



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: The next EAA Chapter 64 meeting will be held on **Tuesday, 3 December** at the **Chapter Hangar/Clubhouse** on Southwest Illinois Sport Aviation Flight Park (11L4). See last page of newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

!!! Annual Dinner Party, Saturday, January 11, 2020 !!!



Date: Saturday, January 11th

Place: 4204 Main Street Brewing Company, located at 4204 West Main St., Belleville IL

Door Opens: 6:00

Attitude Adjustment Period (Cocktails): 6:00 - 7:00

Dinner: 7:00

A special limited menu will be provided. The choices are as follows:

- Black and Bleu Steak Flat Bread Pizza
- Main Street Special Burger
- Tuscan Fresh Herb Pasta
- 4204 Lager Battered Fish & Chips
- Bruschetta Chicken
- Sirloin Steak

Cost - \$20 per person Seating is limited to 60 persons.

Speaker: 7:45 Phil Goodwin, 100 Missions over North Vietnam in the F-105 Thunderchief

IMPORTANT: Send your RSVP to Al Bane by email to adb7@att.net. Just give him your name and how many people will attend (including yourself).

Speaker for Annual Dinner Party

100 Missions Over North Vietnam



in the F-105 Thunderchief



1967

By
Phil Goodwin



2019

Phil Goodwin is a retired USAF Colonel with flying time in the Super Cub, T-6, T-28, T-33, F-86, L-19, C-45, C47, F-101, F-105 and C-141. His presentation includes pictures and short video clips of each of these aircraft, with primary emphasis on his experience as a fighter pilot flying the "Thud" over "downtown" Hanoi, North Vietnam, which at the time was the most heavily defended country in the world. Phil's presentation includes combat footage of formation flying, aerial refueling, bombing missions, SAMs, flak and his after-landing celebration upon completion of 100 missions. Phil Goodwin lives in O'Fallon, IL where he served as City Clerk for 20 years. His decorations include the Distinguished Flying Cross and 11 Air Medals.

November Meeting Minutes

By Jim Schaefer, Chapter Secretary

John Schaefer opened the meeting on 5 November at 1900 in the Chapter 64 Hangar.

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

New people;

- Woody Tripp, Charlie McGee and James McGee were introduced.
- Charlie McGee soloed in 123AC last month.

Old Business;

- The Chili Lunch was a success. The Chapter made \$320. Thanks to Mike and Cindy Lotz for making the chili.
- The 200 Amp electrical panel has been installed but 200 Amp service has not been connected to the building yet. Only 100Amps are available for the building. We do not pay for electricity, but the hangar rent will go up 5% next year.
- Al Bane has just retired from government service.

New Business;

- Bob McDaniel is working with the Illinois Ultra-Light/Light Sport Symposium being scheduled at the SWIC Granite City Campus 29 Feb. He is looking for any ideas for speakers and subjects.
 - o Mike Merkan suggested a safety discussion. A lot of flyers at Sullivan are taught to fly but not the safety rules.
 - o The last session will be an open forum panel discussion.
 - o In the past food (coffee and Donuts) were available. If EAA 64 wanted to provide food it is ours. SWIC would provide a food service supervisor at no cost. All receipts would go to the chapter. The Chapter members agreed to take on the food service for the event.
 - o Lots of raffles happen and the raffles finance the event. Door prizes will also be available.
- Young Eagles - Bob McaDaniel reported;
 - o No more organized events for the year.
 - o Saturday 2 Nov the chapter flew 22 Young Eagles.
 - o A Scout Aviation Camp did not happen this fall because of a scheduling conflict. If anyone knows of a scout troop that would like to put on an Aviation Camp between Apr and Oct let Bob know.
- Holiday Party- Al Bane reported;
 - o The holiday party is scheduled for 11 Jan at 4240 Main. Al has tentatively reserved the room. Still looking for other possible venues.

- A Speaker still up in the air. If anyone has an idea for a speaker let Al know.
- Other events;
 - Informal get togethers;
 - John Schaefer suggested get together's on weekends or other days. I.e. a Saturday event where the chapter visits someones place to see the progress on projects. If anyone wants to volunteer to have the chapter over let John or Al know.
 - Mike Lotz suggested just an informal get together at the hangar, coffee, snacks...
 - Bob McDaniel suggested a maintenance get together for small projects, oil changes, grease wheel bearings, ... at the chapter hangar.
 - The chapter will put out a schedule with some dates.
 - Youth Engagement
 - Bill Anstadt is looking into the EAA RC Model Airplane Kit available for promoting youth involvement. The complete kit is worth about \$1200. EAA is offering the kits to chapters for \$500. A motion was made and approved to buy the RC Model.
 - Mike Lotz is also forming a youth committee to engage youth. He will call a meeting of the committee soon.
 - Nick Dawson was Young Eagles coordinator at the Troy, MO Chapter. They started building RV pedal cars one Saturday a month. He now has a Sonic YX kit and has gotten youth involved pulling rivets. He plans to try to move the project between different chapters while it is still small to draw more youth involvement. He has been funding the project through avionics installs.
 - Scrounge Dawgs -Bob Miller was not available but sent John a report of progress;
 - Bob has completed the paperwork to Re-establish a new LLC.
 - The Pietenpol needs to be sold to the new LLC.
 - He is planning an engine run and static thrust test to check the prop that is on it and he is looking for an engine shop for the overhaul.
 - Some structural issues were found when disassembling the Pietenpol for the move to the chapter hangar. Fabric repair and wing inspection need to be done.
 - Jim Hathorne will be moving a Kitfox into Rob's space.
 - Ray Scholarship-
 - Amber has all the flying requirements completed. She is working on ground school and she needs to get 3 hours prep for the final check ride.
 - If we want a new scholarship, we would have to recompetite with all the other chapters.
 - We can lock in a matching scholarship where we provide \$5000 and EAA will provide \$5000.
 - Any remaining funds from Amber's Scholarship can be used by a new recipient.
 - Yahoo groups is changing and any online storage is going away. We have pictures on it. Al Bane will try to get the photos downloaded.

Projects;

- Rick Rehg's Zenith fuselage is in Springfield for painting. When the wings are complete they will be sent to Springfield for painting also.
- Al Bane is getting ready to cover his Fly Baby starting with the tail feathers.
- Jim Stoops is finishing his RANS S21.
- John Schaefer is welding rudder pedals on his Sopwith Camel Kit.

Other Items;

Terry Ernst visited the Kansas City WWI Museum and said it was a very worthwhile visit.

Al Bane provided the food for the meeting.

Dues (\$24) for next year are being accepted.

Mike Merkan won 50/50 (Again).

Meeting adjourned at 2016.

Monthly Meeting Food Schedule for 2020

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

Present your receipts for any expenses to Paul Visk for reimbursement.

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!



Photos



Mike Lotz and Shawn Corcoran in their new RV-7 recently acquired from Jim Stoops.



Pilot's Tip of the Week

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

Consistent Landings Featuring Wally Moran

"Is there a magic bullet for making good landings more consistently?" —Roy B.

Wally:

"The magic bullet for good landings, I wish I had one.

A few things I do know about good and bad landings is that the approach is the first part that must be right. So if your approach is not on speed and stable, save that bad landing by going around and setting it up again.

On speed means having the correct speed for the conditions and stabilized at that speed. A common mistake I often see is not getting the elevator trimmed for the desired speed. If you do this then the control pressures are the same for every landing. If you don't, then every landing is different.

Another mistake I see is that the pilot gets fixated on the aim point. Remember the purpose of the aim point is just to get you to the runway at a safe height. Once you have accomplished that, the aim point is no longer useful.

On final, you should frequently move your focal reference point from the aiming point to a ways down the runway, then to objects on the airport adjacent to the runway. As you approach the aim point, you need to focus your vision farther down the runway. The distance should be proportional to the speed of the aircraft. If you focus too close, things will be blurred and the reaction can be too abrupt or too late resulting in over control or drop in landings. If you focus too far away, the result can be a nose first landing.

Since the visual point is dependent upon speed, you will need to move your visual focus point closer to the airplane as you slow down in the flare. Another problem can be trying to look over the nose. As the cowling starts to block our vision over the nose, we have to move our view over to the 10:30 or 11:00 position.

So make sure you have a stabilized approach, are in trim on final and try looking a little further down the runway after you cross the threshold, but then after you have started the flare bring it back a little closer to you. Maybe that will help you get those greasers we all want."



EAA Chapter 64 Treasurers Report for November 2019

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet As of November 28, 2019

	Nov 28, 19
ASSETS	
Current Assets	
Checking/Savings	
Checking	3,581.69
Hangar Checking	1,046.37
Total Checking/Savings	4,628.06
Accounts Receivable	
Accounts Receivable	5.00
Total Accounts Receivable	5.00
Other Current Assets	
Undeposited Funds	400.00
Total Other Current Assets	400.00
Total Current Assets	5,033.06
TOTAL ASSETS	5,033.06
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	2,171.39
Total Equity	4,199.74
TOTAL LIABILITIES & EQUITY	5,033.06

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



EAA Chapter 64

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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.