



# The FLYING WIRE

The Newsletter of EAA Chapter 64

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

**September Meeting:** The next EAA Chapter 64 meeting will be held on **Tuesday, 1 September 2020** at the **Chapter Hangar/Clubhouse** on the Millstadt Flight Park Airport (1IL4). See last page of newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

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## September Chapter Meeting Information

Regular monthly meetings will resume in September. We will meet on Tuesday, September 1 at the regular location, Millstadt Flight Park (1IL4). Food will be available at 6:00 followed by the meeting at 7:00. The meeting will be held out in the hangar or outside, weather permitting, so safe distancing can be maintained. Please bring your mask. Also, the food will be served in individually prepared and wrapped portions.

In order to prepare for the meeting and plan for the right amount of food, please let us know if you plan to attend. **If you do plan to attend the September meeting, send an email to Jim Schaefer, [jvschaefer@prodigy.net](mailto:jvschaefer@prodigy.net), by August 25.**

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## Chapter Officer Elections Coming Up

It's time for nominations for Chapter officer elections. Offices up for election/re-election are President, Vice-President, Secretary, and Treasurer. Nominations are to be completed by the end of the October chapter meeting with elections held at the November meeting. New or returning officers take over in December and serve for two years. Please consider helping your chapter by volunteering for an officer position or saying "Yes" if nominated. This topic will be discussed at the September meeting.

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## Familiar with "QuickBooks"?

Paul Visk (Treasurer) is looking for someone who is familiar with the accounting software "QuickBooks". If you are, please call him at 618-406-4705.

## Thurm Carver Passes



Thurman Carver Thurman Carver, 85, of Lebanon, IL passed to his heavenly home on Saturday, August 8, 2020 while at home, surrounded by his family. Thurman was born December 1, 1934 to Horace and Willie Mae (nee Bean) Carver in Marshall County Alabama. On November 19, 1955, he married the love of his life, Patricia Vorce, after meeting her in Morocco, North Africa, while she was visiting her sister. Thurman was a graduate of Albertville HS in Alabama and Colorado State College, now known as the University of Northern Colorado. He was a Veteran of the United States Air Force, serving 20 years. Thurman retired as a Comptroller for the East St. Louis Rendering Company. He was a member of St. Joseph Church in Lebanon and served the Parish as the cemetery groundskeeper and sexton for more than 10

years with his good friend, Bob Rowan. He was also a member of the Summerfield Lions Club. Thurman was a private pilot who volunteered his time to the Young Eagles and managed the Flying Dutchman Airport in Belleville. He was a long time licensed HAM radio operator, known by the call sign WA9ZYE. Thurman dedicated his life to serving others, including being a caregiver for several family members. He was known to spend days in the kitchen preparing untold gallons of his famous chili or potato soup recipe, donating all the ingredients, in addition to his time, to raise money for the Cemetery, the Flying Dutchman or the Lebanon Food Pantry. Thurman was, in every sense of the word, a good person, with his kindness and caring nature being part of his legacy. Most of all, Thurman was a loving husband, father, grandfather, great grandfather, and friend to many. Thurman was preceded in death by his parents Horace and Willie Mae Carver; and his beloved wife, Patricia Carver. Thurman is survived by his son, Chuck (Deena) Carver; daughters, Cheryl (partner, Jim) Klitzing, Connie (Jason) Skidis; granddaughters, Liz (Nathan) Burbank, Sydney Skidis and Zoe Skidis; great granddaughter, Lila Burbank; brother, Swanee Latham Carver; sister, Gayla Matthews; several nieces, nephews, cousins and cherished friends. Memorials may be made to the St. Joseph's Cemetery Fund.



## A Pilot's Guide to Aircraft Maintenance Records Part 2 of 2

By Bob McDaniel

*[Part 1 of this article was published in last month's Chapter newsletter and covered the various instruments available to measure time, which ones are most appropriate, and how to properly determine elapsed time for logging pilot flying time and for determining aircraft time in service.]*

**Whom does the FAA hold responsible for documenting aircraft maintenance?** The person performing maintenance work on an aircraft, the person inspecting the aircraft, and the person who owns or operates the aircraft, all have responsibilities.

- FAR 43.9 requires anyone who maintains, performs preventive maintenance, rebuilds, or alters an aircraft, airframe, aircraft engine, propeller, appliance, or component to make an entry in the maintenance record.

- FAR 43.11 requires the person approving an aircraft for return to service after any required inspection to make an entry in the maintenance record.

- FAR 91.417 requires an aircraft owner or operator to maintain aircraft maintenance records for each aircraft airframe, engine, propeller, rotor, and appliance of an aircraft that includes a description of the work performed, the date the work was completed, the signature, type and number of certificate of the person approving the work for return to service.

*(The FAA often uses the term "owner/operator." Many people interpret the term "operator" to mean the pilot. That is incorrect unless the pilot is also the aircraft owner. "Aircraft Operator" means the person who controls the aircraft's use AND is responsible for compliance with applicable regulations. That could be a private owner or a business such as a flying club, flight school, aircraft rental business, charter company, etc. As we continue in this article, we'll use the term "owner" to mean the "owner/operator.")*

Ultimately, it's the aircraft owner who will be explaining to the FAA why there are missing or inadequate logbook entries and it's the owner who will suffer financial loss if the logbooks are missing.

Protect your maintenance records and be your own quality control. Help your mechanic by providing all the appropriate times to be entered in the logbook in advance to ensure accuracy.

One of the first things I do after I buy an aircraft is to go through each logbook beginning with the first entry and track and compare the times for every entry. I have frequently found significant errors resulting from simple math errors and from switching back and forth between Hobbs and Tach time.

I found errors in my Cessna's logbooks that resulted in almost 200 hours more than should have been recorded. I corrected the logs by making the following entry:

*Errors were discovered in the calculation and logging of aircraft total time in service during an audit of aircraft records conducted on this date. I certify that*

*the true and exact time in service is 5215.9 hours on this date at an indicated tach time of 3807.0 hours.*

*Robert L. McDaniel, Commercial*

*Pilot Cert # 1234567*

FAA regulations concerning maintenance appear in FAR Part 43. Rules for logging and signing off inspections are dramatically different from those for repairs, alterations, and preventive maintenance and the meaning of the signature is entirely different for each. It's essential to understand the difference.

**FAR 43.11 deals with records of inspections. What should be included in a logbook entry for an aircraft inspection?**

In addition to the signature and certificate type and number of the person who performed an inspection, six items should be included in each inspection entry. It is ultimately the responsibility of the owner to ensure all maintenance record entries are complete and correct. Those six items are:

1. The total time on the airframe, engine, and propeller.
2. The status of any life-limited parts (i.e., a part such as a rotor blade or other critical part that must be replaced after a specific number of flight hours or duty cycles.)
3. The time since the last overhaul of all engines, props or other components.
4. Current inspection status. (e.g., a report of the current annual, condition, 100-hour, or other inspection, as appropriate.)
5. The status of applicable Airworthiness Directives (ADs). As a minimum, the record must include the method used to comply with the AD, the AD number, and revision date. If the AD has requirements for recurring action, record the time in service and the date when that action is again required.
6. Copies of FAA Form 337s (Major Repair and Alterations), if applicable, must be included as part of the maintenance record.

A mechanic's signature at the end of an inspection entry certifies that he or she has looked at the entire aircraft, has verified that it meets all airworthiness requirements, that it complies with its type design, is in condition for safe operation, complies with all applicable airworthiness directives, and the aircraft is approved for return to service.

**Should an annual inspection be entered in each component logbook?** In practice, annual inspections are often entered in the aircraft, engine, and propeller logbooks, but it's not required to be entered in all three.

The FARs define an annual inspection as a complete inspection of all the aircraft's individual parts, the airframe, the engine(s), the propeller(s) and everything else listed on the aircraft's type certificated data/specification sheet and equipment list. So since an annual inspection covers the entire aircraft, only a single entry is required in the aircraft logbook.

## Who can perform preventative maintenance tasks?

The FAA defines preventative maintenance as “simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.” FAR Part 43, appendix A, paragraph (c)(30), goes a step further and provides a list of preventive maintenance tasks that can be performed by certificated mechanics and repairmen, people working under their supervision, and pilots with certificates of Sport Pilot or higher. (It’s important to note that a sport pilot is only authorized to perform preventive maintenance on light-sport aircraft that they own.)

If you do preventive maintenance, you must make a logbook entry to document the work. FAR 43.9 deals with records of maintenance other than inspections. Entries must include:

1. A description of the work performed that includes what was done and how it was done. You can enter the work with all the step-by-step details such as “reinstalled bolt, torqued to 200 in-lbs, and installed cotter pin,” or simply specify the guidance that instructed you how to do it (e.g., “in accordance with...” manufacturer’s manuals, service instructions, ACs, or other documents or references containing data acceptable to the Administrator—Be specific!)
2. The date the work was completed.
3. The signature, certificate number, and type of certificate held by the person performing the work. Note that the individual’s signature does NOT attest to the aircraft being airworthy but is only an approval for a return to service for the specific work performed.

You may have noticed there is no requirement for entering times when making maintenance entries. Although times are only required for inspection entries, it’s good practice to enter the appropriate times with all logbook entries.

To help decipher past logbook entries, here are a few often-used abbreviations:

AC = Advisory Circular  
AD = Airworthiness Directive  
Hobbs = the time on your hour meter  
IAW = in accordance with  
P/N = Part Number  
SB = Service Bulletin  
SI = Service Instruction  
S/N = Serial Number  
Tach = Time on the recording tachometer  
TSMOH = Time Since Major Overhaul of the Engine  
TSPOH = Time Since Propeller Overhaul  
TTAF = Total Time on the Airframe  
TTAF/E = Total Time on the Airframe and Engine (used when times are the same)  
TTE = Total Time on the Engine  
TTP = Total Time on the Propeller



TTR = Total Time on the Rotor

Here's a simple summary of what to look for in a good logbook entry.

- Each entry should begin with the date and the Tach Time, TTAF, TTE, TSMOH, TTP, TSPOH (as appropriate for the specific component's logbook.)
- Describe what work was done to include the new P/N and S/N, if applicable.
- Describe the data used directing you how to perform the work.
- Enter the time or date when any recurring work should be done.
- If the entry is for a condition inspection for an Experimental aircraft, include the condition inspection statement exactly as it appears in your "Operating Limitations" document.
- The entry should be signed and include the type and certificate number.

It may seem like a minor detail to get the logbook entry correct, but it's a major responsibility in the eyes of the FAA.

One final note: Many people now create logbook entries on their computer and then paste them into the pages of their logbooks. That creates a very neat, easy-to-read entry—just don't forget to sign them!

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### AeroCareers Gets New Airplane

According to Bob McDaniel, **AeroCareers** is in the process of acquiring an exceptionally nice Ercoupe 415-C. This low-time 85-horsepower Ercoupe will be equipped with a Dynon GPS-driven D2 Electronic Flight Instrument System (EFIS), an iFly GPS 540 panel-mounted tablet, ADS-B In and Out, and many other upgrades.

We're looking for a few good pilots to fly it for Young Eagle flights and for their own personal use at a low hourly cost. If interested, contact Bob McDaniel ([dusterpilot@charter.net](mailto:dusterpilot@charter.net) or 618-530-0805) or Nick Turk ([turkaviation@cs.com](mailto:turkaviation@cs.com) or 618-580-7300) for additional information.



## Photos

I got several photos from Bill Aanstad and Diana Votaw who continue to help these great kids get in the air.



KC, Nathaniel, and Rachel at the RC field.



Nathaniel and Rachel



Mike Merkan and Nathaniel.



Great selfie by Nathaniel on the way to St. Genevieve. His sister Rachel is in the yellow Cub.







Nathaniel at the Highland Glider Club with instructor pilot Rich Hehmann in the new ASK21 glider.



Diana and KC.





Bill wrote, "Eve donated a nice trainer to our RC program - I test flew it today after doing some maintenance and installing radio equipment - fine flying machine and with the wireless buddy box system will be just excellent for safely training our young eagles. Nathaniel is a "good stick" and can be our youth RC instructor pilot, he has now logged dual in J-3, 172, Magni Gyroplane and Wednesday added ASK12 glider dual instruction with Rich Hehmann to his logbook."



Amber and her new Lightspeed Zulu 3 headset.



It turns out our newest Ray scholar, Kaitlyn Robinson, is multi-talented. She just won 1<sup>st</sup> place at the Scholastic 3D Archery National Championships in the Olympic Recurve Division. Congratulations!



## Pilot's Tip of the Week

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

### *Emergency Off-Field Landing Choices*

Featuring Bob Martens

*"My biggest fear of making an emergency landing is picking a place to land. Obviously, if I'm within gliding distance to an airport it's easy. If not, I have seconds to decide where to put it down and I'm in panic mode. What am I looking for if my options are limited?" - Vince P.*

**Bob:**

"Any clear area without hazards or obstacles will serve you well. You're not looking for a perfect location. Far too many times, pilots compound the situation by trying to find the perfect location.

Finding a suitable field without large objects or objects that will adversely affect your landing will work very well for you. Airplanes stop pretty quickly. You know, we don't need a 5,000-foot field, but we do need to identify what in the field may influence our landing. A big rock, a ditch or a stream across the field will adversely affect our landing because when we hit a solid object our airplane comes to a sudden stop. That's where the injuries and fatalities do occur.



As a general rule, I strongly encourage avoiding roads due to traffic and power lines. Obviously, in certain parts of the country, this is less applicable than in others. But I have to say that our emergency does not entitle us to endanger other people. In that same vein, parking lots and golf courses where people might be present are not ideal primary choices.

Water versus trees: my personal sense is that water is not user-friendly. In most water landings, the aircraft will not stay upright, leading to injuries and an immediate survival situation. Tree landings, with the aircraft flown under control into the treetops, are very survivable; often with only minor or no injuries to occupants."

## EAA Chapter 64 Treasurers Report for August 2020

By Paul Visk, Treasurer

### EAA Chapter 64 Balance Sheet As of August 3, 2020

	<u>Aug 3, 20</u>
<b>ASSETS</b>	
<b>Current Assets</b>	
Checking/Savings	
Checking	3,686.85
Hangar Checking	640.60
<b>Total Checking/Savings</b>	<u>4,327.45</u>
Accounts Receivable	
Accounts Receivable	-495.00
<b>Total Accounts Receivable</b>	<u>-495.00</u>
Other Current Assets	
Undeposited Funds	1,110.00
<b>Total Other Current Assets</b>	<u>1,110.00</u>
<b>Total Current Assets</b>	<u>4,942.45</u>
<b>TOTAL ASSETS</b>	<u><u>4,942.45</u></u>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
Accounts Payable	
Accounts Payable	833.32
<b>Total Accounts Payable</b>	<u>833.32</u>
<b>Total Current Liabilities</b>	<u>833.32</u>
<b>Total Liabilities</b>	833.32
<b>Equity</b>	
Opening Balance Equity	3,307.58
Unrestricted Net Assets	-205.19
Net Income	1,006.74
<b>Total Equity</b>	<u>4,109.13</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<u><u>4,942.45</u></u>

**Fly Market**

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

Two airplanes that may be of interest to you, now located at the Flying Dutchman Airport, are currently for sale.

**FOR SALE - 1959 CESSNA 175**, TTAF 3339, TSMOH 1009, TSTOH 159, 250 XL GPSCOM, AT150 xpdr, no ADSB, very nice paint, newer tires, tubes, and battery, single piece windscreen, aux fuel tank, same owner 27 years, hangered, out of annual, selling as-is, located at 2IL7, more pics available, \$27500. 618-406-5232 leave a message.







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**FOR SALE: 1946 ERCOUPE 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. \$21,500. Call Mark 630-561-8997.







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  
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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](mailto:dusterpilot@charter.net)





**EAA Chapter 64**

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



## Directions to EAA Chapter 64 Hangar/Clubhouse

The Flight Park is located 4 miles SW of Millstadt at 5949 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'

**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.