

EASTSIDE
CHAPTER

EAA
64

The FLYING WIRE

The Newsletter of EAA Chapter 64

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

December Meeting: Cancelled. We'll let you know when the next monthly meeting is scheduled.



November Meeting Minutes

by John Schaefer, President

Chapter President, John Schaefer sent out the following email with notes from the last “virtual” meeting held on Tuesday, November 3:

1. Elections - 9 of us voted for the slate of volunteers. I have had 11 others send me emails or verbally voted for our new leadership.

Absent any objections our new board of directors/officers are:

President - Dennis Engelkenjohn

Vice President - Isaac Montague

Secretary - Lee Hartley

Treasurer - Paul Visk

The new board can take over operations immediately.

Mike and Jim please help with turnover of your duties.

2. Merge /Consolidation with Chapter 331 Sackman Field - We agreed to explore Chapter 331 officers request to merge Chapter 331 members and assets into Chapter 64. A meeting will be held this Saturday with Chapter 331 members to discuss the merge. Our board has discussed this and view it positively. This would strengthen our Chapter and allow for more growth in the future. Chapter headquarters would remain at our hangar at Flight Park. We would take over management of the two Chapter 331 hangars at Sackman. We will need to discuss merge of committees, dues etc. More to follow.

3. Scrounge Dawg Pietenpol - Repairs are complete and it will be flying soon.

4. Wing of Hope Cessna 172 - Repairs nearly complete. Looking at moving plane to Spirit of St Louis airport in December. We will offer this hangar space up following the move. Let us know if you are looking for a space.

5. Events- No events currently scheduled. As soon as vaccine come out and restrictions are listed, we can schedule future events. Let us know if you have any ideas.

Right now, we are looking at:

- Picnic in spring
- Mass fly out to local fly ins
- Restarting model airplane build/flying
- Scout camp,
- Young Eagle days.

That's all for now. New officers can take it for here. Liz and I will remain active.

Thank You,
John Schaefer

Aviation Education Opportunities for our Youth

Keith Mueller

Southwestern Illinois College Aviation

There's good news from the State of Illinois that's now planning to develop an Aviation Education Task Force. The program will be designed to center around the development of high school programs that could provide Dual Credit with some of the colleges within the state. Their current plan is to develop and promote resources available from private and public sponsors to help prepare students to become involved with a program of study for aviation careers. Southwestern Illinois College is offering to help support and promote this program to provide the best possible opportunities for the future generation of aviation professionals.

On another subject, the Federal Aviation Administration has recently announced the Aircraft Pilots Workforce Development Grant Program. The program is designed to expand the pilot workforce and help high school students receive training to become aerospace engineers or unmanned systems operators.

This information summary provided by the Illinois Aviation Newsletter.

More information can be found at www.ilaviation.com/safety

Watch for additional information that should become available in early 2021. The EAA is a key organization that can help introduce and expand promotion of Aviation Education to our Youth through the Young Eagles Program, STEM and Chapter events once the COVID situation improves to a safe level of participation.



A Challenge to Members to Share the Gift of EAA

by David Leiting, EAA Lifetime 579157
Vice President of EAA Chapter 252
EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.



It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!



Scrounge Dawg Pietenpol Returns to the Air!



Bob Miller submitted the following report:

Have been flying Piety since 11 Nov, have about 7 hours of engine break-in time. Continuing to fix small items (all of our airplanes all of the time, right?). Flies great. Looking forward to warmer weather.

We installed a GDL-82 for ADSB out in the RV6. Exhaust problems appear fixed and the anti-splat nosewheel bearing, tire and brace are really nice. Unfortunately, we have some cowl cracking so off it comes for more repairs.



Photos

Bill Aanstad provided a couple more photos. Rachel and Nathaniel Young continue to rack up hours with Diana Votaw in the J3 Cub.



Illinois Civil Air Patrol Hosts Virtual Aerospace Conference

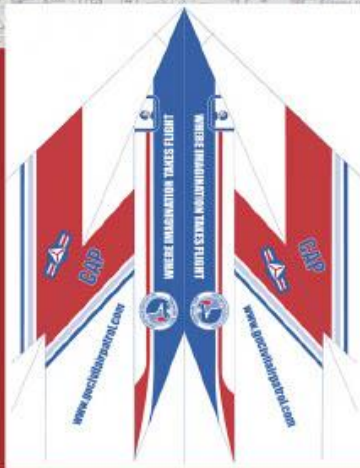
Keith Mueller has informed us that the Illinois Wing of the Civil Air Patrol is holding a virtual Aerospace Conference on December 5-6. There are several topics that will be presented over the two-day period, some of which may be of special interest to you. You can view the list of topics and presenters, as well as register for the conference on the following website: <https://ilwg.cap.gov/ae-conference> The following press release and flyer also contain important information.

Civil Air Patrol hosts twenty-five different virtual Aerospace workshops, December 5 and 6, 2020.

Civil Air Patrol volunteers will host virtual aerospace workshops covering twenty five different subjects December 5 and 6. Some of the workshops are: AEM, The Aerospace Education Member Program is a generous opportunity for educators to be inspired and excite students to the possibilities in STEM. See how the AEM program can help to grow Civil Air Patrol as well. The Aerospace Education Excellence (AEX) program is great, but can you make it even better? Yes! This discussion will show additions to existing AEX modules, as well as my own activity creations that can be used to supplement the AEX program. Procedures for earning the unit AEX award will also be covered. C-182 Aircraft Walk Around. Join us for a preflight check of one of Civil Air Patrol's Cessna 182 aircraft. Pop Bottle Rocketry. A discussion of the many advantages of using pop bottle rocketry in an Aerospace Education program, as well as a listing of the costs of equipment and the procedures for conducting safe pop bottle rocket launches. Cadet Wings Program. Find out how Civil Air Patrol is assisting our cadets in getting their pilots' certificate. CAP'S Lighter Than Air Program, Civil Air Patrol's Ballooning Program serves to expand the Aerospace Education program area by introducing a new airframe to members, creating a new area of experience for ground crew, and including the fundamentals and physics of Lighter Than Air flight in the AE curriculum. CAP's Ballooning Program enhances AE through modern instruction of the oldest form of flight.

To register for the virtual conference, please go to the conference page at <https://ilwg.cap.gov/ae-conference>

Virtual Hybrid Aerospace Conference



Saturday, 10 a.m. – 4 p.m.

December 5

Sunday, 11 a.m. – 5 p.m.

December 6

- AE History
- Basic Aerodynamics
- Women in Aviation
- Model Rocketry
- Searching for Skylab
- sUAS Overview
- CyberPatriot
- StellarXplorers
- Flight Instruction
- NASA Space Suits
- USAFA Cadet
- Cadet Wings
- STEM Kits



<https://ilwg.cap.gov/ae-conference>

Pilot's Tip of the Week

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

Dangerous Practice?

Featuring Bob Martens

“My instructor has me take simulated forced landings uncomfortably close to the ground. He says we must be sure I could have made my intended field. I think this invites an accident. Who's right?” — Andrew S.

Bob:

“I’m a big believer in realistic training, but clearly the risk versus reward in this case just doesn’t add up. If you want to effectively demonstrate a forced landing, do it to a runway.

I’ve heard of way too many accidents resulting from a certified flight instructor taking a student too low on a forced landing demonstration. There’s just no downside to practicing to a runway and completing the landing. Use a grass strip if you want to really add some realism.

Consider the distractions facing the CFI as he demonstrates this maneuver. There is a lot going on during a forced landing, and maybe the CFI gave up a little bit of scanning outside in the interest of the lesson. Focus is very important, but never lose sight of the big picture. Where am I? And what outside the airplane just might hurt me?

Choosing your (practice) forced landing site wisely will help you to maximize the benefit derived, while minimizing unnecessary risks.”



Another Pilot's Tip of the Week

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

Flying Through Heavy Rain Featuring Wally Moran

"Are there any dangers in flying through heavy rain?" — Walter C.

Wally:

"I have flown IFR in moderate to heavy rain many times and not experienced problems, but— there is always one of those isn't there—most often heavy rain is associated with moderate or greater turbulence, which is a problem.

But the turbulence is caused by convective activity, not precipitation.

How can you tell if the heavy precipitation ahead is convective or not? I look for the absence of cumulus activity. During preflight, I check the METARs, TAFs, and Convective SIGMETs for the absence of thunderstorms and turbulence. Enroute, your best information can be from pilot reports and ATC. Just remember: Conditions can change fast so make sure those reports are timely.

Another problem with heavy rain is water getting into your electronics. So, if your socks are getting wet when you fly in the rain, that's a clue you need to seal up some leaks. Also, if precipitation gets into the static system, it can potentially give you erratic pitot-static indications. Most systems are designed to prevent this but be sure you know about your alternate static system and how it works in case you need it.

So: In my view, flying VFR in heavy rain is not a serious problem as long as you maintain adequate visibility.

The same goes for IFR as long as you watch out for heavy precipitation associated with convection and you make sure your electronics stay dry."



EAA Chapter 64 Treasurers Report for October 2020

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet As of November 30, 2020

	<u>Nov 30, 20</u>
ASSETS	
Current Assets	
Checking/Savings	
Checking	1,678.70
Hangar Checking	509.21
Total Checking/Savings	2,187.91
Accounts Receivable	
Accounts Receivable	-495.00
Total Accounts Receiva...	-495.00
Other Current Assets	
Undeposited Funds	1,015.00
Total Other Current Ass...	1,015.00
Total Current Assets	2,707.91
TOTAL ASSETS	<u>2,707.91</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	-305.19
Net Income	-1,127.80
Total Equity	1,874.59
TOTAL LIABILITIES & EQUI...	<u>2,707.91</u>

Fly Market

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

FOR SALE: 1946 ERCOUE 415-C in excellent condition, LSA approved. Total time airframe 2700 hrs. Continental C-85 total time SMOH 625 hrs. Metal wings, no rudder pedals, good glass, and paint. Nav-com and transponder, ADS-B out. Alternator, solid state voltage regulator, Marvel Schebler carburetor, Slick magnetos, new fuel pump. Great flying at 4.5 gals per hour. Hangared Belleville IL. As Is Where Is. \$19,000. Call Mark 630-561-8997.





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AMERICA • JEPPESEN • JOHNSON'S JEWELRY • MERL, INC • MICHEL AVIONICS/TKM • MID-
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Flight Park, Inc. is now a dealer for all these and other popular brands of avionics and pilot and aircraft supplies. All Chapter 64 members will receive SUBSTANTIAL discounts on everything—headsets, radios, ELTs and batteries, ADS-B systems, and much more.

I don't maintain stock on-hand and I can't get aircraft tires, batteries, oil, or other liquids. However, if you need something, let me know. If I can get it, you can get it from me cheaper and normally in just a few days. Send me an e-mail and let me know what you need.

Bob McDaniel
dusterpilot@charter.net



EAA Chapter 64

(CPS) Cahokia, IL

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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.