



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

February Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 7 February 2023** at the Chapter Hangar/Clubhouse on the **MILLSTADT FLIGHT PARK AIRPORT (1IL4)**. See last page of the newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

Chapter 64's Annual Holiday Party a Big Success!



EAA Chapter 64 held its annual holiday party on Saturday, January 21 at the Quail Club with 56 members and guests in attendance. By all accounts everyone had a great time. Secretary Lee Hartley provided the following notes.

CALL TO ORDER:

Our Annual Chapter 64 Holiday Party was held at the Quail Restoration Association, “Quail Club” Club House, 8303 Concordia Church Rd, Belleville, IL 62223. Meeting called to order a little after 7:00 p.m. by Jeremy Cox, President.

ROLL CALL:

Officers present: Jeremy Cox (President), James McGhee (Vice Pres.), Don Karr (Treas.) and Lee Hartley (Sec.). The party room was filled with happy party-goers, both members and guests.

ESTABLISH QUORUM:

We did not meet quorum numbers for tonight.

COMMENTS FROM THE PRESIDENT:

Mr. Cox made a few opening comments, expressing his belief in the members of the chapter being part of the “unsung aviation heroes”.

- Mr. Cox then read from a written statement, briefly expressing the club’s financial status as on trend to go broke in about 7 years.
- He introduced our two new Ray Scholarship winners. They are Mia Petruso and Tregan Knoeschild. After introductions, they both gave a grateful “thank you” to the club for selecting them for the training opportunity.
- As the end of Mr. Cox’s notes, he announced to the group that the chapter will be holding an aviation themed trivia night on March 11, 2023. No location has been determined at this time.
- We were also enlightened by a quick safety briefing from Diane Earhart, Air Traffic Controller and Certified Flight Instructor. She recalled a very recent refresher flight she was giving to an experienced pilot. She recalled an error that occurred as they began to taxi from the parking position.
- The pilot made the call to ATC for taxi instructions. After the controller responded with instructions, the pilot started his taxi roll. That is when Ms. Earhart had to step in and make a correction. The error was the pilot failed to do a read back of the instructions, of which the controller was speaking of another aircraft.
- Ms. Earhart’s main point for the reminder - Call-in, call-back with radio conversations with the tower.
- After the approval of the minutes, Mr. Cox gave the prayer before the meal.

APPROVAL OF MINUTES:

Mr. Hartley made comment that approval for the December’s meeting. A call was made to accept by a member of the company but couldn’t tell who it was. A 2nd was made, and the motion passed.

SECRETARY’S REPORT:

No Secretary report this month.

TREASURER’S REPORT:

There was no Treasurer’s Report at this meeting.

OLD BUSINESS:**LIGHT SPORT SYMPOSIUM:**

Mr. Hartley made an announcement that there was a sign-up sheet for anyone wishing to help with the Symposium Breakfast/Lunch food crew. (Symposium to be held February 25, 2023 (last Saturday in February), to be held at the Granite City SWIC Campus. (After the meeting Secretary's note: At the time of clean-up from the party, there were no additional sign-ups on the volunteer sheet.)

GUEST SPEAKER:

In honor of his 50 plus years of aviation maintenance and flying, our guest speaker for the evening was our own Ed Schertz. Mr. Schertz presented the group with a slide presentation of his time flying with Wings of Hope in South America. There were many great tales, some great photos of his aircrafts, landing strips, co-workers and friends, and some of the most interesting types of cargo for a little aircraft.

After Ed's presentation, Bob McDaniel presented a composite of many of Ed's photos with the title "Ed Schertz Workshop". It will be hung up in the chapter hangar.

FUND RAISING:

We did have the traditional 50/50 drawing, and our own Jim Schaefer, was the winner.

ADJOURNMENT:

The annual party was completed around 9:00 to 9:30.



Volunteers Needed for Ultralight and Light Sport Safety Symposium

Secretary Lee Hartley sent out the following email on January 15, 2023:

Chapter 64 Members,

As was voted on and approved by all present (at several meetings), we are in the stages of preparing and getting ready for the Ultralight Symposium Workshop, February 25, 2023, SWIC Granite City, IL.

I am sending this out to the mailing list in hopes that you can volunteer some time to help the chapter make a good showing.

Our last go at this project in 2020 produced good results for both us and our attendees, and we hope to continue that trend this year.

As a side note, our fearless food prep champions, the Schaefer's, will not be in attendance this year, so we need to make them aware that we as a team can handle anything.

Please consider helping, either during the Friday set-up, on Saturday (either breakfast, lunch or both) and as always, we need to leave the venue as clean as we found it.

If you can send me an e-mail (eaach64secretary@gmail.com), I will mark the sign-up sheet. We will also have it at the post-holiday party if you want to sign-up in person.

Thanks to all in advance.

I am pasting a copy of the sign-up sheet below so you all can see some of the areas that we need assistance with. If you can only do certain hours, please let me know when you send in your response. AND, if you were at the last event, and you remember something that is missed, please let us know so we can get it covered!

Until the party, have a good week!

Sincerely,

LEE E. HARTLEY

Secretary

EAA Chapter 64

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ULTRALIGHT SYMPOSIUM WORKSHOP VOLUNTEER LIST
February 24 & 25, 2023; SWIC Campus, Granite City, IL

Friday Evening Set-up/Unload Supplies:

Meet at the campus, Time: _____

3 volunteers needed. Put soda in tubs & ice. Set up table placement. Prepare coffee.

1. _____
2. _____
3. _____

Extras:

4. _____
5. _____
6. _____

Saturday Morning Set-up/Prepare Breakfast and Lunch:

Meet at the campus, Time: 6:30 a.m. Be ready to serve at 8:00 a.m. (SEE NOTE ABOVE)

Volunteers for Food Service – Breakfast and Lunch. (Please specify time limitations if any)

4 to serve food in **SERVING LINE**

1. _____
2. _____
3. _____
4. _____

Extras:

5. _____
6. _____
7. _____
8. _____

2 to operate as **CASHIER** (1 primary, 1 relief/back-up)

1. _____

Extra:

2. _____

1 to **TAKE MONEY** (act as Treasurer, 1 primary, 1 relief/back-up)

1. _____

Extra:

2. _____

2 to **MAKE COFFEE / SELL DRINKS**

1. _____

2. _____

Extras:

3. _____

4. _____

2 to **TRANSPORT HOT FOOD** from oven to serving line.

1. _____

2. _____

Extras:

3. _____

4. _____

Saturday Evening Clean Up after Workshop:

3 (or more) for **CLEAN-UP CREW**

1. _____

2. _____

3. _____

Extras:

4. _____

5. _____

6. _____

And we will need as many as possible for food preparation in the kitchen to keep things going!!



2023 Calendar of Events

Date	Event	Time	Location
21 Jan	Annual Holiday Party	6PM	Quail Club
7 Feb	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
25 Feb	Ultralight and Light Sport Aviation Safety Symposium	8AM	SWIC Granite City Campus
7 Mar	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
11 Mar	Trivia Night (tentative date and location)		Zoar UCC, Columbia IL
28 Mar - 2 Apr	Sun N Fun Aerospace Expo		Lakeland, Florida
4 Apr	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
2 May	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
6 Jun	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
4 Jul	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
24-30 Jul	EAA AirVenture		Oshkosh, WI
1 Aug	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
5 Sep	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
7-9 Sep	Midwest LSA Expo		Mount Vernon IL (MVN)
3 Oct	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
7 Nov	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
5 Dec	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)

Send notice of events to Al Bane (adb7@att.net)

Monthly Chapter Meeting Food Schedule

It's time to schedule volunteers to bring food to the monthly meetings. If you can take a month, please let me (Al Bane, adb7@att.net) know and I'll list it here in the newsletter.

Volunteers are not expected to pay for the food themselves. Report your expenses to Treasurer Don Karr to ensure you are reimbursed.

January	Party
February	Paul Visk
March	Diane Earhart
April	?
May	Al Bane
June	?
July	?
August	?
September	?
October	?
November	?
December	?



Erin Freeman's First Solo!



Congratulations Erin!

AeroCareers Raffle for Piper J-3 Cub

501 c3 Not-for-Profit fundraiser for a 1947 Piper J3C-65 Cub Trainer N78416, S/N 23157, low time Cub with only 2100 Hrs. or \$25,000.00 cash prize. Restoration completed in August 2022 includes recovering with Stewart Fabric Systems STC and installation of a Continental 85 horsepower engine, 0 SMOH, and a McCauley metal climb prop, 0 SPOH. New floor, seats, cushions, and seat belts. New instruments and compass. Raffle supports AeroCareers, NFP air & space career education and mentoring. \$50 per ticket or 3 for \$125. Tickets and more info: <https://rafflecreator.com/.../aerocareers-piper-cub-raffle>



Pilot's Tip of the Week

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

Drag on a Power-Off 180

Featuring Jeff Van West

"I want to practice precision Power-Off 180s to landing in my Cessna 182 and I'm not sure on the technique. After pulling the power to idle, I put in full trim and pull the prop all the way back. This makes a big difference in my glide ratio and how I land. But it could complicate a go-round. What do you endorse?" — Sean M.

Jeff: "I'm assuming you're putting in full nose-up trim to easily maintain a speed near best glide and full coarse pitch on the prop to maximize glide range. That's fine if you're traveling toward a forced landing area, but it's probably unnecessary if you're already in position for a gliding 180 to a touchdown. And, as you said, if you go around, you'll need forward prop for full power and a lot of forward pressure to avoid a stall, until you dial out that nose-up trim. So, I wouldn't do power-off 180s in that configuration.



There's another reason to keep the prop full-forward for a power-off 180. Every airplane is different, but the best general strategy for a power-off 180 is to configure for something between your lowest drag and your highest drag as you commence the 180-degree turn toward your target touchdown point. This leaves your options open to either increase or decrease your descent rate as needed.

Because a slip is almost always available to increase your descent rate, keeping something to decrease it is what most people forget. That's why I recommend keeping the prop forward for the entire maneuver. If you miscalculate and are coming up short, you can pull the prop to coarse pitch and extend your range a bit. And if the prop is forward, that's one less thing to change if this is practice and you must go around.

In most airplanes, I also recommend extending only approach flaps. You can go to full flaps once you're lined up and know you have your target made. But you can also wait to extend those final flaps until you're in ground effect when the ballooning effect of extending flaps can carry the airplane farther before touchdown if necessary."

Another Pilot's Tip of the Week

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

Fuel Gauge Accuracy

Featuring Ryan Koch

"The fuel gauges in the airplane I rent don't accurately reflect how much fuel is available. They can show empty even though there's gas in the tank. I've been told that aircraft fuel gauges only need to be accurate when the tanks are empty. Is that true?" — Greg M.

Ryan: "Common sense would suggest this isn't true, and, in fact, it isn't. FAR 91.205 says that *a fuel gauge indicating the quantity of fuel in each tank* is required equipment. If the tanks are half full, a gauge that reads empty is not doing its FAR 91.205 mandated job. So where did this idea come from?

The common misconception originates from the pre-2017 version of FAR 23 for aircraft certification. FAR 23.1337(b)(1) stated that *each fuel quantity indicator must be calibrated to read 'zero' during level flight when the quantity of fuel remaining in the tank is equal to the unusable fuel supply*. In other words, fuel gauges should be calibrated in terms of remaining usable fuel. But zero usable fuel isn't the only time they're required to be accurate. This immediately followed FAR 23.1337(b), which stated that *there must be a means to indicate to the flight crew members the quantity of usable fuel in each tank during flight*. An indicator that's only accurate when the tanks are empty doesn't satisfy that requirement. In 2017, FAR 23 was rewritten, eliminating that wording. The new FAR 23.2430 says that fuel systems must *provide the flight crew with a means to determine the total usable fuel available*.



Then there's the commonsense safety issue. You measured the amount of fuel on board before flight, calculated your fuel burn, and determined how long you could fly for, including the required fuel reserve. But what if you made a mistake in the measurement or the calculation? What if you forgot to secure a fuel cap and now you're venting fuel? What if the engine is burning more fuel than usual? Even if you have a fuel totalizer, it could be miscalibrated or it could have an incorrect starting fuel amount. Without working fuel gauges, you might not know it—until the tanks are empty. At that point, the fact that the needles point to zero will be little consolation.

Too many general aviation accidents result from fuel mismanagement. With anything this safety-critical, you should have multiple means of cross-checking. Don't tolerate fuel gauges that don't tell you how much fuel you have."

EAA Chapter 64 Treasurers Report for February 2023

By Don Karr, Treasurer

	<u>Balance</u>	<u>Date</u>
General Checking Account Balance 11/30/2022	\$ 803.05	11/30/2022
Transfer to Hangar Checking Account	\$(200.00)	
Closed Hangar Checking Account and Transfer to General Checking	\$ 519.73	
Hangar Rent from Occupants	\$ 435.00	
Young Eagles Re-Imbursement from EAA	\$1,162.32	
General Checking Account Balance 12/30/2022	\$ 2,720.10	12/30/2022
Transfer of funds from Edward Jones Investment Account	\$2,000.00	
EAA Chapter 64 Membership Renewals	\$ 340.00	
Reimbursement of Young Eagles to James McGee	\$(1,073.31)	
Holiday Party Income	\$ 1,795.00	
EAA Chapter 64 Membership Renewals at Holiday Party	\$ 320.00	
Hangar Rent from Occupants	\$ 315.00	
EAA Chapter 64 Membership Renewals	\$ 30.00	
Account Checks From Busey Bank	\$ (81.70)	
Terry Ernst For Water	\$ (11.92)	
Terry Ernst For Soda	\$ (75.02)	
AeroCareers	\$ (135.63)	
Terry Ernst Airplane Parts	\$ (448.20)	
Hangar Rent from Occupants	\$ 20.00	
General Checking Account Balance 1/26/2023	\$5,714.32	1/29/2023
Minus Commitments		
EAA Chapter Renewal	\$(1,525.00)	
Hangar Payments To Gene Stump	\$ (942.18)	
	\$3,247.14	1/29/2023
Holiday Party		
Income		
Cash	\$ 1,335	
checks	<u>\$ 460</u>	
Income	\$ 1,795	
Cost	<u>\$ 1,665</u>	
Profit	\$ 130	Includes \$100 from 50/50

Fly Market

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

For Sale: Propeller: Sensenich wood W62HJ-46 (62-inch prop with 46-inch pitch) complete with crush plate, hardware, spinner, and spinner flange. Removed from a Zenith Zodiac 601 HDS with a Jabiru 2200 engine. \$550

Contact Mike 618-939-7574



EAA Chapter 64

(1IL4) Millstadt, IL

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

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

CONTACTS:

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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 (1IL4) is located 4 miles SW of Millstadt at 5949 Bohleystown 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 Bohleystown 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 Bohleystown Rd—the Farmers Inn will be on your left. Turn right onto Bohleystown 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 Bohleystown 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'

Airport Identifier: 1IL4

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.