



# 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 September meeting has been cancelled. The next EAA Chapter 64 meeting will be held on Tuesday, 4 October 2022 at the Chapter Hangar/Clubhouse on the MILLSTADT FLIGHT PARK AIRPORT (1IL4). See last page of the newsletter for directions.

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## August Meeting Minutes

By Lee Hartley, Secretary

### CALL TO ORDER:

Meeting called to order a little after 7:00 p.m. on 2 August 2022 by Pres. Dennis Engelkenjohn. Meeting was held at the Flight Park Clubhouse, Millstadt, IL.

### ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres.) and Lee Hartley (Sec.), Club house had an unknown amount of people present at the start of the meeting. We did not operate Zoom tonight.

### ESTABLISH QUORUM:

We did not consider numbers for tonight.

### COMMENTS FROM THE VICE PRESIDENT:

Mr. Engelkenjohn opened the meeting with a few words of thanks to all who sent cards and well wishes while he was out. He also had the following:

- Jeremy Cox for the pizza dinner. Also highlighted that this was Jeremy's second time this year.
- Briefly spoke to the returning contingent of AirVenture travelers.
- Al Bane stated that he had stopped at Broadhead on the way up to AirVenture and found not a lot going on.
- John Schaefer stated that the Wednesday fireworks at AirVenture was the best ever.
- Dennis also announced that our Treasurer, Paul Visk, was getting married on Thursday.

He introduced tonight's visitors:

- Josh Luebbehusen, a guest looking to get into flying and into aviation and was checking us out.

### APPROVAL OF MINUTES:

The minutes were approved by consensus. The persons making the motions were not recorded at this time.

**SECRETARY'S REPORT:**

The recommend by-laws became effective on 1 August, not having received any comments to the latest updates.

**TREASURER'S REPORT:**

Our Treasurer, Paul Visk, sent a statement through the President, stated that funds were removed from the chapter's investment account in order to cover expenses for the month.

**OLD BUSINESS:****CHAPTER ELECTIONS:**

Elections are this fall. Mr. Engelkenjohn reported from Mr. Lotz that the Nominating Committee is still accepting nominations and looking for folks who would like to run for office.

**HANGAR PARKING:**

No changes to the parking plan. It was reported that we will have a new renter for the recently made available spot. Details were not provided at this time.

**WARBIRDS OF AMERICA:**

Jeremy announced that the cost of setting up, making the appropriate filings, and putting together the infrastructure were too high an investment at this time, and he recommended that the project be canceled at this time.

Nathaniel Young was not able to pursue his check ride as planned due to the check pilot becoming ill. The next available time frame will be the end of August, and he still plans to take the ride as soon as possible.

**NEW BUSINESS:**

There was no new business brought up at tonight's meeting.

**ACTIVITY REPORTS:****Young Eagles:**

It was again reported that the chapter had earned a Young Eagles flying award for continuous Y. E. operations since the program was started by E.A.A. As recapped by Mr. McDaniel, there are about 102 chapters that have flown without missing any years since the program started in 1992.

There is a Boy Scout Fall Encampment in the planning stages. It will be both scouts and another school group who plans to arrive for the flying portion.

**Aero Careers:**

Still working on registration for the LancAir. Have completed some minor tasks but still need to do an engine check.

**PROJECTS:**

C-172 Project: As reported, still working on it and doing good. Normal working for tomorrow

as they continue to work on the tail wheel portion of the project.

**GUEST SPEAKER:**

Tonight's guest speaker is Mike Zieman. A former Air Force Academy grad and pilot who flew T-38s and F-16s, a corporate pilot for Monsanto/Bayer, and a private pilot of a RV-6.

His topic tonight was "How do you stay current in a pandemic when you just fly around the local airfield? Public Use Airports in Missouri."

At the time he started his plan, the MoDot Airport Guide showed that Missouri has 121 public use airports. His plan was to fly to each field and document his flights.

His plan was to fly to multiple airports per flight, studying the guide and ramp pictures to document his endeavor, which he started in January 2021.

Longest day of flying: 8.5 hours, 15 airfields.

A list of some of his favorites:

- Owen Field (H58), Seymour, Mo (southeast of Springfield; grass/wheat runway)
- Harry S. Truman Regional Airport (2M1), Bates City, Mo (aircraft boneyard)
- East Kansas City Airport (3GV), Grain Valley, Mo (looks like a giant flying club, but only 22' wide strip)
- Piedmont Municipal (KPYN), Piedmont, Mo (Appalachian feel with large campground)
- Shelby County Airport (6K2), Shelbyville, Mo (north/northwest Mo)
- Kingsley Airfield (M09), Miller, Mo (between Springfield and Joplin; Hangar Café; a great place for a fly-out)
- Gould Peterson Municipal Airport (K57), Tarkio, Mo. The most northwest airport in Missouri. Owned by the family of Sen. Sam Graves, who operate an air show every two years. (A fly-in, stay over-night type of place; a 5.3 hour round-trip with a few other airport stops)

The project resulted in over 8,500 nautical miles being flown, with having flown over 11,000 nautical miles in 2021.

Remember- some of the practice you do will be harder/more dangerous than the emergency you are practicing for, i.e., runway lights being out of order.

Told his good story of comm out, hitting a duck, and losing some electrical power. The bird-strike resulted in many months of repair and a new tail piece.

**FUND RAISING:**

The winner of tonight's 50/50 drawing, Al Bane, was able to take home \$31.

**ADJOURNMENT:**

The gathering was adjourned at 8:03.

## Nathaniel Young Earns Private Pilot License



Congratulations to our newest pilot, Nathaniel Young! Nathaniel passed his check ride on August 25. Here is his story:

“My Ray Scholarship has enabled me to pursue my dream of flying. I have always been obsessed with aviation and have taken every opportunity I can to be closer to airplanes. My dream has been to become an airline pilot, but I knew that there would be a long journey to get there. I first got involved with the EAA through the Build to Fly program. I got a Young Eagles flight, and I loved every minute of it. Some pilots in my local EAA chapter got me started learning to fly in a J3C-65 Cub. Through that, I was able to solo on my 16th birthday.

I became more involved in my EAA chapter and got access to a C172 which helped me start learning radio communications in controlled and uncontrolled airspace, how to use flaps, and how to fly solely by reference to instruments. I applied for a flight training scholarship through the EAA website and was thrilled to be awarded the William Martin Scholarship. I started flying at a flight school and continued sharpening my skills. About a month later, I was elated to hear that the Chapter selected me as their Ray scholar. I took the written test and passed with a 90%.

I kept sharpening my skills and knowledge and was ready to take the check ride on my 17th birthday. Unfortunately, the examiner was sick, so we had to reschedule. Thank you to everyone that made this scholarship possible. It has brought my crazy dream of becoming a pilot within reach.”

Some more photos (provided by Diana Votaw) of Nathaniel on his journey. His sister Rachel and fellow pilot/Ray Scholar KC Robinson are also pictured.



## More Photos

Chapter 64 was well represented at the Shumway “Inernational” BBQ/Fly In on 28 August. Bob McDaniel (Cessna 172), Mike Merkan (RV-4), Diana Votaw (Piper Cub), Bob Miller (Scrounge Dawg Pietenpol), Ivan Kondarov (Autogyro) and Al Bane (Aeronca Champ) all flew in. John Schaefer drove up.

Diana took the opportunity to take two young ladies up for rides in her Cub. Diana says, “Two very happy young ladies/future pilots, one with a logbook first entry flown at Shumway. Lots of excitement.” “Did a spin with the 15-year-old, she loved it. She is doing Young Eagles, Sporty’s Course. The 13-year-old just loved to fly; both were all smiles.”



More Shumway Photos





John Schaefer reports more progress on his Sopwith Camel project.



“Wings and tail surfaces rigged.”





“Wings and tail off so I can build up the fuselage sides. Sides and top are aluminum panels from seat forward.”

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Al Bane has started covering his Fly Baby project, using Superflite fabric and Stewart Systems glue. Here are the rudder and an elevator in progress.







## Chapter Officers for 2022, and beyond... **Nominations Committee**



**Please Email Your Nominations To:**

**James McGhee:** [mcghees3622@gmail.com](mailto:mcghees3622@gmail.com)

**Don Karr:** [donkarr6@gmail.com](mailto:donkarr6@gmail.com)

**Jeremy Cox:** [jeremy@jetvaluesjeremy.com](mailto:jeremy@jetvaluesjeremy.com)



## Monthly Chapter Meeting Food Schedule

Thanks to the following volunteers to bring food to the monthly meetings. If you have volunteered and find you are unable to attend, please contact someone else on the list to see if you can trade months, or at least let a Chapter Officer know. Also, please report your expenses to Treasurer Paul Visk to ensure you are reimbursed.

We are set for most of this year but still need someone for December. If you can volunteer, send me an email ([adb7@att.net](mailto:adb7@att.net)) and I'll add you to the list.

January	Party
February	Paul Visk
March	Al Bane
April	Jeremy Cox
May	Mike Lotz/Terry Ernst
June	James McGhee
July	Nathaniel Young
August	Jeremy Cox
<b>September</b>	<b>Meeting cancelled</b>
October	Don Karr
November	Tom Murrell
December	????

## 2022 Calendar of Events

Date	Event	Time	Location
8-10 Sep	Midwest LSA Expo		Mt. Vernon IL (MVN)
10 Sep	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)
24-25 Sep	St. Louis Regional Airport 26th Annual Fly-in	10AM - 2PM 9AM - 2PM	East Alton IL (ALN)
25 Sep	Sackman Field Open House	9AM - 4PM	Sackman Field (IL91)
4 Oct	Chapter Meeting	7PM (Food at 6PM)	Millstadt Flight Park (1L4)
1 Nov	Chapter Meeting (Officer Elections)	7PM (Food at 6PM)	Millstadt Flight Park (1L4)
6 Dec	Chapter Meeting	7PM (Food at 6PM)	Millstadt Flight Park (1L4)

Send notice of events to Al Bane ([adb7@att.net](mailto:adb7@att.net))



### MIDWEST LSA EXPO

The Annual MIDWEST LSA EXPO is Thursday, Sept 8, 2022, through Saturday, Sept. 10, 2022, from 9am-4pm daily at the Mt. Vernon Outland Airport



**EAA Chapter 1382 Invites you to**

# **Fly In/Cruise In Pancake Breakfast**

**September 17, 2022**

**8-11 am**



**Greenville Airport**

**1374 SkyLane • Greenville, IL 62246**

**Raffle for:**

**Gateway Skydiving Center Tandem Skydive  
Easy Flight Powered Parachute Intro Flight**

**Murray Air will provide \$20 free avgas to fly ins from 8 to 11.**

**All fly in aircraft eligible to win \$150 free avgas  
from NOR-WES INC ag applicators.**

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**Organized by EAA Chapter 1382. For more info, contact 618-664-0926 or 314-368-6411 or find us on Facebook.**



# Columbia Airport

# Open House



***Fly-In***

***Drive-In***

**Sunday September 25, 2022**

\*Rain/Wind Date: Oct 2, 2022

**11563 Bluff Rd. Columbia, IL 62236 9AM – 4PM**

*Food, Airplanes, Classic Cars, Motorcycles*

## **Fly-In: Sackman Field IL91**

Formerly H49  
2,450' x 150' Grass  
Elevation 420 ft

CTAF 122.9  
Right traffic for Rwy 21  
Left traffic for Rwy 03

Primitive Fly-In Camping Available Sat. 9/24  
Campers Please RSVP to: [sw317@hotmail.com](mailto:sw317@hotmail.com)



# 26th Annual FLY-IN

St. Louis  
Regional Airport  
Highway 111  
East Alton, IL 62024

# NOW **2** Days of Fun

**Saturday, September 24**  
10 a.m - 2 p.m.

**Sunday, September 25**  
9 a.m - 2 p.m.



### Tour Planes on the Runway

**Walk the tarmac and tour the planes!**

Experimental Aircraft Association (EAA) Pilots fly into the St. Louis Regional Airport located in Bethalto IL.



### Speed Demons American Muscle Car Show

Speed Demons car club show off their collection of muscle cars

### Global War on Terror Wall of Remembrance

is a traveling memorial that aims to bring healing to those that have been effected by America's longest war. The Wall lists the names of nearly 11,000 individuals lost in the war on terror.

Photos and history are on the website

### KIDS ZONE

Bounce Houses  
Kid's Activity and Craft Area.  
Barrel Car rides.

*Nominal fee for bounce house bracelets*

**FOOD • MUSIC**



### Young Eagle Flights

**Free flights for youth ages 8-17!**

Founded in 1992, the Young Eagles program is dedicated to giving youth an opportunity to take flight in a general aviation airplane. Flights are free of charge and made possible through the generosity of EAA member volunteers.

### BETHALTO FARMER'S MARKET

Food and Craft Vendors

### FOOD TRUCKS

### KIDS ZONE

For information visit  
[bethaltochamber.com/eaafly-in](http://bethaltochamber.com/eaafly-in)

**Fun For the Whole Family**



Presents  
2022  
**2<sup>nd</sup> Saturdays Food Truck  
Fly-In and Cruise-In at H96**

9AM to 1PM

May 14, June 11, July 9, August 13, September 10



Take a Selfie with  
George Harrison

Planes. Cars. Food Trucks. You. George. EAT SOME STREET EATS.  
50/50 Cash Raffle

Weather permitting and no rain dates. Please do not touch the aircraft or vehicles on display. For your safety, please observe event and staff instructions. For more information email [bentonmunicipalairport@gmail.com](mailto:bentonmunicipalairport@gmail.com) or Like us on Facebook. Benton Municipal Airport address is 1 Airport Lane, Benton, IL 62812

## Pilot's Tip of the Week

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

### *Too Much Crosswind?*

Featuring Wally Moran

*"How do you assess a crosswind on final to know if it's safe to attempt a landing or you should just go around?" – Dennis K.*

**Wally:**

"When is too much crosswind too much? Strong crosswinds usually come with lots of turbulence. So, if the turbulence is so bad that you cannot maintain a reasonably stable airspeed, you should go around.

Then there is the crosswind component. Consider the component at the peak gusts. If this is higher than the demonstrated crosswind for your plane, you are clearly on your own.

Assuming you are experienced and proficient in crosswind landings, there is no reason you cannot begin the approach. If you find you cannot maintain a reasonably stable airspeed, I would go around early. If you can maintain airspeed, I would continue the approach and get into the wing-down technique early to confirm you can hold the centerline. Of course, if you can't, you need to go around.

On days like this, it pays to know your airport. Some airports have a line of trees or buildings that can block the crosswind in the flare while at others those same things can cause greater turbulence.

Don't be afraid to go around and divert if you need. Remember it is the pilot's job to land safely. If it happens to be at the destination airport, that is a bonus."



## Another Pilot's Tip of the Week

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

### *The One Bounce Rule*

Featuring Tom Turner

*"I know I shouldn't 'save' a landing, but sometimes a bounce can be fixed with a small adjustment that yields a smooth touchdown. Is there some simple guidance on this?" – Thomas H.*

#### **Tom:**

"I teach what I call the 'one bounce rule,' which means you can try to correct the bounced landing only once. To be clear: You might need to go around after the first bounce. But in all cases, if the airplane bounces a *second* time, always go around. Risk increases with each bounce.

Bouncing can result from touching down with too much vertical speed. The landing gear flexes and throws the airplane back into the air. A bounce can also be the outcome of contacting the ground with too much forward speed. The airplane can skip back into the air if the wing is not stalled at touchdown.

One outcome from a bounce is an airplane that's airborne without sufficient energy to flare and the second impact is much harder. Another common mistake is the pilot making corrections too slowly, entering a pilot-induced oscillation that magnifies each error until control is lost or the landing gear is damaged. A third bounce outcome is a recovery that results in such a long landing that the airplane goes off the end of the runway. A fourth is a go-around so late the airplane collides with an obstacle while trying to climb away. If you're in danger of any of these after the first bounce, go around without a second attempt.

Bouncing happens to everyone every now and then. You can minimize how often it happens to you with good approach technique. Aim to be precisely on speed, on glidepath to the touchdown spot, aligned with the runway with the centerline stripe between your main wheels, and with no sideways drift. If you're off on one or more of these variables—or even if you have final approach nailed, but a gust of wind upsets the balance—the airplane may bounce.

Landing an airplane smoothly at the planned touchdown spot requires every bit of judgment and precision a pilot has. No matter how well your last landing went, you have to work just as hard at it next time."



## EAA Chapter 64 Treasurers Report for September 2022

By Paul Visk, Treasurer

### Checking Account

Accounts			
\$	Hangar	5901	\$109.74
	x5901 - Just updated		Available
\$	General	6701	\$2,635.85
	x6701 - Just updated		Available

### Edward Jones Account

Edward Jones  
Accounts

[Go to  
Accounts](#)

**Total Current Value \$47,753.07**

EAA Chapter 64  
\*\*\*\*0474

\$47,753.07

#### Values Over Time

All Accounts

Return/Annualized: -\$6,027.63/-10.68%

Time Frame

Year-To-Date

**Fly Market**

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

For Sale: Propeller: Sensenich wood W62HJ-46 (62-inch prop with 46-inch pitch) complete with crush plate, hardware, spinner, and spinner flange. Removed from a Zenith Zodiac 601 HDS with a Jabiru 2200 engine. \$550

Contact Mike 618-939-7574



**EAA Chapter 64**

(11L4) Millstadt, IL

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

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

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Membership: Bill Aanstad [aanstadw@yahoo.com](mailto:aanstadw@yahoo.com)



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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 (1IL4) 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'

Airport Identifier: 1IL4

**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.