



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

May Meeting: Cancelled. We will let you know when monthly meetings resume.

March 2020 Meeting Minutes

By Jim Schaefer, Chapter Secretary

John Schaefer opened the meeting on 3 March at 1900 in the Chapter 64 Hangar.

Started with a video and discussion of SE5 (WWI biplane) build and its part in the movie the "Aviator". Walt (Wally) Hubert was in attendance and discussed his role in the project and some interesting stories about the movie.



Wally Hubert talking about SE5 biplane project. *Photo provided by Liz Schaefer*

New people/Guests;

- Greg, Bill, Don, Emma (CFI for STL Flight & Office manager for Big River Aviation)

We now have 75 members in the Chapter.

Committee Reports;

- Ultra-light/Light sport Symposium - Liz Schaefer
 - o Sold 49 Breakfasts and 109 Lunches.
 - o Spent \$500 for the food and made \$1200.
 - o Mike Lotz made the scrambled eggs, potatoes, and pancakes.
 - o Lee Hartley and Tom Murrell made the coffee and kept it brewing. They also control the water and soda sales.
 - o Servers were Mike Lotz, Woody & Theresa Tripp, Charlie McGhee, and Dennis Englekenjohn.
 - o Setup Crew was Doug Moise, Terry & Marsha Ernst, John & Liz Schaefer, Dennis, Bob McDaniel, Nick Turk, Charlie McGhee, Bill & Amber Aanstad, Woody & Theresa Tripp, Lee Hartley, Paul Visk, Tom Murrell, Paul Vorhees and Mike Merkan.
 - o Liz made the pulled pork and chicken.
- Light Sport event - Bob McDaniel.
 - o Unofficial head count was 143. (More attendance than the last several years.)
 - o Raffle jars are the only funding sources for the event and about \$400 was made.
 - o Chapter 64 is basically in charge of the event and planning for next year is already started. Committees will be set up in a few months to solicit Raffle prizes.
 - o Start with a medical presentation.
 - o Next year will be Feb 27.
 - o Keith Mueller talked about SWIC setting breakout sessions and maybe an event for some young kids for next year.
 - o Bob McDaniel reported that IDOT has given verbal approval to allow a Gyro copter to fly into the soccer field for next year's event. Paperwork to follow.
- Young Eagles - Bob McDaniel.
 - o The next Young Eagles event will be 18 April at Downtown Airport. We will be hosting 10 Boy Scouts plus some other small groups. About 25-30 in all. Pilot brief at 0930, start flying at 1000 and should be done by 1200.
 - o There will be a Teachers Day 30 April at Downtown Airport. ~125 Teachers expected.
- Youth Group - Mike Lotz
 - o Not enough activity to have another meeting right now.
 - o Proposing a poster and flyer with contact information to hand out at Young Eagles events to provide a means for feedback for the kids or parents.
 - o The RC model build scheduled this Saturday and every other week until the model is complete.
 - o Looking for a mini-ground school course curriculum to sponsor for youth.

- Sparta is not doing their fly-in this year but will allow us to do Young Eagles and the kids events we did last year.

Events - Al Bane

- The Scott AFB Airshow will be on 30-31 May and practice on Friday 29 May.
- Trying to get permission to have John & Liz's Birddog on the field.
- We have permission to host a display in Hangar 1.
- Will be looking for people to man the booth.

Scrounge Dawgs - Bob Miller

- Targeting Saturday 14 Mar to do a static run and oil change on the Pietenpol and assess the fabric damage.

Other news:

- Isaac Montague is our new Webmaster. The end of March the old website will die. The new site should be on line 1 April.
- Due to under whelming support, the paint booth acquisition discussed at the last meeting has been dropped. Another EAA Chapter has picked it up and will allow us to use it once up and running.
- If anyone needs AC oil Bill Aanstad reported a web site and distributor in St. Charles. He has an ordered placed and anyone who wants to order see Bill.

50/50 paid out \$32.00. Amber Aanstad won.

The minutes and the treasurer's report in the last Newsletter were approved.

The meeting was adjourned at 1958.



Various Updates

by Bob McDaniel



Millstadt Flight Park is ready for spring flying. I've rolled the runway with my 2,600-pound roller and I'm cutting the grass weekly. Unless a heavy rain shower passes over, the runway is firm and dry. Unfortunately, the current stay-at-home and social distancing orders aren't encouraging a lot of flying. I'm afraid we're in for a long and difficult summer.

After a construction setback due to gusty winds from a thunderstorm, construction has resumed on the third hangar and ground should be broken on the fourth hangar any day now.

I've started publishing a "Safety Brief" newsletter for all airport users. The first issue went out a few weeks ago and the next one is being written. I hope you'll find this one-sheet safety newsletter both interesting and helpful.

We're eagerly looking forward to hosting activities at the Flight Park. We may not be able to host public fly-ins or other gatherings of several people, but as a minimum, we'll do a few cookouts with small numbers of people so we can keep our distance from each other while still having the opportunity to talk about flying, working on our aircraft projects, and sharing good old-fashioned hangar flying together.

Our agricultural helicopters made a two-day advance visit a few weeks ago. One helicopter arrived on a flatbed trailer, along with their jet fuel supply truck and their operational support truck. The drivers parked the equipment and left. A couple of days later, one ground crew member arrived from Louisiana in his own beautiful Cessna 140 and the helicopter pilot arrived from Texas in his Socata Trinidad. The pilot was quite an interesting fellow, a Bavarian German, who immigrated to the U.S. for the flying.

One helicopter and most of the support equipment are here now, just waiting on a second helicopter and the crews to arrive. They will be spraying fungicide on wheat fields throughout the area for a couple of weeks in early May.



If you've never seen them operate, it's quite an interesting operation. The support trucks follow the helicopters to their working fields and position so the helicopters can land on top of the truck for servicing. Once the helicopter is sitting on top of the truck's topside landing pad, with the engine running and rotor turning, the ground crewman climbs up to fill the

herbicide tank and the jet fuel tank. As soon as the tanks are replenished, they fly off to begin spraying again. It's the ultimate "quick-turn."

I'll try to get a schedule from them when they arrive and will send an e-mail out to our Chapter members. You're welcome to bring your lawn chair out and watch from a distance when they're working our nearby fields. Of course, their schedule varies with the wind and weather, so nothing will be certain.

AEROCAREERS



AeroCareers Flying Club's Cessna 172 has returned to the Flight Park, after wintering at Downtown Airport, and continues to fly regularly. The aircraft now has new carpeting, a new directional gyro and ADS-B In and Out. Despite the current pandemic restrictions, club members continue to fly on a regular basis.

FLYING CLUB

There may not be any airport restaurants open to satisfy a desire for the traditional \$100 hamburger, but there's plenty of proficiency flying going on. Much of it is solo or with just a close family member riding along.

Unfortunately, only a few flight instructors are willing to fly with students right now due to social distancing practices. All of the big university flight schools have shut down indefinitely. There's no way to guess how long it will take our aviation system to return to normal.



For those of you who continue to fly, now is the time to be very conscientious about checking NOTAMs before you fly. Like many airports around the nation with greatly reduced air traffic, Spirit of St. Louis' control tower just announced reduced operating hours. They are now only open from 8 a.m. to 5 p.m. daily. Other airports may follow. Likewise, many FBOs have also reduced operating hours. Fuel may not be available when you need it, so it pays to call ahead.

Revised tower hours at the following airports:

SUS: 0800-1700

CPS: 0800-1600

SPI: 0800-1600

Check NOTAMs for others.

The FAA recently used some really squirrely language to provide relief for pilots with expiring medical certificates. What they've said is, they "will not take legal enforcement action" against anyone who flies with a medical certificate that expires between March 31 and May 31, until after June 30. That effectively means you can fly with an expired medical certificate if it expires during that time. The prohibition on operations during a medical deficiency remains in effect.

Just as we were going to press with this newsletter, the FAA released a 94-page Special Federal Aviation Regulation 118, dated 4/29/2020, providing additional relief. (See the full 94-page

SFAR is located at

https://www.faa.gov/coronavirus/regulatory_updates/media/FAA_SFAR_118_CoVid-19_Relief.pdf)

There's much more in the SFAR, but here's a quick summary of items important to us.

Flight reviews. The FAA is offering a three-calendar-month "grace period" for those whose flight reviews expire between March 1 and June 30. The pilot must have logged at least 10 hours of pilot in command time within the preceding 12 calendar months and must complete at least three FAA Safety Team online Wings credits in January or later.

Recent PIC flight experience for instrument currency, only. The FAA extended by three extra months the requirement to be current under FAR 61.57(c). There are specific additional requirements to qualify so study them carefully to ensure you are compliant.

Knowledge tests. Applicants whose knowledge tests expire between March and June will have their knowledge tests' validity extended by three months.

Flight instructors. Unlike pilot certificates, flight instructor certificates expire every two years. The SFAR extended expirations until June 30.

Inspection authorization. Airframe and powerplant mechanics with inspection authorization who were not able to meet the first year (even-numbered year) renewal requirements by March have an additional three months to complete one of the listed activities to meet the first-year renewal requirements.

HOWEVER, it's important to note the FAA's relief does NOT relieve you from any insurance policy requirement. Some policies require you to maintain a current medical certificate; some do not. If your medical is expiring, read your insurance policy carefully, call your broker if necessary, and ensure you fully understand the medical requirements of your policy before continuing to fly with an expired certificate. (Most companies allow you to fly with the extension, but a few do not.)

Your best course of action is to continue to get out there and fly, to not only maintain your currency, but fly enough to maintain your proficiency.



Due to the Covid-19 virus, we will not be flying any Young Eagle groups for the foreseeable future. Current guidance from EAA Headquarters is to "heed advisories from the CDC and your local government agencies."

Although the Illinois' stay-at-home order may expire on May 31, many experts are predicting that social distancing may need to continue well into, or even throughout the summer months. We will not resume public Young Eagle flights as long as social distancing is required.



AEROCAREERS



FLYING CLUB

VOLUME 1, ISSUE 1 -- SPRING 2020

FIRST ISSUE

This is the first issue of what is planned to be a bi-monthly newsletter to address safety issues for people who operate from the Millstadt Flight Park.

PERFORMANCE ON SOD RUNWAYS

Most standard category aircraft handbooks address the effect operating from sod runways has on takeoff and landing distances. Depending on the aircraft, takeoff distance may be increased by as much as 20 percent on well-prepared and properly maintained sod runways. The Flying Club's Cessna 172 POH states the takeoff distance will increase by 7 percent on sod.

When was the last time the runway was mowed? Tall grass will increase takeoff distance even more. What about wet grass? What about tall grass growing on soft or muddy ground? Plan for distance increases significantly more than 7 percent if the grass is tall and wet.

Computed takeoff distance over a 50-foot obstacle for our 172 at 2,300 lbs. on a no-wind, 85-degree day is 1,795 feet. That leaves only 500 feet of unused runway if you do everything right. When the temperature goes up on a hot 97-degree summer day, you'll need 1,877 feet to takeoff and the runway begins to look quite short.

Always leave yourself a margin of safety. If you're fully loaded on a high density-altitude, hot and humid day, consider having your passengers meet you at St. Louis Downtown Airport (CPS) and pick them up there. Better safe than sorry!

How does sod affect landing distance? Most pilots will answer that it will shorten their landing distance because they are used to feeling additional deceleration when landing on grass. That is incorrect! Landing distance tables are based on maximum braking and grass is slicker than pavement, so your actual landing distance will be longer when it really counts. How much longer? Twenty percent according to our POH.

Our heavy 172 on a hot day requires 1,518 feet to stop on a no-wind day at our airport. Throw in a little morning dew or a brief rain shower and that distance increases significantly. (The POH doesn't address how much wet grass will increase your landing roll.)

For the typical light plane, 2,300 feet of well-maintained sod is more than enough runway to takeoff or land under most conditions. Be sure to take all factors affecting aircraft performance into consideration BEFORE you attempt to takeoff. Use proper soft-field procedures when appropriate and maintain good airspeed control during landings.

Don't let a lack of aircraft performance surprise you. Know what to expect under the conditions you fly.

SPRING RUNWAY CONDITIONS

Spring downpours can change runway conditions significantly. Fortunately, now that we're seeing plenty of warm sunshine, the runway dries rather quickly. There is one persistent soft spot about 600 feet down the left edge of runway 24 where the drainage swale allows water to seep out 15 or 20 feet onto the edge of the runway.

Also, after a heavy rain, two other spots tend to puddle—about 1,000 feet down and slightly right of runway 24's center and another, about 1,600 feet down and right of center. Avoid those areas when taxiing and be aware they may cause unexpected deceleration if they are holding water.

You can check the amount of rain received by visiting our weather station (see below.) If you are concerned or in doubt about the runway condition, feel free to carefully drive the runway to check its condition before you fly. Please drive cautiously to avoid leaving any ruts. If the taxiway is soft, the runway will be softer. Stop and turn around.

FLIGHT PARK'S WEATHER STATION

You can access Flight Park's weather station by entering the link below into your web browser or simply use your smart phone to scan the QR code at right.

<https://dashboard.ambientweather.net/devices/public/8a33a7af2d987baa5342aa361450264d>

**BEWARE OF BIRD'S NESTS**

It's that time of the year when birds are building their homes and they love the nooks and crannies available inside aircraft, whether hangared or tied down outside.

All bird nest material should be removed from any accessible area before flight. Pay particular attention to engine compartments to prevent inflight fires. A nest in the engine compartment needs to be completely removed and that may require removing the engine cowl to clean the cooling fins and rear cylinder areas.

Birds are energetic and persistent. It's possible to remove all nesting material from an aircraft in the morning only to discover they've completely rebuilt their nest in the afternoon.

Cowl plugs help but are not foolproof. Be sure to remove them prior to flight to prevent sudden engine overheat on takeoff.

WHAT DO THE WINDSOCKS TELL US?

The Flight Park has two different types of wind indicators.

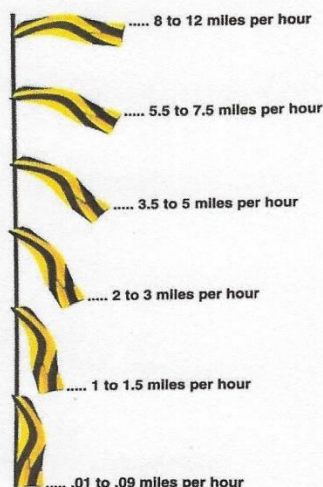
The primary windsock, located atop the large farm hangar, is an FAA-standard 18-inch by 5-foot windsock. It is sewn together in multiple segments to allow accurate wind speed indications. The sock will align itself against the wind and hang mostly limp when the wind speed reaches 3 knots (3.5 mph). Half of the sock will fully extend when the wind reaches 9 knots (10.3 mph); and it will fully extend at 15-knots (17 mph) or more.



Our second wind indicator, located near the intersection of the runway and taxiway, is a special Wind-tracker™ flag that should be very helpful to our ultralight pilots. It is designed to detect wind direction and speeds at LESS THAN 1 mile per hour.



Don't panic if it's standing straight out! It will fly in that position in winds of only 8 mph or more. The illustration below shows the flag's position at various wind speeds.

FLAG POSITION RELATIVE TO APPROXIMATE WIND SPEED

Courtesy of www.iflyamerica.org

"It's been a long winter, so I thought I'd catch up on some flying time. I should only be gone for a month or two."

THE BEST WAY TO IMPROVE YOUR SKILLS IS TO GO FLY!

Many of us are unable to fly frequently throughout the winter months. Our ultralights and experimental aircraft with open cockpits are mostly nestled inside our hangars for the long winter months. Spring flying is often hampered by strong winds and the potential for quickly developing rain showers.

Now that the weather has settled down and warmed up, it's time to get out and knock the rust off your flying skills. While the Covid-19 pandemic still has us under "social distancing" and travel is limited to only essential business, our little remote airstrip is ideal for flying while complying with those restrictions. Personal flying falls in a gray area of essential travel, but personally, I believe maintaining our flying skills is essential to safety.

If you haven't flown in a while, take some extra time to do a thorough and meticulous preflight inspection. If you typically do not refer to a checklist during the inspection or only refer to it as a quick reference guide, take a little more time and read through it in detail. When was the last time you READ your operating handbook? Take some time to read through it again and refresh yourself. (I've been flying Cessna Skyhawks for over 50 years and I still find things I've forgotten about when I read through the POH.)

If you haven't flown in a while and weather conditions aren't calm and clear, wait for a better day. Depending on your experience level and recency of flight, you might consider asking a CFI or experienced pilot friend to fly along with you.

Once airborne, go through some basic aerial maneuvering to get the feel of your aircraft again. Do a little slow flight and put your aircraft through the paces. Practice some takeoffs and landings. If the final approach doesn't look quite right, go around early and set up for another landing approach. Use various flap settings and, if tailwheel equipped, practice 3-point landings first and then work your way up to wheel landings.

Make your plane do what you want it to do. Master your aircraft control and get comfortable again. Take a passenger with you ONLY after you are confident your flying skills are sharp again.

IS YOUR AIRCRAFT READY TO FLY?

Certified aircraft require an annual inspection and experimental aircraft require a condition inspection every 12 calendar months. However, an ultralight vehicle is not subject to Federal aircraft certification and maintenance standards.

Although there is no regulatory requirement to inspect your ultralight, common sense should tell you that periodically you should do a very detailed inspection and complete preventative maintenance actions not normally done during a daily preflight.

Before your first flight of the season, clean everything that is dirty. Lubricate everything that moves. Replenish all the fluids—use fresh fuel. Open every inspection hole. Look for worn or chafed wires, cables, and hoses. Check your tire pressures and do everything else you can think of to ensure your trusty aerial machine will carry you into the sky and bring you back again, safely. **YOUR LIFE DEPENDS ON IT!**

Scrounge Dawg and RV Stuff

by Bob Miller

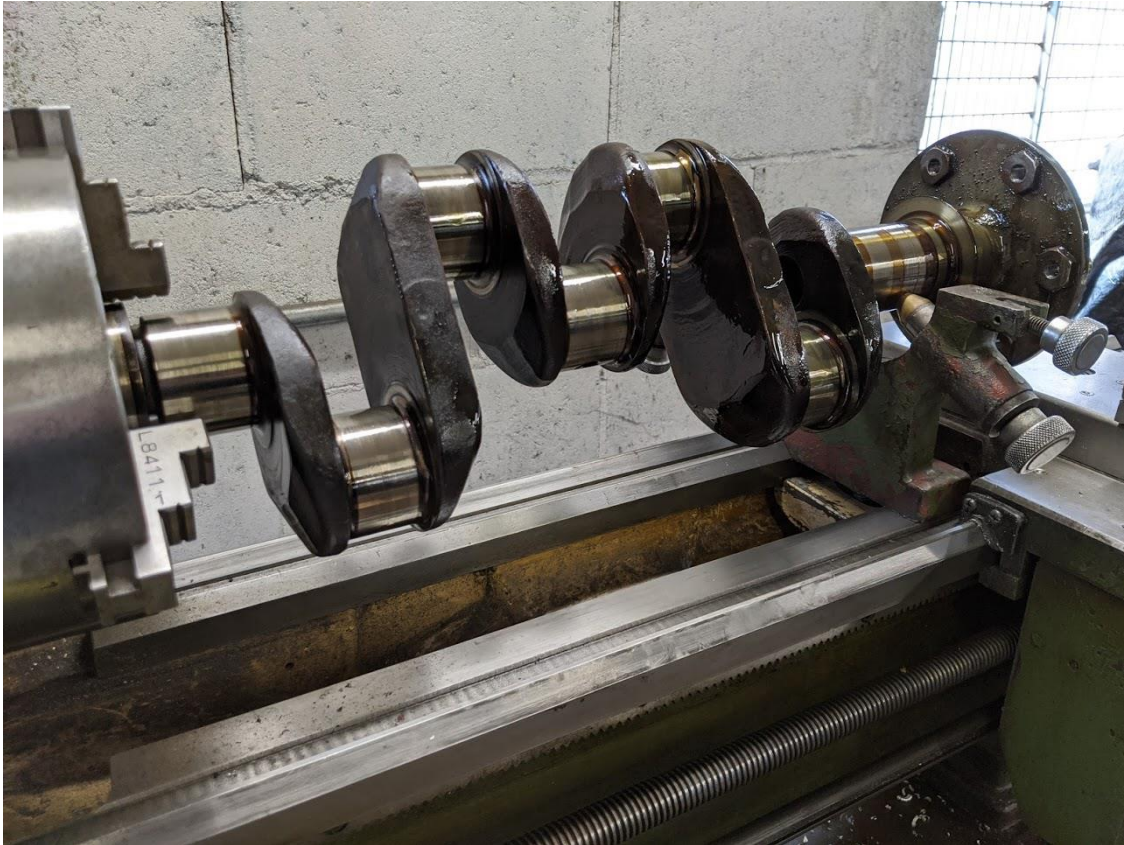
Chapter Coffee

We're adding a Mr. Coffee, filters, and a fresh can of Folgers to the clubhouse, please enjoy and clean up when you are done. If anybody is really brave you can try the old can (it's at least 10 years old).

Scrounge Dawgs

Thanks to Doug Moise and Al Bane for helping take the motor off Piety and load into my wife's Subaru, actually fit pretty well! I drove it up to Tom Wottreng's in southern WI (~5 hr.) and learned a lot during the disassembly. Tom is a super interesting guy. He runs a service out of his house where he overhauls small Lycs and Contis. He evaluates, specs, cleans and paints parts. You pay any for machining, new parts or outside testing directly but at his prices. He charges a \$3,000 flat rate at the end of the process. The motor does not appear to have suffered acute damage from the prop strike, but was end of life for a number of other reasons (valves, rings, cylinders, mag gears, etc.) Hoping to have it back in June. I will probably go up and help with the final assembly and get some more training from Tom; then I'll either have him ship it or drive it back to re-install.





RV-6A Nose Gear

There are Pros and Cons to the nose dragger Vans designs. I got into my A model partnership because that's what was available at the time. I take a little ribbing from some other RVers but get to give it back when they cancel a formation flight due to crosswinds.

Some of the cons are related to the nose strut bending, damaging the nose pant and in extreme cases flipping the plane over. Taildragger RVs often flip over in off field landings as well, but don't do the "pole vault" that the nose gear RVs suffer. Vans Aircraft has provided a number of retrofit improvements to the RV-6A (which we have) and even bigger improvements in the newer designs (RV-10, 12, 14).

One contributing factor to the issues is the nose wheel shaking or seizing as it spins up on touchdown. Some earlier models had a bearing set up that was more problematic. Another factor is low pressure allowing the tire to splay out against the pant and seize. (Reducing nose tire pressure has been used as a Band-Aid to minimize shimmy when the nose wheel is not trued).

Last year Dan and I experienced some nose pant and strut damage on a smooth concrete runway, so I studied this more intently over the holidays.

https://drive.google.com/file/d/1DCZ4O_hjGxPGnkAkBl-Kgr1KmmKku9Eb/view?usp=sharing

https://drive.google.com/open?id=1pJrj1SXnrJQyDA_t8Upsjutnnqvvd-8ss

Anti Splat Aero (antisplataero.com) offers a number of aftermarket add-ons designed to reduce these issues. We purchased a modification to our wheel that includes a lubed for life, over spec'd bearing installed, and the wheel balanced and trued. As a side benefit it eliminates the need to re-pack the bearings annually. We increased our nose tire pressure from 25 psi to 50 psi with this mod. We also got the "Nose Job II" brace which protects from over-bending. As you can see from the picture it doesn't actually touch the strut in normally operation. I was impressed with the service and completeness of the kit as well as the thought behind the fixes.



Another factor is the ability to hold the nose wheel off the runway at lower speeds. I've found that on landing the nose tends to drop a little earlier than I would like. I have experimented with reducing flaps when light & forward CG and adding back a little power on roll out -- but am still dissatisfied. We have double checked our W&B and ours is mid-range. (In the RV-6A the CG does move aft very slightly as fuel is burned. With our setup it will go a trivial amount past aft in a worst-case scenario of light pilot, no copilot and full 100 lb. of baggage at emergency fuel of about 5 gal).

Next, I checked our elevator travel and found it to match/ beat the travel specs of 30° up. The next thing I plan to try is perhaps a little turbulator tape or maybe even temporary VGs on the bottom of the horizontal stab and see what kind effect it has on our elevator control.

My hat's off to folks who actually build these wonderful machines - my plate is pretty full just in maintenance and ownership!



Aviation Scholarships

by Keith Mueller

This provides students with an opportunity for scholarships and some serious mentoring and internships. We originally planned for some paid internships this summer but now will not be able to put that in place until 2021 just due to the virus situation. Normally students would have to be in a college program enrolled in an aviation major. It's not designed for a person to just complete a Private Pilot certification for their own personal use.

GSLBAA also has a number of significant size scholarships as well. They are looking for students who want to get seriously involved in a program that is towards and aviation related career path.



AVTRIP



2020 SCHOLARSHIP APPLICATIONS AVAILABLE

Looking to get off the ground with your pilot's license or explore new heights with additional ratings?

The AVTRIP Scholarship and Avfuel Pilot-in-Training Scholarship support current and aspiring aviators in obtaining valuable career training with funds ranging from \$500 - \$2,000.

DEADLINE

Eligible applicants must complete and return the application packet to avtrip@avfuel.com by **11:59 p.m. EST on September 7, 2020.**

QUESTIONS

Please direct scholarship questions to Melissa Novak at avtrip@avfuel.com or **734.663.6466 x222.**



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ABOUT AVFUEL CORPORATION

Avfuel provides fuel and services to the global aviation industry and is the leading independent supplier in the United States. Established as a supply and logistics company more than 45 years ago, Avfuel is core competent in every aspect that surrounds the delivery of fuel—from refinery to wingtip. Avfuel combines global access with personalized service throughout a fueling network of more than 3,000 locations worldwide and 650+ Avfuel-branded FBOs. Our 100% dedication to aviation demonstrates our passion and commitment to a global community that prospers on the movement of goods and services around the world.

<http://www.avfuel.com/AVTRIP/Maximize-AVTRIP/Scholarship-Opportunities>

Greater St. Louis Business Aviation Association
541 Bell Ave., Chesterfield, MO 63005

<https://gsllbaa.org/>

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STUDENT MEMBERSHIP - \$5

SCHOLARSHIP OPPORTUNITIES

The GSLBAA Educational Foundation Scholarship Committee will select exceptional, deserving students residing in Missouri or Illinois. Applicants must be enrolled in an institution that offers college-level courses and working towards a degree in business aviation or preparing for a career as a pilot, maintenance technician, aviation administrator, ATC, dispatcher or other aviation field.

EDUCATIONAL OPPORTUNITIES

Learn from specialists in the aviation industry. Opportunities to hear from professionals in all areas of aviation such as air traffic control systems, airport management, aircraft sales professionals and maintenance specialists will broaden your perspective on aviation.

NETWORKING OPPORTUNITIES

GSLBAA events bring together a regional community of business leaders, government officials, manufacturers, aviation department personnel, single-pilot operations and all manner of people involved in nearly every aspect of business aviation. New business aircraft firms, avionics firms, handling organizations, fractional providers, charter/lease companies, FBO's, corporate flight departments are all represented at our events just to name a few.

JOIN US!

www.gslbaa.org/memberships

Youth RC Build Project Update

by Bill Aanstad

It sounds like an extended time of social distancing will preclude finishing the group build (which is well along with everything framed up and nearly ready for covering) in the shop but we do have plenty of distance available outdoors. I am working with EAA on coordinating with the vendors to correct an issue on sending us the wrong motor which does not fit on the kit's motor mount and have inquired about buying a second transmitter at the heavily discounted price (about \$90) which would allow wirelessly "buddy boxing" at distances well over 6' and if I finish the kit build we can move to the outdoor part of the fun flying with the kids in the great outdoors at our field and/or the RC field.

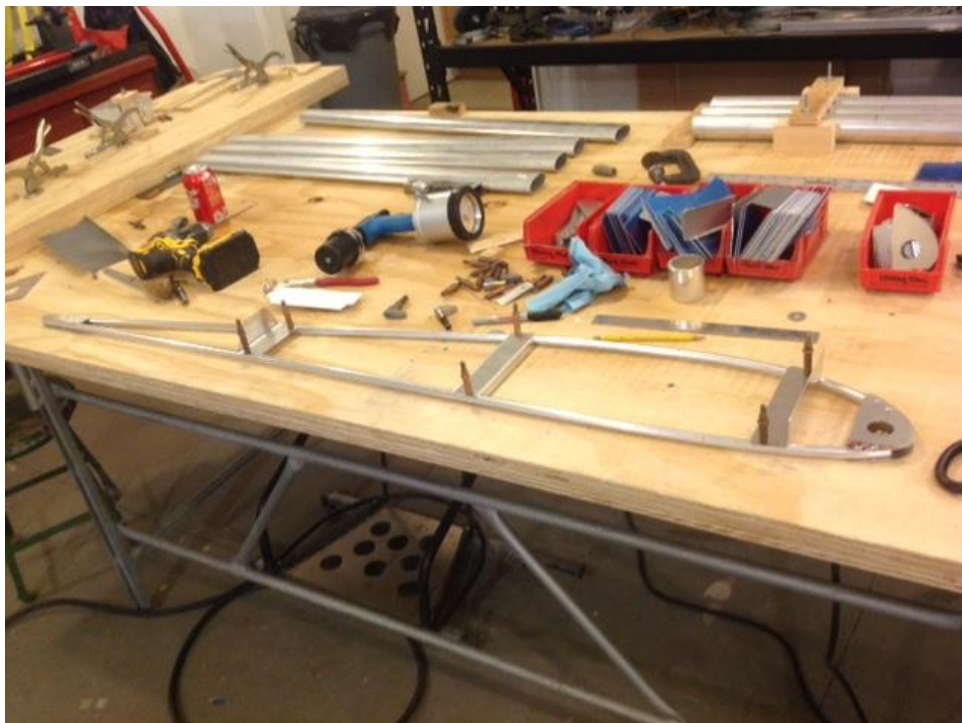




Photos from John Schaefer

Over the last six weeks I have made progress on building a Sopwith Camel. Was able to weld on the last few brackets to the fuselage frame and build all the wing ribs.





Photos from Gary Austen

It's not much, but I got this as Picture of the Week from AvWeb in the 8/1/19 edition - taken 7/25/19. I'm not sure if I showed you the 2nd one or not so I'll add it anyways (just lucky - no skill involved when one sprays and prays). Both shots were taken at Oshkosh. I had Team Aeroshell autograph my print but have yet to put it on my wall at home.



Photos from Bill Aanstad



Social distancing at St. Genevieve



Workday at St. Gen. That's Mike Merkan.



Brian Kissinger is back in town.



Photos from Al Bane



Real grass roots aviation at the Flying Dutchman. Mark Wido's 1946 Piper Cub, Al Bane's 1946 Aeronca Champ and Mike Lotz/Shawn Corcoran's RV-6.



Mark's Cub, Al's Champ and his 1951 Oldsmobile "Rocket" 88.

Pilot's Tip of the Week

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

Intersection Takeoffs Featuring *Paul Bertorelli*

"If Tower assigns an intersection takeoff, must I accept? Conversely, is it okay to ask for one to save time?" — Tom R."

Paul:

"There's sometimes a good argument for accepting, or even asking for, an intersection takeoff, but this is a classic case of playing the probabilities. Nothing is more useless than runway behind you. But probably, you won't need it, right?

The compelling reason you might need it is a sudden runway obstruction like a vehicle or animal, a contaminated surface or—worst case—an engine failure.

Engines do quit on takeoff. A research project on engine failure I've just completed revealed that many happen on takeoff, some just off the end of the runway or in the pattern. In that case, the more altitude you have, the more options you have. In any case, there's no good argument for being lower rather than higher once all the pavement is behind you.



But the larger question is what does the intersection takeoff get you? Back home 30 seconds earlier? Or launching ahead of that annoying guy in the old Cherokee? Okay, three minutes maybe. Trade that against giving up altitude you might badly need when what's never gonna happen to you finally does happen to you.

I'd never say never to an intersection takeoff. But aeronautical decision making is all about habitually reducing even small risk factors. And an intersection departure can be one of those."

Another Pilot's Tip of the Week

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

The Correct Ignition Check

Featuring Doug Stewart

"My airplane partner insists I check my right magneto before checking the left one. It seems like it shouldn't matter at all to me. Who's right?" — Dev S.

Doug:

"Mechanically, it doesn't matter which magneto you check first. As long as you check both you've accomplished the task.

However, there's a reason many manuals—and the Pilot Handbook of Aeronautical Knowledge—recommend checking the right magneto first, and then the left. Doing it in this order helps ensure *both* magnetos have been selected prior to takeoff.

When checking your mags, go *two* clicks to the left (which selects the right magneto), then back to both mags, then *one* click to the left (selecting the left magneto), and again back to both. This does not guarantee that you'll be on both magnetos when you take off, but it guards against the error of thinking you switched to back to "Both" for takeoff when you actually switched one click from "Right" to "Left."



When we check the mags, we're checking three things. One is that the magneto grounding wires are still connected. If not connected, then there will be no drop in RPM when you select that magneto. Second is that the drop in RPM falls within the recommended limits as defined in the POH. This says the remaining mag can provide sufficient spark to keep our engine running, even if with less than full power. The third is that the differential drop between magnetos is within limits, which might clue us in to a mistimed or other mag issue we should check out before the flight.

With only one mag, we have less power for takeoff. On more than one occasion, I've had an applicant take off with only the left magneto selected. For one applicant in a Cessna 150, the combination of a hot, humid day and only the left magneto selected resulted in an anemic climb rate of less than 75 FPM.

Luckily, the applicant recognized the error before I had to end the test."

Spring

FLY-IN

Saturday, June 20, 2020

Perryville Airport (KPCD)

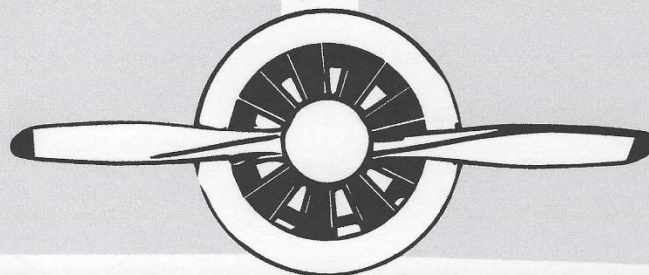
A great Father's Day weekend outing! (Rain date is June 21.)

All types of aircraft invited...

Airplanes, Helicopters, Ultralights, Gyros, Parachutes,
RC Airplanes, Powered Parachutes

- 9:00 AM to Sunset
- Cooking out - Cajun Brats, Pulled Pork, Hot Dogs, Drinks
- Accepting pot-luck contributions.
- Flight Instructors available
- EAA Chapter 1635 Eagles event
- Fuel at Perryville (lowest fuel prices around!)

Save the date and bring friends and family!
Join us for all the fun and just good *plane* conversation!



EAA Chapter 64 Treasurers Report for May 2020

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet As of May 4, 2020

	<u>May 4, 20</u>
ASSETS	
Current Assets	
Checking/Savings	
Checking	6,022.56
Hangar Checking	1,256.89
Total Checking/Savings	7,279.45
Accounts Receivable	
Accounts Receivable	330.00
Total Accounts Receiva...	330.00
Other Current Assets	
Undeposited Funds	600.00
Total Other Current Ass...	600.00
Total Current Assets	8,209.45
TOTAL ASSETS	<u>8,209.45</u>
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	4.81
Net Income	4,063.74
Total Equity	7,376.13
TOTAL LIABILITIES & EQUI...	<u>8,209.45</u>

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.

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 • JEPPesen • 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

FOR SALE: Two Fly Baby Projects

FREE Delivery INCLUDED to New Builder's workshop, garage, or Hangar.

Project 1 - \$2,900 OBO - has everything to finish except engine/prop

Project #2 - \$1,400 OBO - "Brand new Fly Baby Fuselage," Tail Feathers, Landing Gear, Windshield, & 1 Wing

PS Plan to pick up all in late April from Monroe, MI (2 hours East of Ft Wayne, IN) after dropping N6503 Fly Baby Cockpit off to later be displayed in our New Sharpsburg, Maryland Brewery Project (2 hours west of Washington DC).

Brian K Kissinger
Cell: 352-421-8526



EAA Chapter 64

(CPS) Cahokia, IL

E-Mail: Eaachp64@yahoo.com

Web: www.eaa64.org

Group: <http://groups.yahoo.com/group/eaachapter64/>

CONTACTS:

President: John Schaefer johnfarm14@icloud.com

Vice President: Mike Lotz cnmlotz@sbcglobal.net

Secretary: Jim Schaefer jvschaef@prodigy.net

Treasurer: Paul Visk ppaulvsk@aol.com

Young Eagles: Bob McDaniel dusterpilot@charter.net

Webmaster: Isaac Montague idmontague@gmail.com

Newsletter: Al Bane adb7@att.net

Photographer: Gary Austen gtausten@gmail.com

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.