



# The FLYING WIRE

The Newsletter of EAA Chapter 64

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

**October Meeting:** The next EAA Chapter 64 meeting will be held on **Tuesday, 1 October** at the **Chapter Hangar/Clubhouse** on Southwest Illinois Sport Aviation Flight Park (11L4). See last page of newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

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## September Meeting Minutes

**By Jim Schaefer, Chapter Secretary**

John Schaefer opened the meeting on September 3<sup>rd</sup> at 1900 in the Chapter 64 Hangar. No minutes or treasurer's report was available since the last meeting was the Hangar dedication.

New people:

- Steve Buress was introduced by Bob McDaniel. Steve's son flies for Gateway. Steve is the owner of the manlift we have been using in the hangar construction. His one concern is whoever is using the lift must wear the safety belt. Steve is looking to learn to fly.
- Andy Hoots is another new member that was introduced.

Hangar:

- The electricity is coming soon. 😊 Gene's wife wants the electricity in for a wedding on Oct 25 on the other side of the wall so more pressure is coming to bear to make it happen.
- Mike Lotz picked up the AC unit and set the outside unit on a pedestal.
- We still have boxes of books and other material at the John's farm that will need to be brought to the Hangar.
- The door lock was installed on the tool crib and a tool check out sheet is in the room. EAA has offered to reimburse up to \$300 on a purchase of \$1000 worth of tools on a specialty list. We have most everything on the list except a Borescope and we are looking into purchasing one. Anyone who wishes to donate any unwanted or excess tools are welcome to add them to the tool crib.
- The intent is to get to the point where the chapter is a location to come to build or work on an AC with the specialty tools needed.

Young Eagles:

Bob McDaniel gave the Young Eagles report

- The next event will be Sept 14<sup>th</sup>, at Sparta open house from 0900-1500. 0830 will be the safety brief. Any help will be appreciated.
  - o John & Liz are some of the organizers for the Sparta event. Liz is doing the kids events and could use some volunteers. Liz will not be able to do Young Eagles registration so other help will be necessary there.
  - o Sparta Airport Is a municipal Corp and we must follow their rules. We must escort people to the planes and back. FAA and IDOT in the past have had people surreptitiously come to the event to check on safety for the whole event. IDOT requires the event to be registered.
  - o Similar parking food arrangements as in the past and there will be helicopter rides available again.
- There is a possible add on event the 3<sup>rd</sup> week of Oct but it is still in work. More to follow.
- There will be a Young Eagles event 2 Nov at the Downtown Airport Museum. The safety Brief will be at 1330 with flying to start at 1400. The event is for 15 Chinese girls ages 10 to 16, that have been adopted in the local area, and their siblings. The event is also open to public so if anyone has someone interested invite them out.
- If any Young Eagle pilots have not flown at least 10 Young Eagles this calendar year try to get 10. EAA provides chapters with \$5 per kid when a pilot has flown at least 10. The funds are used to support the Young Eagles events (tables, chairs, headsets...).

#### Other Items:

- The EAA Monthly Chapter Video Magazine was shown featuring Charlie Becker and his visit for the Hangar Dedication.
- John Schaefer brought up his intentions for the chapter.
  - o Next Spring, he would like to set up Demonstrations and booths at Young Eagles events to give the kids more exposure to aviation and airplane building.
  - o Al Bane has volunteered to be event coordinator once he retires and would like to have demonstrations not just at the meetings but other days and events to showcase key things for airplane building.
- Al also asked for ideas for the Holiday party.
- A question came up about our Facebook Page. It is in sad shape and needs to get restarted.
- In a related item, EAA is sending out a new tool to facilitate webpage building sometime this fall.
- As a note of interest, if you are trying to get EAA help on an issue, be patient. They are all part time help. There are no full-time employees at EAA Headquarters.
- The LSA expo is at Mt Vernon airport Thursday, Friday and Saturday. Bob McDaniel will be doing a presentation Saturday on buying an AC.

Bob Miller gave a Scrounge Dawg report.

- Scrounge Dawgs met with the Chapter Board about a week ago.
- Scrounge Dawg started with Art Holloman, a P-47 Pilot in WWII. He built a Pietenpol and flew it for many years. He clipped a power line and damaged the AC and decided to get rid of the AC. A group of Chapter 64 members formed the Scrounge Dawgs and got the AC and rebuilt it.
- There were some successes and some challenges. Only a few people got checked out in the plane and there was an incident where there was a prop strike. The plane is easy to repair but the prop strike will require engine tear down.
- The original plank owners donated ~\$600 each with some donating more, like the engine... so there is a \$6000 debt that needs to be repaid.
- Bob's vision of the Scrounge Dawgs' way ahead came from a Pietenpol Bob saw at Oshkosh that is from a Toledo Ohio Flying Club. They have been able to generate light Sport pilots and a few light sport instructors' and Bob sees that as an inspiration of what we could possibly do. A flying club that we could possibly teach youngsters how to fly.
- He proposes to recapitalize the group as an IL non-profit. Pay down the dept to the original members and get the Pietenpol airworthy to possibly use at Young Eagles events.
- Plans:
  - o Plan to move the plan to the Chapter Hangar and tear down the engine.
  - o The board has agreed to give SD a break on hangar rental.
  - o Parts, and inspection cost will be borne by SD.
  - o Looking for help from the chapter members to tear down the engine.
  - o Intend get the plane flying and get members checked out in it.
  - o Would like to use it for Young Eagles.
  - o Expected cost about \$30/Hr wet. Anticipate \$250/month fixed cost (Hangar and Insurance).
  - o Initial Membership for people who want to fly it will be ~\$1000, with a \$500 Maintenance Deposit. Members must join Chapter. Must have a minimum of a Private license w/tail wheel endorsement.
  - o After establishing some safe track history with the insurance carrier he would like to recruit or grow some CFIs to bring in people that don't have a pilot license to use it for training and use it as a recruiting aid to try to get some younger members involved.
  - o Looking for officers and an agent for the IL Corporation. Brad volunteered to be agent. Not looking to take officers from the Chapter but to get more people involved.
- Further discussions:
  - o Need to check with Paul Voorhees to see if he would be willing to oversee tear down and rebuild at his facility.
  - o Mike Lotz has an engine stand and Bob McDaniel has a hoist that he is thinking of donating to the chapter.
  - o Will hang the wings on the wall to protect them. We can use Rob's space temporarily, since he sold his plane and is still looking for a new one.

- Asking if anyone knows a tail wheel CFI that can get checked out in the plane and get some of the other members checked out. Several possibilities were discussed. One CFI is in Canton, IL. The other option is to fly a CFI in to do check outs.
  - Plan to move the plane this weekend by truck.
- As a reminder Aero Careers has 24Y available to fly @ 100/Hr wet. It has a new engine and ADSB in & Out.

Meeting adjourned at 2010.

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## **Young Eagle Report**

**By Bob McDaniel & Nick Turk**

**Saturday, Sept. 14<sup>th</sup>:** EAA Chapter 64 supported the Sparta Community Airport Open House, Sparta, IL with Young Eagle flights. Chapter 64 pilots Bob McDaniel, Eve Cascella, Bob Miller, Steve Elliott and Nick Turk flew 96 Young Eagles. Ground crew support was provided by Mark Eiteuner, Lee Hartley and Terry Ernst. Registration was accomplished by Bill Florich, Ed Schertz, Larry Loiseau, Laverne Deck and Nick Turk. Chapter 64 President John Schaefer and Liz Schaefer were organizers of the airport open house which attracts hundreds of local spectators each year.

### **UPCOMING CHAPTER 64 YOUNG EAGLE EVENTS:**

**Saturday, Sept. 28<sup>th</sup> at Bonne Terre, MO (airport ID = 1BT):** Newly formed Chapter 1424 asked for our help flying Young Eagles to promote their Chapter and grow their membership. We'll meet at Bonne Terre Airport at 12:30 p.m. and fly from 1-3. We can visit ALN's Fly-in in the morning and support Bonne Terre in the afternoon. (Pilots, please invite a fellow Chapter member to ride along with you to Bonne Terre to help with the ground support.)

**Saturday, Oct. 5<sup>th</sup> at the Greater St. Louis Air & Space Museum at STL Downtown Airport:** We're expecting 40-50 middle school aged homeschoolers. They are spending the month of October studying aeronautics in their science curriculum and our flights will be the crown jewel of their program. We'll brief at 0930 and begin flying at 10.

**Saturday, Nov. 2<sup>nd</sup> at the Greater St. Louis Air & Space Museum at STL Downtown Airport:** We'll be flying approximately 15 kids and their siblings from the local chapter of Families with Children from China (FCC). Most will be from 10-15 years old. Since it's getting late in the season, we'll let the temperatures warm up a bit and hold the briefing at 1:30 p.m. and begin flying at 2.

## 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 (Paul Visk substituted)
May	Rick Rehg
June	Bob McDaniel
July	Mike Lotz
August	Chapter providing burgers/brats, everyone brings a dish for picnic
September	Dennis Engelkenjohn
<b>October</b>	<b>Brad Jones</b>
November	Al Bane

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## DO YOU RECOGNIZE SOME OF THESE NAME BRANDS?

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 INSTRUMENTS • DAVTRON • DOW CORNING • EPSON • FLITZ • GLEIM PUBLICATIONS • GENUINE AIRCRAFT HARDWARE • HONEYWELL • ICOM AMERICA • JEPPESSEN • 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

## Pilot's Tip of the Week

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

### *Consistent Landings* Featuring Tom Turner

*"Like many pilots, I struggle to make consistently good landings. Some are good, some are bad...and I'm not always sure why. Keeping it simple, what are the keys to consistency when landing?" - Alan R.*

#### Tom:

“Consistently making good landings is a result of flying the proper airspeed along the proper glidepath.

Let’s briefly look at each:

The **proper airspeed** is that computed for the conditions, including airplane weight, the amount of flap you’re using, and any airspeed adjustment for wind gusts. You’ll find recommended airspeeds in the Pilots Operating Handbook. In most complex airplanes the *book* will provide different speeds for varying landing weights. It may also provide speeds for partial-flap landings, but if it does not, you’ll have to adjust the book speed for your variation from normal. Although most POHs don’t discuss it, the accepted practice is to add one-half the gust factor to book final approach speed. That’s not as much as it sounds—if the reported surface wind is 14 gusting to 22 knots, that’s only an eight-knot gust factor or four knots added to your final approach speed. Windy or not, it’s my experience that most pilots fly way too fast on final approach, which leads to landing long, ballooning upward at the beginning of the flare, or bouncing the landing. Fly the right speed and you’ll make much better landings.



Flying a **consistent glidepath** means you’ll be able to judge your approach and flare more easily. Follow visual glidepath indicators when they’re available. Pick a touchdown spot; on final approach, if that spot remains fixed in your windscreen, you’re aimed right for it. If it appears to be descending toward your glareshield (instrument panel), you’re high on glidepath and overshooting. If the spot looks like it’s climbing toward the top of your windshield, you’re low and undershooting. This goes for the centerline as well—keep your landing spot in the center to help with crosswind control and drift at touchdown.

Avoiding common landing errors means having targets for airspeed and glidepath on final approach.”

## Another Pilot's Tip of the Week

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

### *Planning Your Descent* Featuring Wally Moran

#### Subscriber question:

*"When should I start my descent? How fast should I descend? I know there are electronic tools that help with this planning, but is there a simple way to decide the best time to start down?" —Shawn P.*

#### Wally:

“Good descent planning takes some thought, but it will pay off in efficiency and passenger comfort, so it’s clearly worth the effort. But how to do it safely, smoothly and efficiently; that is what we are trying to accomplish.

Let’s look at an easy example:

The air is smooth all the way down, we have no passengers with ear problems, and the 45 (degree) to the downwind is between us and the airport. In this case, we want to be at pattern altitude prior to entering the downwind leg. So simply subtract pattern altitude, let’s use 1000 MSL feet in this example, from your cruise altitude of 8500 MSL. This tells you that you need to descend 7500 feet. Now divide 7500 by 500 feet per minute and you will see that it will take approximately 15 minutes for the descent. If our ground speed is 120 knots, we will travel about 30 miles in 15 minutes. So, I would begin the descent about 32 miles away and attempt to maintain a 500 foot per minute rate of descent. This should get you to pattern altitude and stabilized prior to entering the downwind leg.



If you plan to fly over the airport either to enter the downwind leg on the other side of the airport or to simply inspect the airport, I use the same formula except I plan the descent to arrive over the airport at 2000 feet above airport elevation. So, in the above example, I would begin that descent at 28 miles away.

If you have passengers with ear issues, you should plan on a more gradual descent. Whenever I have young children onboard, I expect ear issues and plan accordingly. In that case, I plan on

a 300 foot per minute descent. So, each one thousand feet will take a little more than 3 minutes.

Another issue is turbulence at the lower altitudes. Often on summer days, you can be cruising along at 8000 feet above those puffy clouds and in cool air. But from 5000 feet on down the air will be turbulent and temperatures will get hotter. These are the conditions that can make your passengers uncomfortable or even ill. So, I descend normally until I get to the top of the bumpy air and then level off. I stay there until I am quite close to the destination and then make a low power, slow speed descent at approximately 1000 feet per minute. Keeping the speed down reduces the severity of the turbulence, but you need to be watchful of passenger ear issues.

Naturally, winds will change as you descend and so will your ground speed, but it is easy to set a few benchmarks in the descent and then adjust as needed. For example, in our first plan, I might decide that I should be descending through 4500 MSL as I pass 16 miles out. Now as I pass the 16-mile mark, I can adjust my descent if needed. I do this math while in cruise and write it down, so I don't have to work it out on the fly.

If I intend to make an instrument approach at the destination, I still use 500 feet per minute as my target and plan to be at the final approach crossing altitude 2 miles prior to that fix.”





## EAA Chapter 64 Treasurers Report for September 2019

By Paul Visk, Treasurer

### EAA Chapter 64 Balance Sheet As of September 25, 2019

	Sep 25, 19
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
Checking	3,797.19
Hangar Checking	1,783.03
Total Checking/Savings	5,580.22
Accounts Receivable	
Accounts Receivable	-90.00
Total Accounts Receivable	-90.00
Other Current Assets	
Undeposited Funds	100.00
Total Other Current Assets	100.00
Total Current Assets	5,590.22
<b>TOTAL ASSETS</b>	<b>5,590.22</b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	416.66
Total Accounts Payable	416.66
Total Current Liabilities	416.66
Total Liabilities	416.66
Equity	
Opening Balance Equity	3,307.58
Unrestricted Net Assets	-1,179.23
Net Income	3,045.21
Total Equity	5,173.56
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>5,590.22</b>

# 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.

### EAA Chapter 64

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