	Jeremy Cox
May	????
June	James McGhee
July	????
August	????
September	Bob McDaniel
October	Don Karr
November	Tom Murrell
December	????

2022 Chapter Dues

Treasurer Paul Visk advises that he is now accepting your 2022 chapter dues of \$24. Dues are payable:

- 1) by mail to Paul's address: Paul Visk, Treasurer, EAA Chapter 64, 5 Frederick Ln., Belleville IL 62222
- 2) through the chapter's website: <https://chapters.eaa.org/ea64/join-or-renew>
- 3) at the annual party on 15 January 2022.

Pilot's Tip of the Week

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

Blackout Landings

Featuring Ryan Koch

"My instructor taught me to land at night without my landing light (with the runway lights on) in case the landing light ever failed. This has certainly come in handy over the years. So not so much a question as a suggestion: People really should learn this if they haven't before." —John T.

Ryan:

"On my first nighttime flight as a private pilot, my landing light burned out. I didn't know that until it failed to light up the landing runway, at which point I was happy I'd practiced landing without it in training.

I make sure to do the same with my own students, which has revealed an interesting phenomenon: Students who struggle with the landing light on actually improve when it's turned off. I think it's because with the light they fixate on the small part of the pavement they can clearly see: the part lit by the landing light. If you stare at something, you're probably going to hit it—and they hit the



pavement hard. Without the landing light, their eyes naturally move down the runway, and they take in a wider picture.

The primary risk, of course, is misjudging height in the round out and flare. The FAA's *Airplane Flying Handbook* suggests that the round out should start 'when the lights at the far end of the runway first appear to be rising higher than the nose of the airplane.' Then it's a matter of judging the flare. When the moon is out and the runway lights are bright, it's not much different than a normal night landing. However, on an especially dark night it can feel like dropping into a black hole.

Seaplane pilots encounter a similar situation landing on clear, glassy water. The glassy-water technique involves setting a landing attitude and a shallow rate of descent and waiting for touchdown. The same idea works for night landings without the landing light. Rather than trying for a full-stall landing, leave in a bit of power and slowly ease down, 'feeling' for the runway. The touchdown might be a bit firmer than usual, but that's ok. It's better than misjudging a full stall flare and dropping like a rock from 10 feet.

This technique can result in a longer landing, so it's important to keep track of how much runway is left and set an appropriate abort point. For standard runway lights, it could be the point where the edge lights change from white to amber. That indicates either 2000 feet remaining or the last half of the runway, whichever is shorter.

Check all the aircraft lights on every preflight, even for day VFR. Too often, landing lights or position lights aren't working when you need them most. That's not a manifestation of Murphy's Law—it's the result of only checking them when they're needed."



Another Pilot's Tip of the Week

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

Is This Flight Too Risky?

Featuring Doug Stewart

"I have no trouble canceling a flight when it's obviously high risk, especially if it's an IFR flight. But what about flights where it's not so cut-and-dry? I feel like I just make an arbitrary decision." — Dave R.

Doug:

"About the only thing in aviation that's static is the airplane mounted on a pedestal at the entrance to the airport. Everything else is almost always in flux. That's especially true of one's risk tolerance—which can be dangerously susceptible to subjectivity.

There are many things that one must take into consideration when making the go/no-go decision for any flight, especially an IFR flight. These include real proficiency (as opposed to legal currency), one's physiological state, familiarity with the aircraft and its equipment, and hazardous attitudes that might preclude wise decision making. These (among others) are things that should be taken into consideration, and it can be a daunting task. There's a tool that I use to help ensure that my personal minimums for the flight are based on objective criteria. It's known as a FRAT.

Risk Assessment Matrix				
Likelihood	Severity			
	Catastrophic	Critical	Marginal	Negligible
Probable	High	High	Serious	Medium
Occasional	High	Serious	Medium	Low
Remote	Serious	Medium	Medium	Low
Improbable	Medium	Medium	Medium	Low

Source: NBAA FRAT ([link below](#))

No, I am not speaking of a college partying organization, but a Flight Risk Assessment Tool. There are many of these available online. The best of them assign numerical values to all the elements of the PAVE checklist, referring to the Pilot, Aircraft, enVironment, and External pressures. The FRAT assigns numerical scores to all the elements of a flight, including recency of experience; physiological state; weather; familiarity with, and condition of, the equipment; the types of airspace; the time of day or night; and so on. The individual scores are totaled, and the total score will determine whether to go ... or not.

Flight Risk Assessment Tools let any pilot go through an objective assessment of all the risk-related elements that must be considered prior to a flight, including all those elements that change over time."

AEROCAREERS AIRCRAFT RAFFLE



GRAND PRIZE: 1946 ERCOUE 415-C AIRCRAFT or \$20,000 CASH



**SECOND PRIZE:
LEVIL AVIATION
BROADCASTING OUTER MODULE (BOM)**



**THIRD PRIZE:
LIGHTSPEED ZULU 3 ANR HEADSET**

\$50 per Ticket or 3 for \$125

Scan the QR Code at right or go to
rafflecreator.com/pages/52380/aerocareers-aircraft-raffle
to purchase tickets and see all the details.

Winners will be drawn June 1, 2022



AeroCareers is a 501(c)(3) not-for-profit, tax-exempt charitable and educational corporation. Our mission is air and space career education, networking, and mentoring. One-hundred percent of our funds are used to support our educational and charitable missions. To learn more about our organization, visit <http://aerocareers.org/>.

EAA Chapter 64 Treasurers Report for December 2021

By Paul Visk, Treasurer

EAA Chapter 64 Profit & Loss January through December 2021

	Jan - Dec 21
Ordinary Income/Expense	
Income	
50\50	262.00
Donations	
C-172 Project	23.00
C-172 project expence	-60.00
Donations - Other	200.00
Total Donations	163.00
Food	883.00
Fundraisers	
Chili Fundraiser Sep 2021	176.00
Pancake Breakfast	586.00
Pancake Breakfast 8/28/2...	556.00
Total Fundraisers	1,318.00
Hangar Rent	6,615.00
Membership Dues	1,582.71
Sale of Axel and wheel	150.00
Sale of prop	100.00
Sale of wheels	100.00
Soda	199.65
Total Income	11,373.36
Uncategorized Income	0.00
Total Income	11,373.36
Gross Profit	11,373.36
Expense	
Hangar	
Construction supplies	157.10
Hangar lease payment	5,304.36
Total Hangar	5,461.46
Reconciliation Discrepancies	2,070.69
Scholarship	
Chapter 64 Scholarships	7,420.00
Ray Aviation Scholarship	-4,000.00
Total Scholarship	3,420.00
Young Eagles	
Reimbursement	223.11
Young Eagles Donations	-300.00
Total Young Eagles	-76.89
Total Expense	10,875.26
Net Ordinary Income	498.10
Net Income	498.10

** Edward Jones Account \$58,280.68

Fly Market

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

FOR SALE: Jabiru 2200A engine with many FWF components for Zenith 601,701,650, and 750 including: engine mount with hardware, exhaust system and heat shield, propeller with hardware, prop hub extension, spinner and flange, air box with K&N filter, scat tubing, cooling ducts and oil cooler, logbooks for prop and engine.

Engine was removed from a 601 HDS. On its last flight it developed an oil leak, and some smoke came into the cockpit. The plane was flown safely back to the airfield and then to a nearby airfield where an A&P mechanic inspected it and determined the engine needed to be torn down to evaluate the problem. I was already thinking about a different engine, so I decided to just remove the Jab rather than pay to have it torn down for evaluation and repair. It may or may not need a complete overhaul. Buyer should assume that it does and I'm pricing it as such. Asking \$4,500 for everything. Will separate. Contact Mike 618-939-7574

Engine serial number: 22A2463 - approximately 350 hours

Propeller: Sensenich wood W62HJ-46 (62-inch prop with 46-inch pitch)



FOR SALE: TWO NEW LIGHTSPEED WIRELESS HEADSETS

I have two Lightspeed Tango Wireless ANR headsets in my possession to sell for Ivan, our local gyrocopter pilot. (His gyro is not set up for standard 2-plug headset cords.) See <https://www.lightspeedaviation.com/news/lightspeed-launches-tango-worlds-first-premium-wireless-aviation-headset/>. They are both brand new, in-the-box, never-used headsets that currently sell from many aviation suppliers for \$850. The asking price is **\$600 each**. Although Lightspeed no longer sells the Tango, I have flown with mine for about 4 years now and absolutely love the no-wires headset. If interested, let me know. if not sold locally, they will soon go on E-bay.



Bob McDaniel (618-530-0805)

HANGAR FOR RENT: Hangar available at Jerseyville just \$70 per month. Fuel available on field. While mostly a GA aircraft facility, ultralights are welcome. Contact Bert Hampton 618-558-3271

FOR SALE: 1/3 SHARE OF MY 1979 GRUMMAN CHEETAH: Fresh annual! Great training/time builder. Established partnership in place.

I am military and will be leaving the area. Based at Shafer (IL48) Times will change as this is a daily flyer.

AFTT: 3393
TSOH: 1270
TSTO: 65

Call or text Troy Gryga
708-516-9098



EAA Chapter 64

(1IL4) Millstadt, IL

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

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

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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.