

The FLYING WIRE

The Newsletter of EAA Chapter 64

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

April Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 6 April 2021 at the Chapter Hangar/Clubhouse on the 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. The meeting will also be broadcast on Zoom via the following link: <https://maryvilleu.zoom.us/j/6560737363>

March Meeting Minutes

By **Lee Hartley, Secretary**

CALL TO ORDER:

Meeting called to order at 7:08 p.m. on Tuesday, 2 March 2021 by Isaac Montague. Meeting was held at the clubhouse and broadcast via Zoom for those who wished to stay distanced. We had four who watched via Zoom.

Our meeting started after a wonderful meal of deer-meat stew was prepared by Al Bane. Everyone who partook of it was well satisfied.

ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres), Isaac Montague (VP), Paul Visk (Treas), Lee Hartley (Sec). The clubhouse was full of members.

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

Mr. Montague opened up the meeting by having our guests introduced. They were:

- Rachel and Nathaniel. They have been flying both radio control and Young Eagle flights with Diana Votaw in the J-3 and the 172.
- Kevin and Stephanie Sutterfield. Introduced by Paul Voorhees, this gentleman flies F-15's with the Air Guard and P-51s.

APPROVAL OF MINUTES:

Mike Lotz made a motion to accept the minutes of the last meeting, and it was approved by voice.

The Secretary brought up a correction that was needed to the January minutes. After publication, there was a conflict between two different members on ownership of the chapter's grills. It was affirmed at this time that the grills at both locations, Air Museum and Flying Dutchman are both a 50/50 ownership with those entities.

SECRETARY'S REPORT:

No Secretary report for this meeting.

TREASURER'S REPORT:

No official Treasurer's report given. However, Treasurer did request that members pay their dues. He will take payment, or members can pay online at <https://chapters.eaa.org/east64/join-or-renew>. The site has been updated with a PayPal, credit card, and pay later options.

OLD BUSINESS:

Mr. Montague discussed and showed off the items that the chapter purchased with the Young Eagles reimbursement money.

Those items were:

- Ipad/Keyboard/Stylus/wi-fi hot spot
- Public address system

A wireless bridge was installed and made operational by Paul Visk's son. It is password protected, members only. It was made clear that this account is METERED, so don't use the wi-fi unless needed.

Paul Visk again stated that Pay Pal has been set up for taking dues.

Bill Aanstad mentioned the R/C build that was started before the CoVID restrictions. He stated that Rachel and Nathaniel have been to work on the project and also train with the simulator. Mr. Aanstad also mentioned that another trainer kit and accessories has been bought. He does not yet have dates to open the build project yet.

NEW BUSINESS:

Bob McDaniel brought up a Young Eagles event on June 5th hosted by the Creve Coeur chapter. He stated that they will organize, but we will participate in the flying of kids.

Mr. Montague brought up the Perryville Airport 1st Annual Open House/Fly-in. The information was supplied via e-mail from the airport director. The discussion related to vending food. The general membership discussed it but requested further information before action be taken.

Mr. Turk suggested a food booth for the Fair St. Louis activity (July 2-4). He stated that the staging of aircraft is at the Downtown Airport.

Mr. Voorhees mentioned that the prior person in charge of organizing the special needs program was not interested in continuing. No other discussion was made of this subject.

An unknown voice spoke up and stated that the Air Museum would be opening on April 1st.

Mike Lotz asked about flying at the air park - what do we want to do for here? The secretary did not record any discussion on the matter at this time.

Again, Paul Visk brought up dues payment using PayPal on the chapter website. His instructions were as follows:

For mobile access: Search for chapters.eaa.org/ea64
Use the upper left-hand corner menu bars
Select the "RENEW/JOIN" option
Select the PayPal choice
Use the e-mail: eaachapter64fl@gmail.com to sign in
Complete the transaction

For computer access: Same as above, but there will not be the upper left-hand menu bars. The selections will be on a side bar.

ACTIVITY REPORTS:

Paul Voorhees spoke of one of his new jobs, a new radio stack (Lynx) in a Wing Derringer. This aircraft is one of twelve built with eight known remaining. The engines were being shipped out for refurb. It is a twin engine, two-seat aircraft.

Mike Lotz mentioned that he completed some brake work on his RV, with some other small items to complete.

An unknown voice mentioned his RV had a bird strike on the horizontal stabilizer. The aircraft is now in the shop awaiting repairs.

Mike Ziemann stated that persons should fill out the bird strike damage report at the airport. He also stated that the Smithsonian collects and reports the data.

FUND RAISING:

Mike Lotz won the 50/50 drawing, earning himself \$31.00.

ADJOURNMENT:

Meeting was adjourned by Mr. Montague at 7:45 p.m.

After the meeting, a short meeting of the board considered the following:

Isaac was to gather information for the Perryville Airport Fly-in

Lee was to gather information on the Fair St Louis event.

Chapter Dues

The 2021 Chapter dues are \$24.00 and now due. A PayPal account has been created to pay dues and accept donations. All that is necessary is a valid credit or debit card. A PayPal account is not required. Please use the link below if you would like to pay online.

https://www.paypal.com/donate?hosted_button_id=CXR6QXRTQXLE4

If you would prefer to pay by check please mail to:

**EAA Chapter 64
5 Frederick Ln.
Belleville, IL 62223**

Young Eagles

We received the following email from Bob McDaniel regarding upcoming Young Eagle events:

It's been a long time since EAA Chapter 64 held a Young Eagle event.... way too long! Now that Covid vaccinations are becoming more widespread and many youth activities are returning, we expect to resume organized Young Eagle events very soon. Since it's been a long time, I am surveying our potential Young Eagle pilot pool to see who is still interested and available to fly this year.

PLEASE RESPOND TO THIS E-MAIL (dusterpilot@charter.net) AND LET ME KNOW IF YOU ARE WILLING TO FLY YOUNG EAGLES THIS YEAR AND PROVIDE YOUR AIRCRAFT TYPE AND N-NUMBER, ALONG WITH ANY REMARKS WE NEED TO KNOW.

As a review, Young Eagle pilots must meet the following requirements.

- Be a current EAA member
- Be a Sport Pilot or higher and meet FAA currency requirements to carry passengers (current flight review, 90-day currency, etc.)
- Have a current medical certificate or Basic Med with a driver's license
- Fly an airworthy aircraft (standard, LSA, or experimental)
- Have aircraft passenger liability insurance for the aircraft used
- Have completed EAA's Youth Protection training and basic background check within the past 3 years

If you're unsure about the currency of your Youth Protection training and background check, log in to eaa.org and click on "My Account" on the right side of the top banner. Scroll down near the bottom and click on "Go to Training" under Training Information. That will take you to a page with the expiration date of your Youth Protection Training and Background Check. If you are getting close or past the expiration date, please update your training.

Nick Turk and I will continue to be the Chapter's Young Eagles coordinators this year. If you need forms for individual Young Eagle flights, let us know.

We have the following tentative events being planned.

SATURDAY, MAY 8th, 9-noon, at the Millstadt Flight Park (1IL4) in conjunction with our Chapter's pancake breakfast. We do not expect a large crowd of kids.

SATURDAY, JUNE 5th: We've been asked to help fly Young Eagles at Creve Coeur Airport

We have a small group of Scouts who have expressed interest in an aviation camping weekend at the Millstadt Flight Park and we'll need a few planes to fly them. No date has been set for this event.

A few school groups are also expressing interest in flying. As in past years, we expect to team up with the Greater St. Louis Air & Space Museum and fly most of our larger groups from the west ramp at St. Louis Downtown Airport. No dates have been set.

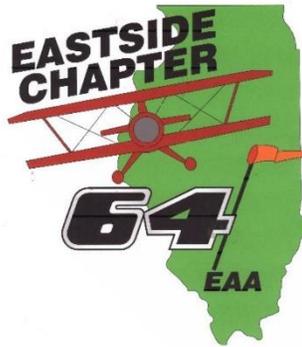
Of course, we'll need plenty of ground volunteers. We'll solicit ground volunteers before each event. Right now, I'm just trying to determine our capacity to fly groups based on the number of pilots and aircraft we may have available.

Ron Peek's Airport to Close Permanently

I received the following announcement from Ron Peek regarding the closure of his private airstrip north of Breese IL:

In the interest of caution, I wanted to let you know that as of today the runway at Peekl is shut down and ask that you share the info with others. Due to health issues, I haven't flown since 2017 and have had very few fly-in visitors so it made no sense to continue mowing and maintaining the runway. The adjacent farmer is going to farm it.

I will continue to work projects and hobbies in the hangar1 workshop so if traveling the area by car feel free to stop in and visit!



**SATURDAY, MAY 8,
9 to NOON**
(RAIN DATE: MAY 22)

\$7.00

**All-You-Can-Eat Pancakes with
Sausage, Coffee & Orange Juice**

FREE

**Introductory flights and
Young Eagle rides available**

RC Aircraft Demonstrations

Visit our EAA Chapter Clubhouse & Workshop

**See aircraft under construction – Talk to the builders
Learn about our youth aviation programs and activities**



DRIVE IN

4 miles south of Millstadt, Illinois
at 5941 Bohleysville Road, Millstadt, IL 62260
From Route 158: Drive 1-3/4 miles south on Roenicke
Road, then turn right on Bohleysville Road. The gravel
airport entrance is ¼ mile ahead on the left.

FLY IN

Millstadt Flight Park (ID: 1IL4)
N38°25.12' / W90°07.87'
CTAF: 122.9 (Call "Flight Park Traffic")
NOISE SENSITIVE AREA: Avoid overflight of all homes!
See 1il4.com for airport information

PANCAKE BREAKFAST (& fly-in)



flying dutchman airport

across hwy 15 at david taylor chrysler
belleville, IL (2IL7)

saturday, June 5th, 2021

8am-1pm

\$7 all-u-can eat pancakes

one sausage with first serving,
additional sausage available for cost;
hamburgers available later in the event

for more information contact

618-975-5707

Pilot's Tip of the Week

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

Engine Failure: #1 Rule

Featuring Bob Martens

"Simple question: What's the most important thing for surviving total engine failure? A simple answer would be appreciated." — Peter A.

Bob:

"You absolutely have to be sure that you don't stall the airplane!

I've been to many aircraft accident scenes; I've evaluated hundreds and hundreds of accidents and pilots are NOT killed when they fly their airplane to the ground under control. They ARE killed when they stall an airplane into the ground.

So, maintaining an airspeed safely above stall speed right on down to the ground is so very, very important."



Another Pilot's Tip of the Week

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

Can't Find the Airport?

Featuring Jeff Van West

"Even with a GPS, sometimes I just can't find an unfamiliar airport. It's even worse at night. Any tips would be greatly appreciated!" — Rich D.

Jeff:

"There's not a pilot in the world who hasn't had this experience at least a few times.

You're already using your GPS, so take that a step further. You can put your GPS into OBS mode and dial a course matching the landing runway. You can also enter direct to the airport on a course that matches the landing runway. Either one will display a magenta line you can use to align on final. It won't match the runway exactly, but it'll be close.

You can load an instrument approach (or in some systems a visual approach) for precise alignment with the landing runway. Those may even give vertical guidance. However, unless you're instrument rated, or have practiced with these functions in daylight, they should be used with caution—especially at night.

Whether or not you use cockpit technology, there are some low-tech solutions you should also employ. Too often, pilots look for an airport without consulting an airport diagram or sectional. The runway layout tells you what shapes you're looking for. The most difficult airport to see is one with a single, long runway when you're approaching perpendicular to that runway. Check for obvious landmarks, like a nearby lake or hill.

In busy residential areas, look for the area that isn't built up. Likewise, at night, a metropolitan airport is usually surrounded by a sea of lights. That means the airport itself is often hiding in a big dark patch.

Sighting the rotating beacon is great, but don't just scan left and right searching for it. Hold your gaze in a particular direction for at least five seconds, so you can see the white flash and the green flash.



Turning on pilot-controlled lighting, or changing the brightness, is a great way to make the airport pop-out at night. Do this when you're at least five miles away. At a towered airport, you can ask the tower controller to turn the lights up and down for you.

Two last comments about night arrivals: When maneuvering in the pattern, keep an eye on your instruments as it's easy to lose sight of your horizon while looking over your shoulder for a runway. And when straight-in, rely on a VASI or PAPI so that you don't end up too low on final approach, and actually meet the ground a quarter-mile short of the landing threshold."

Share Your Old (or New) Photos



I found this old photo the other day from June 27, 1985 over Boone, Iowa when I was in the Iowa State Skydivers Club. We had strong winds aloft (we thought) that day and decided to try a cross country parachute jump. We jumped from our Cessna 182 at 10,000 ft about 9 miles from the airport and opened right away above the clouds. Decided to do some Canopy Relative Work on the way back. We misjudged the wind and only made it about halfway back but got a ride to the airport from an old farmer and his wife! The guy that took the photo had to hold the camera backwards and push the button without seeing us ... lucky shot!

If you have any old (or new) photos, send them to me (Al Bane, adb7@att.net) and I'll put them in the next newsletter.

EAA Chapter 64 Treasurers Report for March 2021

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet As of April 2, 2021

	Apr 2, 21
ASSETS	
Current Assets	
Checking/Savings	
Checking	281.52
Hangar Checking	1,116.93
Total Checking/Savings	1,398.45
Accounts Receivable	
Accounts Receivable	205.00
Total Accounts Receiva...	205.00
Other Current Assets	
Inventory Asset	-2,000.00
Undeposited Funds	1,015.00
Total Other Current Ass...	-985.00
Total Current Assets	618.45
TOTAL ASSETS	618.45
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	-3,831.05
Net Income	308.60
Total Equity	-214.87
TOTAL LIABILITIES & EQUI...	618.45

Fly Market

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

For Sale:

Single seat CGS Hawk taildragger homebuilt plane registered as Experimental Light Sport. Plane has a 52HP Dual carb oil injected Rotax 503 equipped with a Powerfin 3 blade adjustable prop.

Due to health situation, I have not flown it since August 2017. Engine ran good and plane flew well when I ceased flying. Plane has approximately 300 hrs. flight time. The 503 has approximately 160 hours time on it. This plane previously had a Rotax 447 on it (also for sale separately).



Selling as is, asking \$9,500. All reasonable offers will be considered. Call Ron Peek 618-610-4722.

FOR SALE

\$300 or best offer

Rotax 582 Ceramic-Coated Exhaust system. Used, but in excellent condition. Removed from powered parachute due to a change to a different engine. (This will go on E-Bay next month for \$350.)

Contact Bob McDaniel at 618-530-0805 or
E-mail dusterpilot@charter.net



EAA Chapter 64

(1IL4) Millstadt, IL

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

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

CONTACTS:

President: Dennis Engelkenjohn mushface1@gmail.com

Vice President: Isaac Montague idmontague@gmail.com

Secretary: Lee Hartley lehartley6@gmail.com

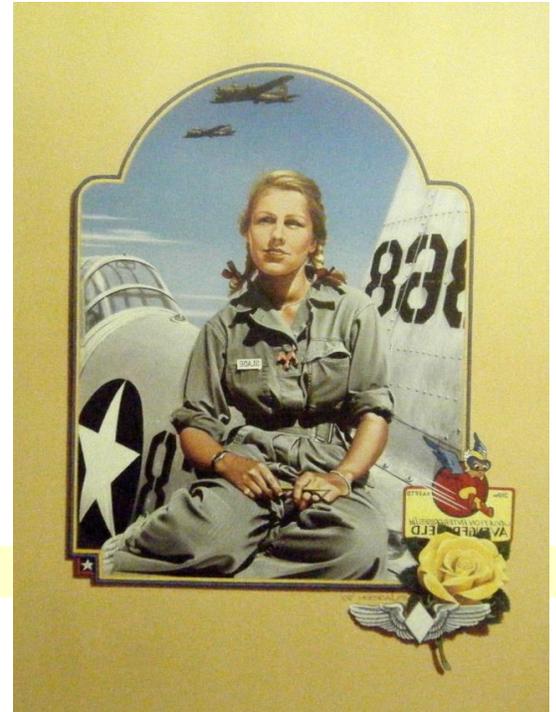
Treasurer: Paul Visk ppaulvsk@gmail.com

Young Eagles: Bob McDaniel dusterpilot@charter.net

Webmaster: Isaac Montague idmontague@gmail.com

Newsletter: Al Bane adb7@att.net

Membership: Bill Aanstad aanstadw@yahoo.com



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 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.