The FLYING WIRE

The Newsletter of EAA Chapter 64

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

November Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 5 November** at the **Chapter Hangar/Clubhouse** on Southwest Illinois Sport Aviation Flight Park (1IL4). See last page of newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

October Meeting Minutes

By Jim Schaefer, Chapter Secretary

Mike Lotz opened the meeting on October 1st at 1900 in the Chapter 64 Hangar.

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

Christmas Party;
- Al Bane will take over as events coordinator and coordinate the Holiday Party.
- 11 Jan was proposed as the date for the Holiday party.
- Venues and a guest Speaker were discussed and inputs from the members are requested.

New people;
- Greg Hayden was introduced. Greg works at Boeing and is working on his instrument rating.
- John Kahroff is another new member. He is a long-time student pilot.
- Curt Lindauer III was introduced as a guest. Former FAA Maintenance inspector.

New Business;
- Mike suggested a fund raiser, Pancake Breakfast or Chili. Can't call it a fly-in, IDOT requires registration of the event 90 days in advance. 26 Oct is suggested in conjunction with a possible joint event with the Carbondale EAA Chapter.
- Food Sign-up sheet for next year is going around.
- John has asked that we get the miscellaneous stuff (Models, Pictures, Etc.) from his farm. Mike will try to do it during the week and will send out an email with the date.
- John is also donating some tools. Anyone who has extra tools is encouraged to donate.
- The Tool Crib will be on the honor system. Sign when removing or returning tools.
- Discussion about encouraging younger membership:
  - Mike will Establish and chair a committee to encourage youth. His wife and Dennis's Wife will be involved. Other members are encouraged to join the committee
  - Investigate contacting the Millstadt City council to seek their support.

- Handouts for young eagles' events was proposed, asking for feedback from the young eagle on further aviation interests.
- Look into the possibility of holding a Mini-Ground school for interested youth.
- The previous Scout Aviation Camp was a success, but this year's fell through. Look to reengage.
- EAA has a new Build and Fly program partnering chapters with local RC clubs and providing an RC kit.
- Prepare a List of potential aviation careers to hand out at Young Eagles events.

Young Eagles;
Bob McDaniel gave the Young Eagles report:

- Flew 96 kids at Sparta Fest. Thanks to John & Liz who help organize the event for getting Young Eagles included.
- A new EAA chapter just formed in Bonne Terre, MO. with no active flyers. They asked for Young Eagles support and we had 3 planes show up. Unfortunately, after some very extensive local advertisement and over 1000 hits on their Facebook page, we only flew 3 kids.
- The next Young Eagles event will be Saturday, 5 Oct, at Downtown Airport. A group of middle school age home schoolers will be there. 44 are already registered on-line. The briefing will be at 0930 and flying will start at 1000.
- Last Young Eagles Event for the year will be 2 Nov at the Downtown Airport Museum. The event is for "Families with Children from China", Chinese girls ages 10 to 16 that have been adopted in the local area. Expect 15~20 kids. The briefing will be at 1330 with flying starting at 1400.
- The minimum of 10 Young Eagles flights to qualify for earning $5/flt reimbursement from EAA has been dropped. The chapter now earns $5 from every Young Eagles flight.

Projects;

- Mike and a partner have bought Jim Stoops' RV-6.
- AL Bane is retiring and plans to work on his Fly Baby during the week and start an A&P training curriculum at SWIC in April.
- Paul Vorhees reported the Missionaries in Guatemala sold their old airplane.
- Bob Miller bought a Pietenpol Kit that has passed through several owners.
- Bob is also looking to redefine the Scrounge Dawgs and get the group's Pietenpol flying again and keep it in the Chapter.

Other Items;
Mike Merkan won the 50/50

The Food schedule for 2020 is as follows:

January	The Holiday Party
February	Ed Shertz
March	Bob Miller
April	Al Bane
May	Bob McDaniel

June	Jeff Nelson
July	Jim Schaefer
August	Tom Murrell
September	Paul Vorhees
October	Mike Lotz
November	Mike Merkan
December	Unassigned

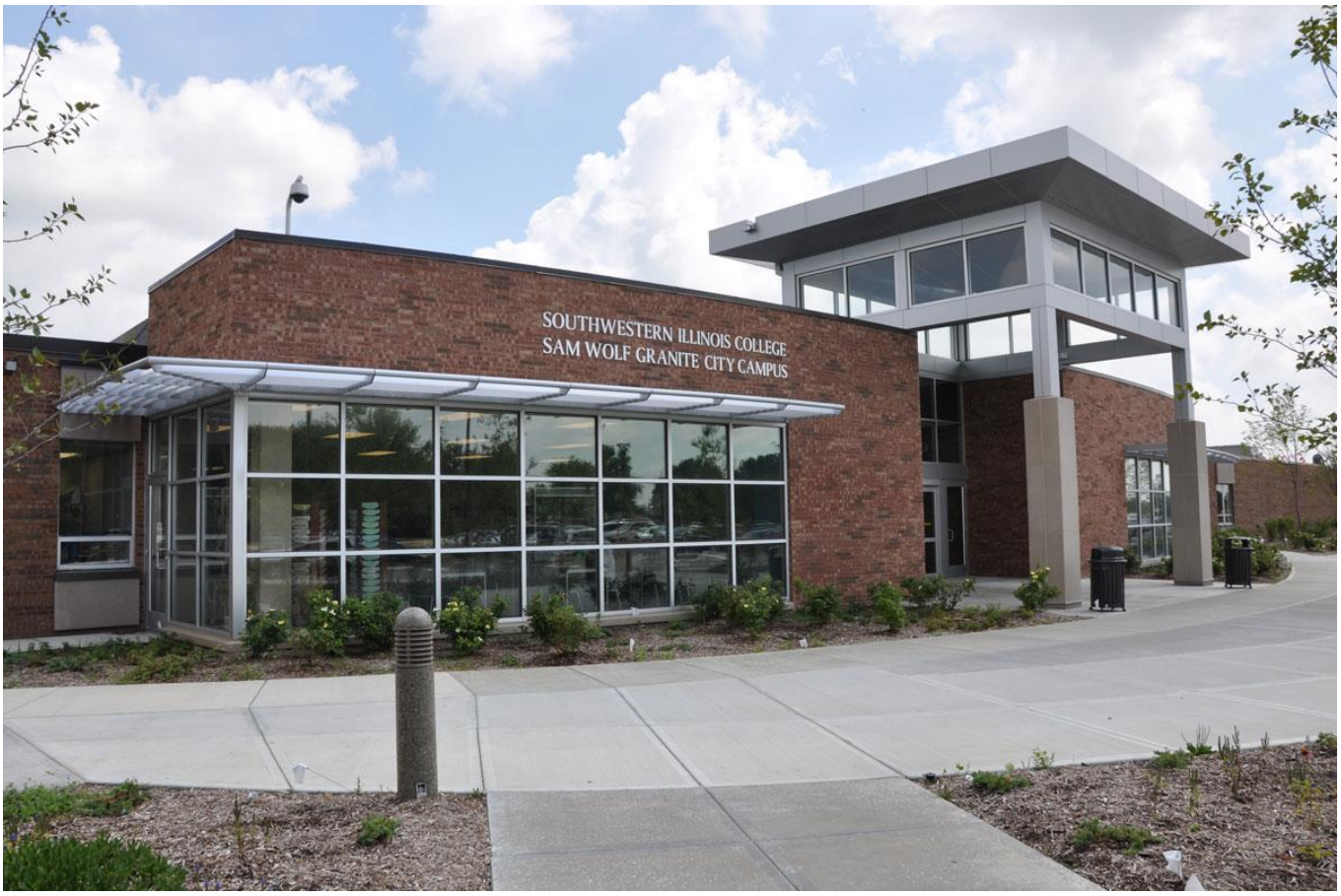
Meeting adjourned at 1953.

Last Young Eagle Event of the Season—Saturday, November 2nd

Our last scheduled Young Eagle flights of the year are set for next Saturday afternoon at the Greater St. Louis Air & Space Museum and the weather looks great. We'll be flying approximately 25 kids from a great organization, Families with Children from China. The kids will be mostly middle-school aged girls adopted from China into American families.

We'll conduct the safety briefing at 1:30 and begin flying at 2. We should be finished by 3:30. Come on out and enjoy supporting these kids!

Leap into Aviation -- February 29th, 2020
at the
38TH ANNUAL ILLINOIS ULTRALIGHT & LIGHT SPORT AIRCRAFT SYMPOSIUM
at a new St. Louis area location:
The Southwestern Illinois College Sam Wolf Granite City Campus



After 37 years in Springfield and Greenville, the Illinois Ultralight and Light Sport Aircraft Symposium is moving to the St. Louis Region with a new host and venue. SWIC's Granite City campus is conveniently located a mile south of I-270 Exit #4 and is home to their Airframe and Powerplant (A&P) Mechanic and Industrial Technology programs.

There's no reason not to come—the event is FREE and 2020 is a Leap Year so the calendar gives us an extra day to prepare to leap into the air as soon as spring weather allows! Come in from the cold and enjoy this one-day conference with your flying friends, as you hear from some of the industry's leading experts.

The Symposium will cover a broad range of safety, operational and maintenance related topics that qualify for FAA Wings credit and will feature displays and exhibits of ultralight and light

sport aircraft, accessories, engines, and other product displays. There will also be free door prizes, product raffles, and plenty of free literature to take home with you.

Do you have parts or supplies lying around your hangar you no longer need that might be useful to others? We'll also have a mini swap meet with a table where you can display your items for sale or lay out a flyer advertising your aircraft or other large items.

Of course, there will be food available and a tour of SWIC's A&P classroom and training lab, complete with multiple aircraft under work.

We'll be announcing the slate of expert speakers and exhibitors soon. For now, simply mark your calendar to save the date for this extraordinary aviation event!

20 TIPS FOR VFR FLIGHT

Written by Bill Cox and posted on the Cessna Owner Organization website by Katie Holliday

VFR flying can be more difficult than you might imagine. Investigators study accident statistics with reports of highly qualified pilots getting themselves into unfathomable situations, usually as a result of a tragic comedy of errors.

Accordingly, I've put together a series of suggestions that cover a variety of problems and situations. There are only 20 listed below, but one could add another 50 or so without breaking a sweat. Some of these don't relate to emergencies; they're associated with common-sense procedures to make VFR flying easier, safer, and more fun.

1. Despite the near-universal adoption of GPS for enroute navigation, resist the temptation to simply dial up the identifier of your destination and fly direct. Consider instead putting together a flight plan that includes slight deviations to stay near highways, airports, or flat terrain. You'd be amazed how far you can deviate from a great circle route without adding significantly to total distance.

2. Think twice about cruise altitude. On short trips, the tendency is often to level at 4,000-7,000 AGL. Higher is nearly always better for several reasons. Fuel burn is less, the airplane may actually be faster up high, and range will be extended. Most general aviation airplanes can reach 8,000-10,000 feet in only five to seven minutes more, and they'll be above much of the other traffic, benefit from longer radio range, usually operate above the convection layer in smoother air, and have a larger pad of sky beneath them in the event of a problem.

3. While it's true you don't always have to fill the tanks, and tankering six hours of fuel for a one-hour flight is excessive — you have to burn fuel to carry fuel — remember the catchphrase of many fighter pilots: The only time you can have too much fuel on board is when you're on fire. You may never know what circumstances will dictate the need for more fuel, but if you don't have any extra, it won't matter. It's nearly always a good idea to carry as much fuel as practical, cabin payload and CG permitting of course.

4. Make it a point to clean at least the windshield and front side windows every time you fly. Well-known author and humorist Rod Machado does that religiously and if it's good enough for Rod, it's good enough for me. I've had too many instances of spotting another aircraft coming right at me only to discover it's a bug spot with the light hitting at exactly the correct angle.

5. Get in the habit of minimizing extra weight by storing it in your locker or hangar. Obviously, this applies equally to VFR and IFR flying. Extra weight slows you down. You might be surprised at the amount of useless junk you're carrying around for no good reason. I did a little housekeeping to my airplane a few months ago, and managed to find 50 pounds of miscellaneous stuff that I'd been too lazy to offload; extra oil, extra tool kits, extra tiedown kits, charts for most of the Western Hemisphere, kneeboards, enough pens to write War and Peace, four sets of chocks (metal, wood, composite, and unidentified), several IFR hoods, a couple of outdated show programs for EAA AirVenture Oshkosh, five life preservers (for a four-seat airplane), three cans of wax, two backup portable GPSs — you get the idea. Also, store whatever you do carry aboard as far aft in the airplane as convenient. The farther aft the CG (obviously inside the envelope), the faster you'll cruise.

6. When you're through using an air vent, remember to close it. Most general aviation airplanes don't have air conditioning so many of us open the air vents in hot weather and forget to close them until winter. That introduces what aeronautical engineers call parasite drag just as surely as opening a window and sticking your hand in the wind. Even if the actual vent doesn't disrupt the airflow, the disturbed air associated with the vent will add drag.

7. It's good sense to use flight following whenever you can, especially around heavily congested airspace. The FF controller usually has some very sophisticated radar at his or her disposal, very likely more exotic than the TIS/TCAS you have on your panel (if you're that lucky). Flight following can be especially valuable if your trip is long, over water, or over remote terrain. If you have a problem, you won't need to scramble to find the proper frequency. (Out in the boonies, I keep one radio set on 121.5 MHz anyway in case I or someone else needs help.) A flight following controller can also help keep you clear of restricted or prohibited zones and advise when they're "hot." Also, each subsequent controller will automatically update the altimeter setting with every handoff.

8. Route around big cities whenever possible. Traffic is usually lighter; smog isn't as much of a problem; fuel, ramp and parking prices generally are lower in the boonies; and you're less likely to receive vectors away from your course line or have altitude restrictions to deal with.

9. Be smart about descents and don't automatically start down at 500 fpm (as I did for years). In winter, you may want to stay high as long as possible to maximize the effects of tailwinds. Similarly, hot surface temps in summer may dictate the same technique to avoid the heat and convective turbulence down low. If there are gathering clouds ahead, you may want to descend early to make certain you don't get trapped on top.

10. Don't be paranoid about turbulence. You don't need to reduce to maneuvering speed for every little bump in the sky. I flew with a G-meter in my first airplane — only because I had an open hole in the panel and needed to fill it with something cheap — and I was amazed to discover that I almost never encountered an "air pocket" (as the media likes to call them) stronger than 1.5-2g. If you're uncomfortable, do whatever's necessary, but don't assume the airplane will start coming apart every time you fly through a section of cobblestone sky.

11. Think ahead for cross-country trips. Take along updated charts, food, water, pilot relief bags, a big watch, an extra pair of Ray-Bans, and survival gear as necessary. Don't forget life vests if you're flying over large expanses of water. Everyone knows you need vests for ocean crossings, but the Great Lakes and even some rivers can also demand a vest and sometimes a raft. If you're flying in remote areas, consider including a survival weapon. I carry a .22 rifle/20-gauge shotgun over and under. Yes, I'm aware there can be legal implications to carrying a rifle in some states, but I'd rather have it and not need it than need it and not have it.

12. Conversely, remember that water can be your best friend in some circumstances over landlocked trips. A friend was ferrying a new Mooney to Europe a few years back and suffered a total engine failure over the Swiss Alps. The terrain in every direction was near vertical so he picked out the biggest flat spot he could find, an alpine lake, and ditched the airplane rather than attempt a dead stick landing against the side of a mountain. The airplane got very wet, but he swam away uninjured.

13. Temper your judgment about flying in high mountain terrain at all if you can avoid it. Yes, it's beautiful, especially with popcorn cumulus floating by, but there may be little margin for error if you accidently enter a cloud. A while back, two good friends, both excellent IFR-rated pilots, flew a new Caravan straight into the side of a hill near Palm Springs, apparently another CFIT (controlled flight into terrain) accident. A 180-degree turn won't necessarily solve your problem — it may make it worse if clouds have closed in behind you — but it's a far safer bet than continuing without a clearance or any idea where the tall rocks live.

14. If you fly with a panel-mounted GPS, as nearly everyone does these days, consider buying a portable backup. I carry two backups on most ferry flights. That way I have a tie breaker in case they disagree. Panel mounts typically have their own dedicated battery specifically designed to avoid losing position information following an electrical power failure, but depending upon your situation, that may not be enough. You can find some excellent, used Garmin portables for less than $500, a small investment for the extra security.

15. Avoid flying at any limit speed. Vne is the obvious worst one but there are a dozen others. Vle, max landing gear extension speed, is often specified to save the gear doors. Violate it consistently, and those doors may eventually fail. It's the same with flap extension speed, Vfe. If you use gear and flaps to decelerate, do so only well within the specified limit speeds.

16. Even if you're not IFR rated, consider carrying a set of Low Altitude Enroute charts for the trips you make most often. A Low Altitude chart can provide you with IFR minimum enroute altitudes, an instant measure of safe altitude along established routes. You'll also have an easy reference to leg distances between VORs and airports (sometimes). IFR charts also provide sector frequencies in case you need help and there's no one awake on 121.5 MHz.

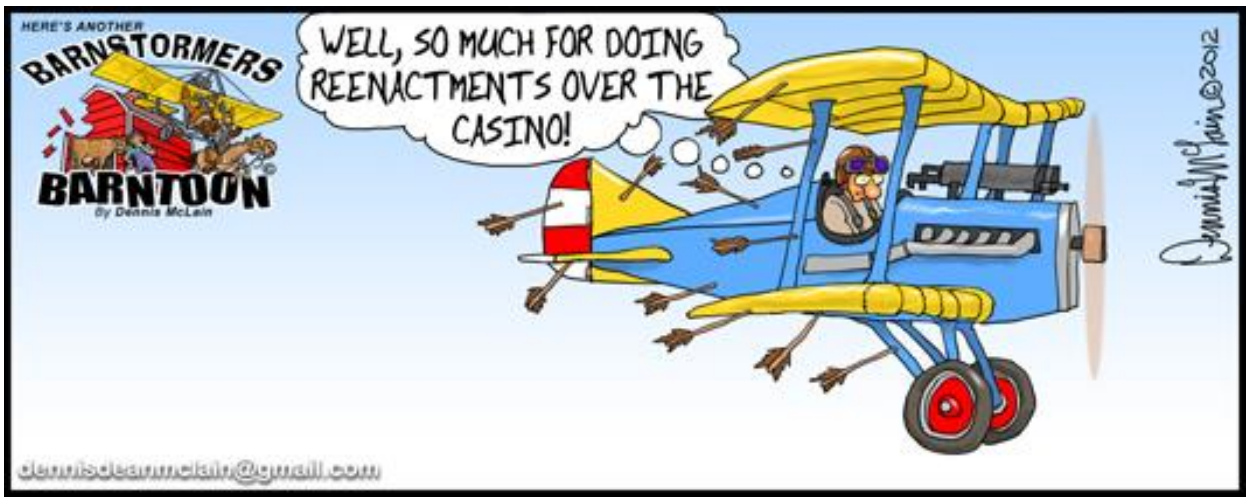
17. Everyone knows you should scan the airspace around you for other traffic, but the most neglected quadrant of see-and-be-seen is directly behind you. Studies of midair collisions have shown that the most likely risk is from the rear. That's especially true during descents when a following aircraft overruns preceding traffic. If you're descending, try throwing in some slight turns occasionally and check your six for what might be gaining on you.

18. Think at least three times about flying VFR at night — especially when there's no moon. A few years back, the FAA considered requiring additional simulator hours for a night VFR endorsement. The idea didn't fly, but there's no question night flying is more demanding than day VFR. Horizons often vanish at night, clouds become invisible, and ground detail usually fades to black. Night can simulate a black hole, no place for a VFR pilot.

19. Every pilot without an instrument rating fears the possibility of winding up on top of an overcast with little fuel, experience, or options. It can happen to anyone, especially aviators who think they're doing everything right and accidentally allow the clouds to thicken and turn solid below them almost unnoticed. There's a special risk

over any body of water that can generate instant ground fog. The tendency is for pilots to watch the sky rather than the ground and barely notice when clouds creep in insidiously and blot out all VFR reference points. For that reason, keep an eye on the lower quadrant to ensure you're not being seduced into a situation you'll have trouble getting out of. Flight watch can give you a warning of the problem by providing temperature and dew point. If those two numbers are approaching each other, it may be time to look for someplace else to go.

20. Finally, it's probably the most common advice offered to new pilots, but don't wait too long to ask for help. Whether you're trapped above clouds, "temporarily disoriented," or have some other problem, someone on the ground may be able to offer assistance. Many pilots assume any admission of shortcomings in their flight planning or decision-making will automatically result in a violation. That's rarely the case. Many FAA employees are pilots themselves who've been there. If you do get into trouble, remember the four C's of an emergency other than a loss of power: climb, communicate, confess, and comply. Climb for better radio reception. Communicate with someone on the ground who may be able to help. Confess the details of your situation. Comply with any directions. Remember that while this may be your first emergency, the person on the other end of the radio has likely dealt with the same problem a dozen or more times. He or she has access to information, equipment, and assets that you don't.



Partners in Aviation and Education

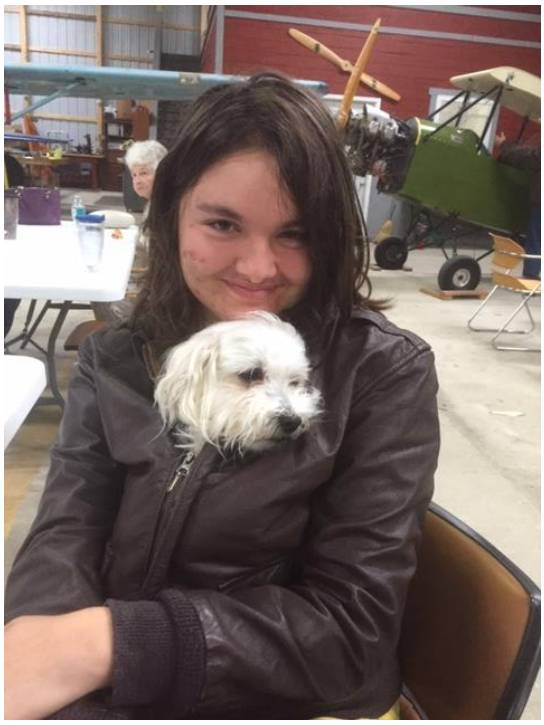
SIU Carbondale Extended Campus Program offers the B.S. Degree in Aviation Management on the Belleville SWIC Campus on a weekend format.

Isn't it about time your aviation career takes off!!!

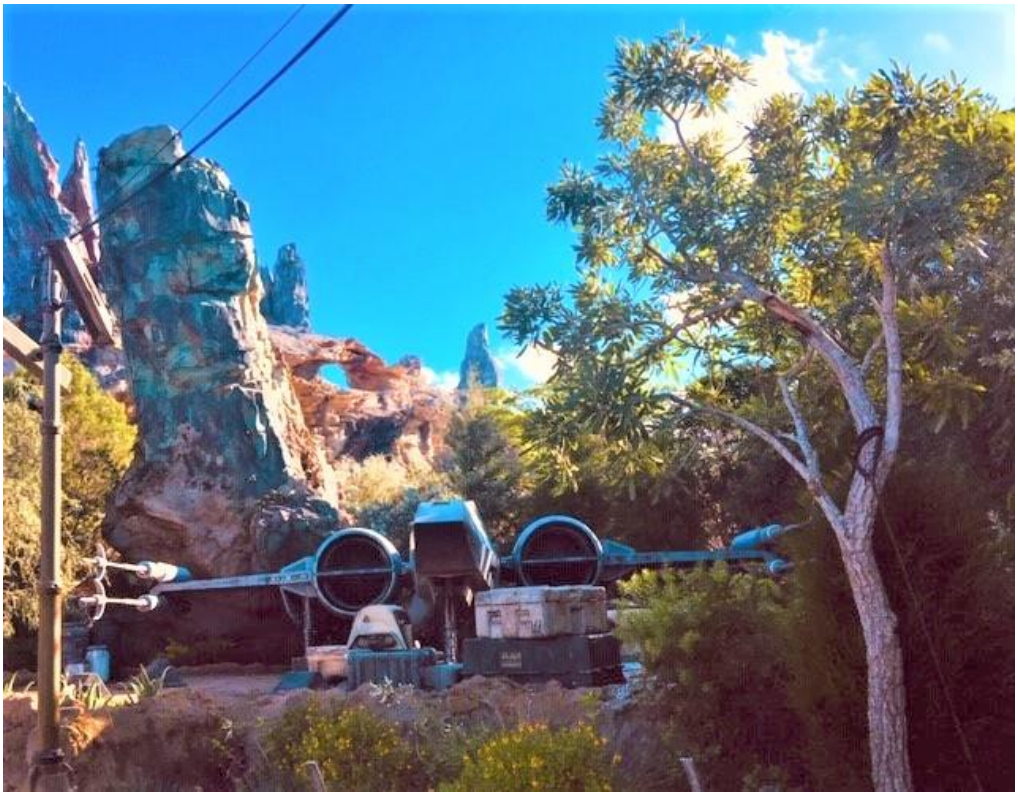
Contact the coordinator at 618-222-5683 to get your aviation career off the ground!

Photos

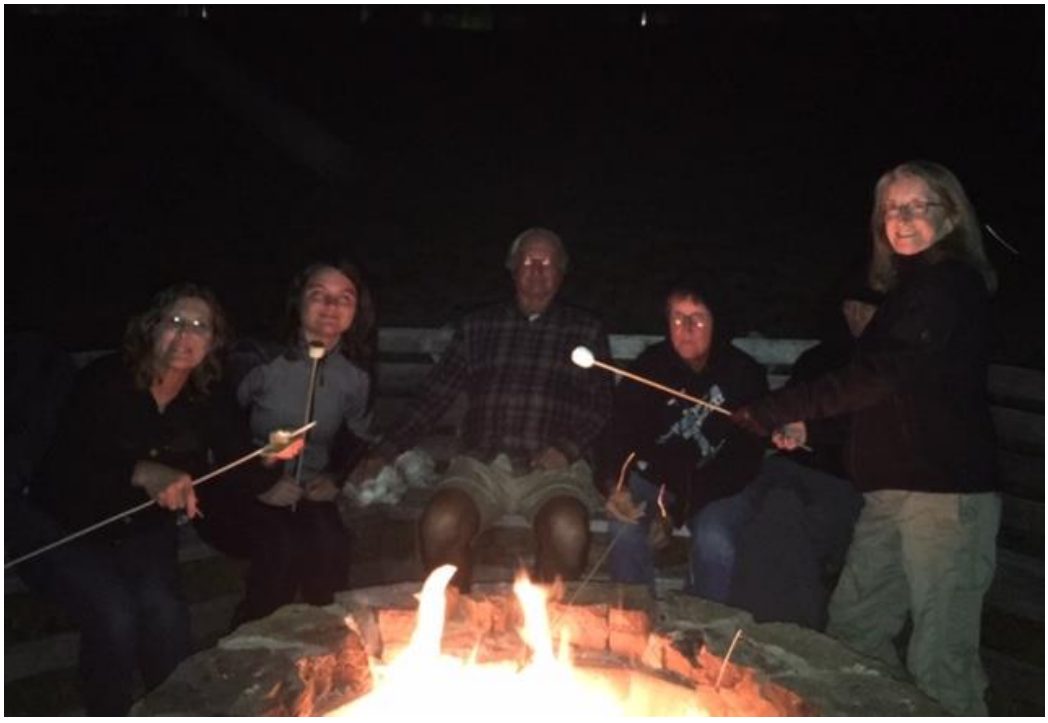
Al Bane coming back to the Flying Dutchman from Sparta in the Champ last Sunday afternoon. Photo by Shawn Corcoran from the Luscombe flown by Mike Lotz.



Even though it rained all day, Amber and Skippy had a good time at the chili feed last Saturday. Chapter made over $330. Photo by Bill Aanstad.



Ask John Schaefer what this is?



Several Chapter members and friends flew to Gaston's Whitewater Resort (3MO) for an overnight stay. Looks like fun! Photo by John Schaefer.

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 • 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

EAA®
THE SPIRIT OF AVIATION

EAA Chapter 64 Treasurers Report for October 2019

By Paul Visk, Treasurer

EAA Chapter 64
Balance Sheet
As of October 31, 2019

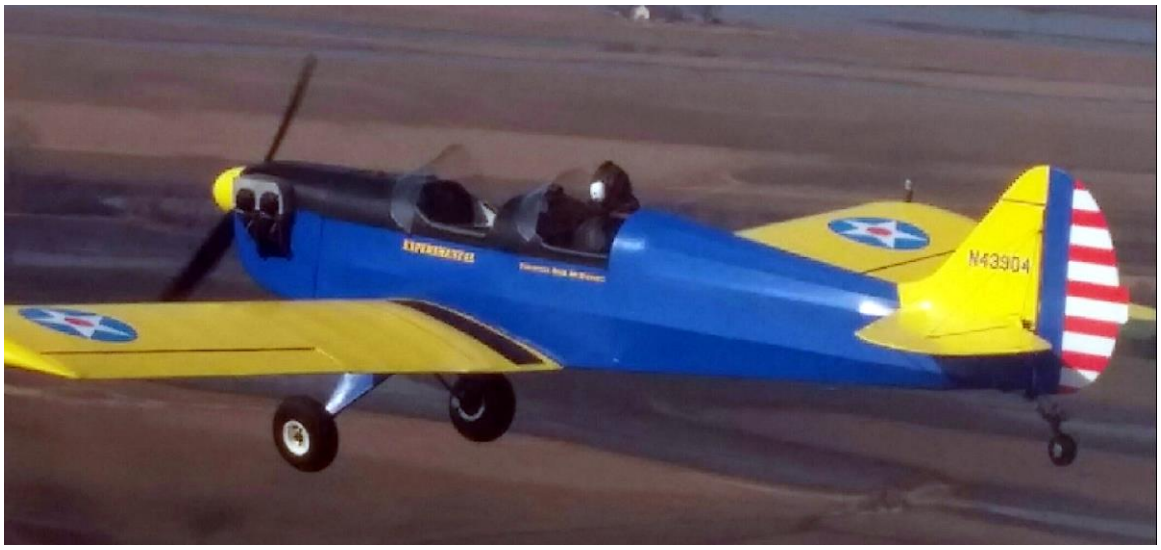
ASSETS	
Current Assets	
Checking/Savings	
Checking	4,048.71
Hangar Checking	1,433.65
Total Checking/Savings	5,482.36
Accounts Receivable	
Accounts Receivable	105.00
Total Accounts Receivable	105.00
Other Current Assets	
Undeposited Funds	100.00
Total Other Current Assets	100.00
Total Current Assets	5,687.36
TOTAL ASSETS	5,687.36
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	1,279.23
Net Income	2,825.69
Total Equity	4,854.04
TOTAL LIABILITIES & EQUITY	5,687.36

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

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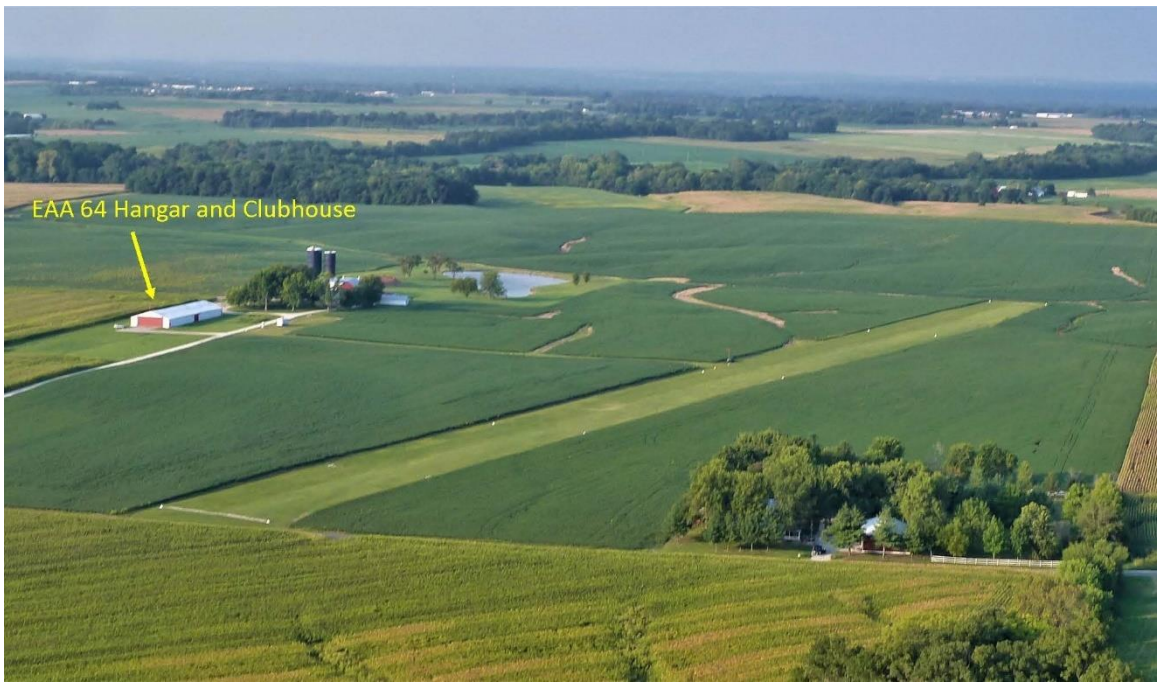
Visit us on the Internet at: www.eaa64.org. Send your photos, tips, stories and files for sharing to Tom Murrell to post on the web page and to Al Bane for the newsletter. You can also post information on the Chapter's Yahoo Group. Contact info is shown above.



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 SENSITVE AREA: AVOID OVERFLIGHT OF ALL HOMES, BUILDINGS, AND LIVESTOCK. A modified straight-in approach is recommended. Do not fly multiple patterns.