



The FLYING WIRE

The Newsletter of EAA Chapter 64 - Serving Aviation in the Metro-East
Founded November 30, 1964 - Incorporated January 28, 1966

Note: June 2 meeting will be at Sparta Airport, KSAR. We normally meet every 1st Tuesday (food at 6 pm, meeting at 7 pm) at Historic Hangar #2 at Downtown St Louis Airport in Cahokia, IL

EAA64 Minutes, May 5, 2009

By Bill Aanstad, Secretary

Meeting started 7:00pm, introduced new members Dawn and Vicki Cates who own a Cessna 172 and Aeronca Chief. Don is retired working on A&P. Vicki is Active Duty Coast Guard stationed at Scott. Billy Haddock, a former member, is getting active again. He just bought Challenger II and has been flying at Silver Creek Glider club. He is working on glider license, and looking for hangar space. Tim Conner, A&P, multi-engine, commercial, seaplane ratings, working on IA. Welcome to all!

Secretary's Report: Reading of minutes waived, accepted as mailed.

Treasurer's Report: Treasurers report approved as mailed.

Correspondence: Billy Bucholtz brought up C-47 availability for trip to Dayton, oldest C-47 of type still flying -- burns 100gph, holds 30 people, based at Smartt Field. Billy will get further information and estimated cost/person.

Old Business: Bylaws were posted on website for 3 months, with very minor grammatical changes; unanimously approved as posted.

Oshkosh volunteer previously discussed, suggestion had been made to pay expenses, would set up base/camping area, coordinate -- expected cost about \$300 to chapter. Brian suggested if someone would take the job, pay

INSIDE THIS ISSUE

MAY 2009

Minutes of May 5 Meeting	1
ScroungeDawgAviation	3
President's Message	4
What's the Outcome (Accident Reports)	4
Answers to Accident Questions	5
Contacts	6
Calendar	6

pass/gas about \$200 total. Discussion -- act like tour guide, call to get summary of events, suggestions, facilities, etc -- point of contact & arrange camping area for group, need to get there early to get good spot, last year a group had spot size of Jim's hangar meeting room for \$40/nite, good location, with trees. Motion made, 2nd & approved to pay up to \$200 for "tour guide" to make arrangements.

New Business: Mike Lotz made motion to reimburse Wally Hubert for BBQ grill trailer -- EAA, IPA & Dutchman chipped in for grill -- motion made, seconded & approved to reimburse Walt Hubert for 1/3 cost of trailer.

Treasurer discussion of investment of \$30k -- CDs less than 2%, propose investing \$10k in mutual funds that invest in bonds & safe stocks, expected 5% return, longer term.

Minutes continued on next page.

EAA64 Minutes continued from p. 1

Mike Lotz suggested good time to get into market, money sitting in checking account drawing little/no interest. Bert suggested committee, volunteers Billy Haddock, Jim Stoops, Bert Hampton, Rick Rehg, and Larry Frey.

Bert Hampton led discussion of hangar space for projects -- has been working/negotiating possible deal on newest hangar at Sackman, full of tools, well lit, superb hangar -- has owner down to \$25k & will carry paper at 4% -- 42x40, big hangar, dry, insulated, concrete floor, etc -- could possibly be done with interest paid by tax letter (still working). Many details to work out -- hangar cost \$40k to build not including tools, can get for \$25k including tools/equipment. Main meeting room would remain at Downtown, the hangar would be building/project facility for the chapter -- SDA would buy the m/ship at Columbia, chapter would purchase the hangar as investment. Financial return would be charge for use to work on projects, have place for tools, and work space to rent to members. Mike Lotz made motion to form committee and explore, Bob McDaniel recommended he and Don Karr be included on committee to explore for hard report next month & make decision. Bob said it was an incredible deal. Mike Lotz suggested not waiting a month to report back, Bert suggested putting committee to work immediately to make recommendation for full chapter vote (quorum). Mike Lotz moved approving \$500 refundable deposit/earnest money for hangar committee to make commitment to owner, seconded and unanimously approved. Bert Hampton appointed head of committee consisting of Brad Jones, Don Karr, Bob McDaniel, Mike Lotz, and Wally Hubert.

Brian thanked Jim for hosting meeting, & presented him a plaque for his RV-6 project. Also presented Wally's plaque for his Aeronca Champ restoration.

Brian discussed Scrounge Dawg Aviation Pietenpol -- have so far scrounged 3 fuselages, set of wings, Mike's donation of Corvair engine, etc. Also implemented SD monthly award of Russian ASI mounted on hardwood -- first monthly award to Dale Loyet & Bill Rohland for making the Memphis truck trip for 2 Piet fuselages & wings/parts. Doc Hurd donated box of very nice tools to the chapter, displayed by Larry Frey.

John Tiner volunteered as newsletter editor, give inputs to him.

Wally Hubert brought big bag of unused 4 oz plastic specimen cups, free & handy for multiple uses.

Committee Reports: Young Eagles- Larry Frey provided Young Eagles update, 5 pilots flying for Sat, need registrars -- hangar 2, be there at 8:30 on 9 May -- also need 5 more pilots for May 30th. (Librarian, Technical Advisor, Program Director reports -- n/a)

50/50 Drawing- Pair of Cards tickets won by Howard Hamilton. 50/50 won by Bill Aanstad -- \$21 to chapter, \$21 to ScoungeDawgAviation,

Next meeting at Sparta KSAR airport <http://www.airnav.com/airport/KSAR> on June 2nd, food at 6 pm, meeting at 7pm -- will be raffling tickets for a sunset flight in Marvin's Stearman as fundraiser for chapter, must be current member (dues paid) to win.

Meeting adjourned at 8:14 for tour of Jim Stoops' RV-6.

ScroungeDogAviation Activities By Mike Brenner



It has been a very busy and fruitful month for the Scrounge Dawgs. Sparked by a small ad placed by Brian Kissinger on Barnstormers requesting donations of Pietenpol projects or parts, we now find ourselves the proud owners of three fuselages, one with a complete control system, a set of wings, and at least two sets of tail feathers. Superflite has indicated that they would supply the fabric for covering the plane.

Dave Walters and Bob Fisch picked up the first project and parts in Pennsylvania. Included in the parts were a nice, nearly completed fuselage framework, horizontal stabilizer, and elevator.

Bill Rohland and Dale Loyet drove down to Memphis and picked up two additional fuselages, a set of wings, and various other parts that have yet to be inventoried. Many thanks to these guys for picking these parts up. I'd also like to thank Jerry Waltz for letting us use his trailer and Dennis DeAngelo for the use of his truck.

For those of you not familiar with the Pietenpol airplane, there are two different sets of plans out there. One is for the

original version, and the second is for a somewhat larger, updated version known as the GN-1. It appears that we have a mixture of parts from both versions at this time. We need to acquire a set of GN-1 plans in order to determine exactly what we have, what's useable, and exactly what version (or hybrid) we're going to build. Anyone reading this who knows where we can obtain a copy of GN-1 plans please let us know.



Detail of the workmanship of the fuselage from Pennsylvania.

We're also in the process of determining what day and time would be best for the build sessions. Our original thought was to get together on Saturdays but that doesn't seem to be working out too well due to the large number of schedule conflicts on Saturdays. From input I've received so far it seems like Wednesday evenings may work. We may also schedule an all-day build once a month on Saturday. This still needs to be worked out. *(Continued on page 5)*

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Brain's Bites (May-June)

It's been a busy month as a chapter! We've talked and acted on a lot of new initiatives, among them we've started working on a new hangar/workshop proposal and on establishing a chapter budget that will provide us a firm financial foundation & plan. We will talk more about those items at the next meeting at Sparta on the 2nd. I am very thankful to all the volunteers who've taken the time out of their busy lives to give back to their EAA chapter & their aviation community. Thank you!

On Memorial Day the Hecker, IL fly-over was cancelled due to inclement weather. Some of us were planning on flying over Hecker as part of their Memorial Day remembrance ceremonies like Dave Renner (funeral home owner & avid pilot) & I've done the past couple years. It's been an honor to perform this duty in my '42 L-4. But, the weather had other plans that Monday with occasional heavy thunderstorms and low ceilings. Ironically SPC David Schaefer, Jr (Iraq KIA) was being returned to Scott AFB on this Memorial Day, so I instead headed to the Scott AFB gate with a few fellow EAA members (and Scrounge Dawgs—Tom Yohe & Gerry Waeltz) so we could escort him on our motorcycles as part of the Patriot Guard procession. Dave Renner drove the hearse in this somber procession. As I rode my motorcycle in the rain to the funeral home I had the opportunity to reflect on a few important things. I cannot describe my emotion or gratitude for this fallen soldier's service and ultimate sacrifice and I was of course very sorry for his family who was mourning his death. I was also reminded about how short life is and how we don't know how much time we have. . . .

One meaning I took away from this somber moment is that if you've been holding off from doing something meaningful in your life, remember you don't have much time. It may be getting your pilot's license, building or restoring an airplane, playing catch with your kid or grandkid, or something else. It's important to know that life isn't a dress

rehearsal...it's the real deal and you don't know how much time you have left! Enjoy every minute, do the things that you love and help other people.

As the joke goes, "What do you call a _____ (insert your favorite type of aircraft to joke about) pilot who worries about dying from cancer? An optimist!"

Thank you again for all that you do for your chapter and to help us build airplanes, educate the youth on aviation, and keep flying as affordable as possible.

Keep 'em Flying! Brian "Brain" Kissinger

Test Yourself: What's the outcome?

Here are key words from recent accident reports. Give the outcome, injuries or fatalities, and damage to the aircraft.

1. Piper Super Cub towing banner, engine lost power, attempted to land on the beach.
2. Cessna 172, student pilot, wind 360@14G17, landed on Rwy 27 although Rwy 360 was available.
3. Cessna 150 with 2 aboard attempted to take off from wet grass rwy 1,161 ft long with a tailwind, trees and house at end of runway.
4. Grumman American, two aboard. Cross country flight from Sandia Air Park, NM (1N1, elevation 6,550 ft.) to Los Alamos Airport (LAM, elevation 7,171 ft.) flying over a ridgeline at 7,200 ft in heavy snow at ridgeline crossing. Pilot did not have instrument rating
5. Cessna 182P, 3 aboard, took off in 1/4 sm visibility, sky overcast at 300 ft, pilot did not have instrument rating
6. Monney M20E, pilot and A&P aboard. Smoke emanated from engine cowling on takeoff/initial climb out. Witnesses observed the airplane make a left turn.
7. A 70-hour student pilot departed on a 315 cross-country flight in dark night conditions in a complex airplane that he

Answer on page 5.

ScroungeDawg Aviation from page 2

We plan to get lots of additional information later this summer when some of us will be attending the annual Pietenpol owners fly-in in Brodhead, WI. This event takes place a couple days prior to the start of EAA AirVenture Oshkosh in late July 2009. Also scheduled for that same weekend, just down the road from Brodhead, is a "Corvair College" presented by William Wynne, the "Corvair Authority". Many Pietenpols have been built using the Corvair engine.

We've got a lot of decisions to make and a lot of enjoyable build time ahead of us. I know I'm looking forward to seeing things take shape.

Brian Kissinger describes Mike Brenner as the Benevolent Dictator for ScroungeDogAviation. In writing this summary, Mike, however, expressed his concern that he may have overlooked someone in describing his or her contributions. Please forgive any oversights. Current activities are found on the web by joining the Yahoo group at <http://groups.yahoo.com/group/ScroungeDawgAviation/>.

Test Yourself. Answers to accident reports. See page 5. [Comments in brackets]:

1. **Outcome:** The banner tower aircraft landed in 2 feet water; injuries = none, damage = substantial. [He didn't stretch the glide and instead put it down in the water, thus avoiding a stall/spin. But he forgot to release the banner!]

2. Cessna 172 with student pilot in crosswind landing. **Outcome:** left

runway, hit sign; injuries = none, damage = substantial

3. Cessna 150 takes off on short grass runway with tailwind. **Outcome:** hit trees and house at end of runway. **Outcome:** injuries = 2 serious; damage = substantial

4. Grumman American ridge crossing in heavy snow, pilot did not have instrument rating. **Outcome:** crash and burn; injuries = 2 fatal

5. Cessna 182P 1/4 sm visibility, sky overcast at 300 ft, pilot did not have instrument rating. **Outcome:** crashed into local lake; injuries = 3 fatal

6. Monney M20E with engine problems turned back to field on take off. **Outcome:** airplane entered a spin, and impacted the ground; injuries = 2 fatal [Pilot tried to turn back to field with insufficient altitude?]

7. A 70-hour student pilot, not conditions, complex aircraft. **Outcome:** airplane impacted open range ground in a wings level, nose low, inverted attitude; injuries = 1 fatal

Tip: One way to get to know your fuel consumption is to estimate how much fuel your airplane will take at each fuel stop. Comparing this estimate with what actually goes into the tanks is an excellent way to develop "fuel sense." Many pilots make a game of this—seeing how close the fuel bill is to their prediction. This tip is from "Fuel Awareness" an AOPA Safety File, also enclosed.

Treasurer's Report: The complete copy of the treasurer's report by Ron Peek, is being sent as a separate pdf file.

EAA Chapter 64

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Calendar: Next meeting will be at Sparta airport KSAR. Food at 6 pm, meeting at 7 pm. Our Prez EAA, Brian Kissinger, will give a "Fuel Awareness" tech tip at the next meeting. This is a timely topic as the longer summer hours allow for more flying and longer cross-country flights. The EAA publication (sent with the newsletter as a separate file) goes into more detail. For additional events, see the on-line calendar at: <http://webpages.charter.net/dusterpilot/ea.htm>

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