



# The FLYING WIRE

The Newsletter of EAA Chapter 64

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

**July Meeting:** The next EAA Chapter 64 meeting will be held on **Tuesday, 6 July 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.

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## June Meeting Minutes

By Lee Hartley, Secretary

### CALL TO ORDER:

Meeting called to order at 7:14 p.m. on Tuesday, June 1, 2021, by Isaac Montague (VP). Meeting was held at the clubhouse, but the planned Zoom link was inop at the time.

### ROLL CALL:

Officers present: Isaac Montague (VP), Paul Visk (Treas), and Lee Hartley (Sec). The clubhouse had between 20 - 30 people in attendance.

### ESTABLISH QUORUM:

Not required.

### COMMENTS FROM THE PRESIDENT:

I would like to thank Mr. & Mrs. Lotz for our dinner tonight.

Mr. Montague thanked all those who participated in the Pancake Breakfast. Details of earnings held for Treasure's report.

### APPROVAL OF MINUTES:

Motion was made by Mr. Lotz, then seconded by Mike (but didn't catch the last name), for approval of the last meeting minutes. No corrections at this time.

### SECRETARY'S REPORT:

No Secretary report for this meeting.

### TREASURER'S REPORT:

Mr. Visk reported the earnings from the Pancake Breakfast totaling \$586. He also stated that our chapter president donated all the supplies that he purchased.

No other reports given.

**OLD BUSINESS:**

NO Fair St. Louis this year but expect a large fireworks display.

Pancake Breakfast: There was general thanks given out to those who came and worked and supported the fundraiser. About ten folks showed up for the pre-pancake breakfast training and Sun-N-Fun video, held at the Lotz's home. There were also thanks given out to the person who took and submitted photos for the newsletter. I believe that Al Bane took some and Nick (no last name) from the Air Museum took some others and sent them in.

We had a "general call to duty" for "Operation Extermination". It was requested that something be done to remove/prevent birds from entering the hangar and damaging the aircraft/equipment that is inside.

We had several members who came and put up flashing, wire netting, removed bird nests, power-washed nesting areas and the hangar floor, and doing some general clean-up. It was reported that some more work needs to be done around the hangar door where some birds were still seen coming in. The operation was spearheaded by John Schaefer, with John and Liz Schaefer also provided lunch for the crew.

Mr. Montague introduced several new members to the group tonight:

Jeremy Cox, who worked at the museum and former member of Chapter 332 and 64. He is also a Life-Time Member and a member of the Warbird America IAC and Vintage Aircraft groups.

Anthony Johnson and girlfriend Taylor. Graduated Parks College; he is now a GO-Jet pilot, flies a Stinson 108 (hangered at Creve Coeur), a PT-19 in Memphis, and currently rebuilding a 1941 Aeronca Chief.

**NEW BUSINESS:**

No real new business to report on. Several members of the club wanted to express several items, none which required in-depth discussion. These items included to following:

Van's Fiberglass Workshop @ EAA. The class was attended a couple of weeks ago, and the individual, who I did not obtain a name, highly recommends it for anyone doing/wanting to learn, because you can learn a lot. He also mentioned that the other classes are also informative, and we should use them.

Bob Miller spoke up with his expressed thanks for the people who do the following:

1 - Offers time and talent for all things, hangar or aircraft related. He did ask if it was possible to get a "text" list for emergency response help if a club member needs it. (Response: Has to be looked into for privacy rules. Mr. Montague stated that he could look into posting something on the web site, but wasn't sure at this time)

2 - Made a comment about airplaneoil.com. He stated that they deliver local, they are from St. Charles. It was stated that there was a 20 - 25% less than Discounted Spruce Aircraft prices, and that the prices are posted online.

(Paul Voorhees also stated that R&M, a local outlet, has good prices on aircraft oil, but airplaneoil.com is a good source.)

3 - Afford-A-Plane. This is a plane project for those who do not already have a project going on. It is basically an ultra-light/LSA that can be built for about \$10,000. He was wondering if anyone would have any interest in starting a group for something like this.

This brought up information that was presented at the May 4, 2021 meeting by Mr. McDaniel: Mr. Ed Schertz has a Cessna 172 (in pieces) and is willing to donate to the chapter for a build project. Currently, the legality on ownership is being researched with EAA at this time. He continued on saying that if all goes well, we will help Ed clear the project and put it in the back corner of the hangar for rebuild.

Mr. McDaniel reported that there is a proposal for a 50/50 partnership between the Aero Careers Club and Chapter 64 until the project is airworthy. Since chapters are not allowed to operate/own airworthy craft, at the time of completion Chapter 64 would donate their share of ownership back to Aero Careers. Aero Careers would operate the aircraft under their club rules. Upon sale, transfer, or other means of transfer to an outside entity, 50% of the proceeds would be given to Chapter 64.

Part of the proposal at this time is that anyone who puts in a set number of hours on the build project earns a 10% discount on the current Aero Careers C-172. At this, the details are still in work; further information to be forthcoming after this coming Thursday's meeting with EAA. A call for assistance will be sent out when needed.

James McGhee (our resident AirVenture Air Traffic Controller) asked if anyone was going to be flying into Oshkosh this year. Mr. McGhee stated that he would be glad to give a NOTAM briefing at the next meeting. He will also provide one-on-one if requested.

Mike Lotz reminded the chapter of the Flying Dutchman Pancake Breakfast on Saturday, starting at 8:00 a.m. He also asked if anyone knew of a drone operator that would be willing to come by and do some aerial video of the event for the airport manager. (Paul Voorhees mentioned Jack Beats as a possible operator).

Al Bane brought up the meal sign up program. He is planning on posting this list in the newsletter so that everyone has a reminder of their dates. We have created a signup sheet that is posted in the back of the room for tonight's sign-ups. He was asking about August's meal, but no takers at this time. He stated he will publish what he has.

We had a short presentation by guest speaker, and later new member, "JetValuesJeremy", a 20-year experienced and traveled aircraft appraiser from ultralights to spacecraft. His "got your attention" opening was this - A Cessna 172S, with auto pilot - 2021 sale price starting at

\$492, 140. The production of this aircraft is also sold out until the summer of 2022. He mentioned that if someone is looking to purchase an aircraft, most listings have a ½ day or less on the market. He advised that if you see it advertised, it is probably already under contract or sold. When asked why it was such a hot market, his opinion is that the resilient economy (making a lot of millionaires) and virus lockdowns has caused the interest in general aviation aircraft. He stated that in the business world, most business travelers are not flying commercial airlines, they are buying their own.

He also advised that if you are in the market, have your contract ready, money in escrow, and financing already approved.

Mr. Montague asked how many people know about or have visited the chapter FaceBook pages. He stated that we have both a public and private FaceBook pages, and what rules are we going by. Mr. Montague stated that the private page needs approval, of which he is the grantor for the access. Generally, he grants access to anyone who asks.

The member asked, “What does the webmaster want the club to do as far as watching out for bad actors?” This topic came about from one of the members learning that other clubs have had unsolicited sales and advertising, along with member information being targeted by outside entities. They wanted to know how to protect the page from these outside sources.

Mr. Montague stated that he attempts to keep both pages the same as far as information. Discussion led to the fact that as part of the private page, you can see who is part of the group.

#### **ACTIVITY REPORTS:**

Young Eagles (YE) - Mr. McDaniel reported that we would not be participating in the Creve Coeur Airport’s Fly-In. He stated that he had not received any other information about participating in the Young Eagles flights.

As far as YE flights go, there has been a few singles that have flown, but the organized groups have not confirmed. It appears that they may still be watching out for COVID exposure.

K. C. Robinson, our Ray Scholar participant, gave a quick update. She has finished her cross-country solo requirements and she believes that she will be certified a private pilot in a couple of weeks.

As stated above, Mr. McDaniel gave an update on the Cessna 172 rebuild.

A reminder of the chapter social gathering planned for the third Sunday. Even though it is Father’s Day, the club voted to maintain it as it is for ease of scheduling. As normal, starts about 1:00 p.m., bring your own foods and drinks.

#### **FUND RAISING:**

Don’t forget the Flying Dutchman Pancake Breakfast and the Creve Coeur Airport fly-in, this

Saturday, 6 June 2021.

Bob Miller won the 50/50, \$33.00.

**ADJOURNMENT:**

I don't know who made the motion to adjourn the meeting, but we closed out 7:55 p.m.



## ATTENTION YOUNG EAGLE VOLUNTEERS

### NEXT EVENT:

**SATURDAY, JULY 17 at ST. LOUIS DOWNTOWN AIRPORT**

The youth groups are finally coming alive for the post-pandemic summer and wanting to take Young Eagle flights. Our first event will be Saturday, July 17th, at St. Louis Downtown Airport for a group of up to 50 home school students covering all ages from 8 to 17. The organization is "Homeschoolers Encouraging, Learning and Providing Support" (HELPS.) We have flown kids from this group before and they are great kids.

We have some new challenges. The Museum is closed and in the process of boxing up their small displays and library and it will not be available to us. We will operate from the same area on the West Ramp as we have always done before. The Museum's JetStream will be open with a museum docent present so the kids can get inside and see it. St. Louis University's Parks College will provide an aircraft or two, with two CFIs to show the kids around the planes and give them a mini-class in aircraft preflighting. Jet Aviation has agreed to let us use the lobby of hangar 3 (the old Ideal terminal). It's too small to handle all the kids, but it will provide bathrooms and a spot to cool down in, if needed.

We need plenty of volunteers to ensure the safety of this large group. Because it is occurring in the middle of July, it will probably be very hot, so we need to start early. We'll hold our volunteer and pilot briefing in the old Ideal Aviation terminal building (Big River Aviation's hangar) at 0730 and will begin flying promptly at 0800. We should be finished flying sometime between 11 and noon. (In the event of inclement weather, July 24<sup>th</sup> will be the rain date.) If you can't make it by 0730, we'll appreciate your help whenever you can.

We also have two Scout groups interested in flying, but they have not yet set a date. One will be an overnight camp out at our Millstadt Flight Park. The other may be Young Eagles flights at Downtown Airport or could become a second overnight camp out, as well. Either way, we will fly Young Eagles for both groups. I'll keep you posted as plans develop.

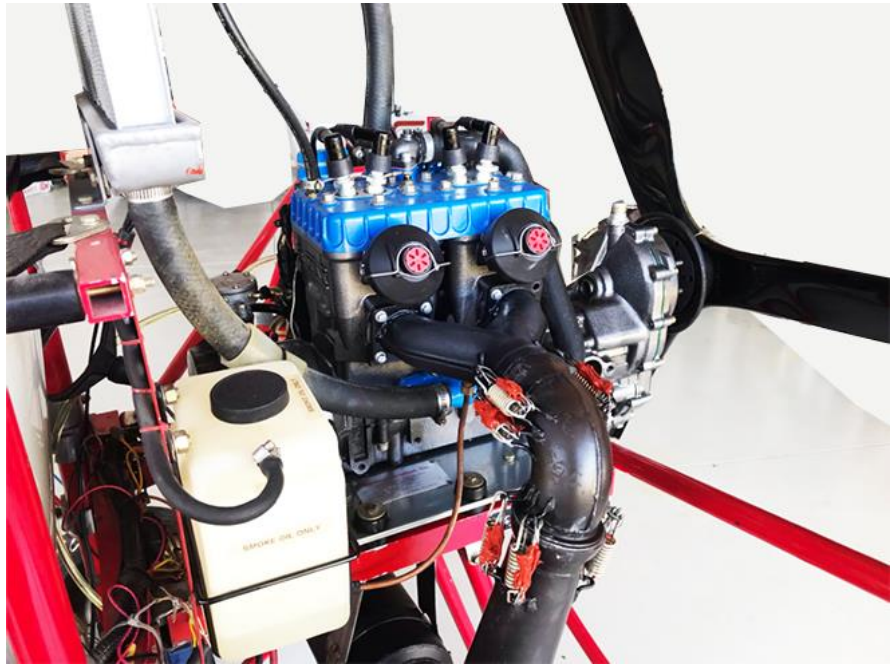
## Rotax 582 Conversion to Rotax 670—PART TWO

By Bob McDaniel

Several months ago, I reported on the beginning of my swap from a 65-hp Rotax 582 engine to a 92-hp “Rotax Rick” 670 engine on my powered parachute. It was time for an overhaul and the cost differential between the overhaul and the new, higher horsepower engine with an extended TBO made the switch easily affordable.

The 670 was advertised as a direct replacement for the 582. Likewise, the custom tuned exhaust system designed for the 670 by CPI Racing and Custom Pipes, Inc. was also supposed to be a direct replacement.

I shipped my engine to him November 2<sup>nd</sup> and expected about a three-month turn-around time with 24 engines being built ahead of mine. My shiny new engine and custom exhaust system arrived in mid-January, carefully packaged in two separate containers.



During the engine removal process, I took over 100 photos, documenting every connection and step along the way. The photos were invaluable when it was time to put it all back together again.

With a little help from my son, we lifted the engine onto the mounting plate, and it fit just like the old one. The wiring harness matched perfectly, and everything buttoned down without difficulty.

The exhaust system was a different story. The new Rotax exhaust mounted to the engine just fine, but the standard exhaust clamps that hold the three sections together didn't fit. The circumference of the pipes is slightly larger than the standard exhaust, which forced us to revert to the old-style exhaust springs secured with safety wire and red high temp RTV. The safety wire and RTV prevents a broken spring from flying through the prop.

The next challenge came with the large stainless-steel clamps that secure the largest part of the exhaust to the frame below the engine. The vertical section of the exhaust is slightly longer than the original, requiring a 2-inch extension to the clamps. After exploring several alternatives to make the existing clamps work, I decided the best alternative was simply to



have new clamps constructed according to the needed length and geometry. Thanks to Mike Rohlmann for fabricating perfectly professional stainless-steel clamps that look like OEM parts.

Although the exhaust system did not touch the frame, it sat much closer to one frame tube than I liked. I was afraid the repeated vibration during takeoff and landing and the high heat at normal operating temperatures would damage the tube. I solved that problem by covering the tube with a sheet of high-temp rubber silicone and then wrapped it with fiberglass heat shield tape. I secured that with a couple of thin stainless-steel clamps and high-temp RTV to dampen any vibration that might be caused by the inflight airflow. All those items came from the “aviation aisle” in the O’Reilly Auto Parts store.

Another difference in the exhaust systems was the lack of a drilled port for the EGT sensor. During a telephone conversation with Mike Hair, the engineer that designed the new exhaust system, I learned that the engine runs very cool, and the exhaust gas will never reach anything close to the recommended temperature limit. Since there is no inflight mixture adjustment, there is no need for EGT monitoring. By simply joining the two wires that led to the old EGT sensor, the electronic flight instrumentation system now shows ambient temperature instead of the EGT.

With the engine installed and the exhaust mounting issue solved, the next step was to install a new fused switch on the instrument panel and a new electric fuel pump that is necessary to ensure adequate fuel flow to the higher horsepower engine. During the installation, I also installed all new fuel lines and filters.

After installing the newly overhauled Ivoprop propeller, the final task before a test flight was to perform a ground engine run to check for proper operation and leaks and adjust the propeller pitch for the maximum static RPM. I hit the starter and it spun right up but didn’t fire. I checked things over and tried again, but still no fire. It appeared the mags were dead.

I spent the next day and a half checking and double checking all the wiring from the instrument panel to the engine. It all checked out fine but still no fire. Fortunately, Aaron Schlemmer, the local Rotax expert, flew in and stopped to talk. I explained my predicament and he offered to take a look at it. After a quick check with a multimeter, he swapped two wires around and said, “Try it now.” I hit the starter and it fired right up.

As I mentioned earlier, the engine came back with the same wiring connectors that were originally on the engine I sent to them. However, the two mag wires had been swapped around at the factory and put in the wrong holes of the multi-wire connector. It was an easy fix, but finding it set me back about a couple of days.

The first thing I noticed after the engine start was how smooth the engine was running. I felt very little vibration through the airframe and the exhaust sound was a little bit more deep-throated.

It was now time to adjust the propeller pitch to achieve the recommended 6,350 static rpm. That, too, turned out to be not as easy as it should have been. The jam nut on the shaft that

allows the prop pitch to be changed on the ground had not been moved for the past 17 years and it was firmly frozen in place. Unable to free it, I had to take a step backwards and remove the prop and shaft. After soaking the shaft and jam nut in penetrating oil and placing the jam nut in a vice, I put a breaker bar in the adjusting hole in the shaft and pulled...then pulled harder...then pulled some more. After a little convincing with my hammer, and then a lot more convincing with a bigger hammer, I was finally able to break it free.

After reinstalling the shaft and propeller blades, I was once again ready to adjust the prop pitch to set the maximum static RPM. It took 5 or 6 high power runs and adjustments to get it set just right. With everything adjusted and no leaks evident, there was nothing left to do but wait for a low wind day for the test flight.

The recommended warm-up procedure for the 670 is a little bit different from the 582—2,500 rpm for 2 minutes, then 4,500 for 4 minutes while doing the mag check, another minute at 5,000 rpm, and finally, a short burst of full power and you're ready to takeoff. At 4,500 the engine warmed up quickly and made me a little uneasy as the water temperature hovered near the 175-degree limit.

After shutting down, laying out the parachute, and strapping back into the pilot's seat, I fired it up again and was ready to roll. I smoothly applied full power and, after rolling only about 10 feet, the chute was lifting up overhead. I reduced power and took a quick look up to ensure the parachute was fully inflated and centered overhead before applying full power again. At that point, the aircraft leapt into the air. I reduced power to 6,000 rpm (350 below the recommended takeoff power setting) and continued climbing in excess of 400 feet per minute with the water temperature stable at a nice comfortable 155 degrees. I quickly reached my cruising altitude and set cruise power...but I kept on climbing. After a couple of more power reductions, I settled at level flight with about 4,550 rpm, 750 rpm less than cruise power on the old 582.

While cruising at the lower power setting, I noticed the noise level was significantly lower than what I had become used to. And, after a one-hour flight, I had burned slightly less than 4 gallons of fuel.

The new engine turned my powered parachute into a real hotrod. It increased the engine horsepower from 65 to 92, reduced the cruise fuel burn from 5-1/2 gallons per hour to a miserly 4 gallons per hour, and extended the normal time between overhaul from 300 to 450 hours.

I completed the FAA's mandatory 5-hour Phase One flight testing and have flown it an additional hour. With that limited experience, I'm thrilled with the result and highly recommend the 670 conversion for anyone considering an overhaul on their existing 582.

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## CHAPTER 64 PARTNERS WITH AEROCAREERS TO RESTORE A VINTAGE CESSNA 172

EAA Chapter 64 is partnering with Aero Careers in a major effort to restore a 1959 Cessna 172 donated by long-time Chapter member, Ed Shertz.



Ed has volunteered to guide the restoration effort which will take place in the back corner of the Chapter's hangar. Work sessions will be scheduled as soon as the aircraft is in place.

**YOUR HELP IS NEEDED NOW!** We plan to move the aircraft from Ed's shed to the Chapter hangar on Tuesday, July 13<sup>th</sup>. Volunteers should meet at Ed's home, 2355 Loraine Drive in Cahokia at 8 a.m. (Lorraine is located off of Mousette Lane, off the east end of St. Louis Downtown Airport's runway.) Paul Voorhees will be providing his truck and trailer, but other trucks will be needed. If you can help out, please e-mail or text Bob McDaniel ([dusterpilot@charter.net](mailto:dusterpilot@charter.net) / 618-530-0805) so we can contact you if there are any last-minute schedule changes due to weather or other unforeseeable circumstances.

The Chapter and Aero Careers will share equally in the project expenses and, when completed, will share equally in the proceeds from the sale of the aircraft.

Per EAA Headquarters, Chapters are encouraged to own aircraft-build or restoration projects, but they must transfer them to a separate entity before operating them. The project will become part of our youth programs, getting kids and some SWIC or other technical school students real hands-on experience in aircraft construction, restoration, and maintenance.

Once the aircraft is operational, Aero Careers plans to operate it in their not-for-profit Flying Club and will be responsible for all aircraft operating expenses. Aero Careers will waive their Flying Club membership fee for Chapter members who work on the project and will offer discounted hourly rental rates for volunteers who work on the project for a specific number of hours. (Minimum volunteer hours and discount rates are yet to be determined.)

When Aero Careers sells the aircraft, half of the proceeds will be paid to the Chapter.

By leveraging the talents and accomplishments of both organizations, we can offer a tremendous new benefit to our members and both organizations will profit from the efforts.

*Aero Careers is a not-for-profit educational corporation whose mission is air and space career education, networking, and mentoring for individuals interested in exploring career opportunities in the aerospace industry. It was founded by a group of aviation professionals who have been long-time EAA members. The Aero Careers Flying Club is a subset of the organization, providing the lowest cost aircraft rental in the region.*

## Pilot's Tip of the Week

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

### *Getting Back in the Saddle*

Featuring Ryan Koch

*"Many pilots like myself have not been flying in over a year. Any advice on getting back into the cockpit?" – Bob B. "*

**Ryan:**

"I've been in both seats in this situation—as the instructor, and as the rusty pilot after several years away from flying. The areas that accumulate rust can be divided into three categories: stick-and-rudder skills, procedures, and knowledge.

Stick-and-rudder skills are typically the least affected by a layoff. To some degree, flying is like riding a bike. The first stick-and-rudder skills to go usually involve the feet. In particular, basic coordination and crosswind landings. Before a refresher flight, spend time reviewing the proper technique for crosswind correction and for rudder use in general. Be sure to get some crosswind landings and takeoffs in with your instructor.



The other two categories, procedures, and knowledge can go quickly downhill if they're left unused. The key is that you actually *can* use them even without flying. After my hiatus, I returned to flying relatively sharp, which I attribute to keeping my head in the game. You can too. Read magazines. Watch videos from creators with diverse perspectives and skills. Ride along with other pilots if you can.

I also practiced regularly with my home simulator. So much of flying—especially IFR—is about procedure and workload management. With a good home simulator setup, you can hone those skills as effectively as you can in the plane. If you didn't do that, it's not too late. Get a basic home simulator—it doesn't need to be fancy or certified—and make full ramp-to-ramp practice flights. Do everything exactly as you would in the real plane. I also recommend adding a live ATC service like Pilot Edge.

How much time will it take to become proficient again? A common rule-of-thumb is at least one hour of flight instruction and one hour of ground instruction for every year away. Double it if IFR is involved. You won't know exactly where the rust will be, so fly with an instructor first even if you don't technically need a flight review. If you don't want instruction, challenge that CFI to stay quiet unless absolutely necessary. Consider them a safety system as you get reoriented at your own pace.

Every pilot is different, so as you regain confidence in the left seat, note which areas need the most work. Then you'll know what to focus on during and after your next layoff if it happens again. “

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## Another Pilot's Tip of the Week

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

### *How to Plan for a Turnback*

Featuring Bob Martens

*"It seems like there's been a spate of turnback stall-spin crashes recently. I don't want to become another—but clearly there's a point where you can turn back. How do you prepare to make that choice in an emergency?" — Jeff D.*

**Bob:**

“There is an altitude at which every pilot can make it back to the airport, and I absolutely agree with that comment. But unless you know what that altitude is for your aircraft and have validated your ability to accomplish the maneuver recently, you have no business attempting it. And it's not a 180-degree turn back to the airport. It's a series of turns, and you're doing this when your heart is beating off the charts.

A big key to successful execution of engine failure on takeoff is a pre-brief on every takeoff. It only takes a second, but it does prepare us mentally for the possibility of an engine failure and sets us up to make our first step the right one rather than the wrong one. So, we need to assess our best landing options on each and every



takeoff and give a short 10-second briefing. 'If I experience an engine failure on takeoff, this is what I'm going to do ...'

If obstacle clearance isn't an issue, climb out at  $V_y$ , best rate. Be aware of the safe altitude that will enable you to turn back to the airport and monitor closely until you reach this altitude. Make your choice simple in the case of an emergency, and if it's marginal you have no business turning back to the airport.

Statistics tell us that the tendency to turn back is overwhelming. It takes a lot of discipline to lower the nose and accept the fact that we're going to make an off-field landing. So, let's look at that and make sure that we're ready mentally to do just that. Because turning back to the field is all too often a fatal choice."

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## 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.

March	Al Bane
April	Paul Visk
May	Bob McDaniel
June	Mike Lotz
July	<b>James McGhee</b>
August	Lee Hartley
September	Bob Miller
October	K.C. Robinson
November	Paul Voorhees
December	????



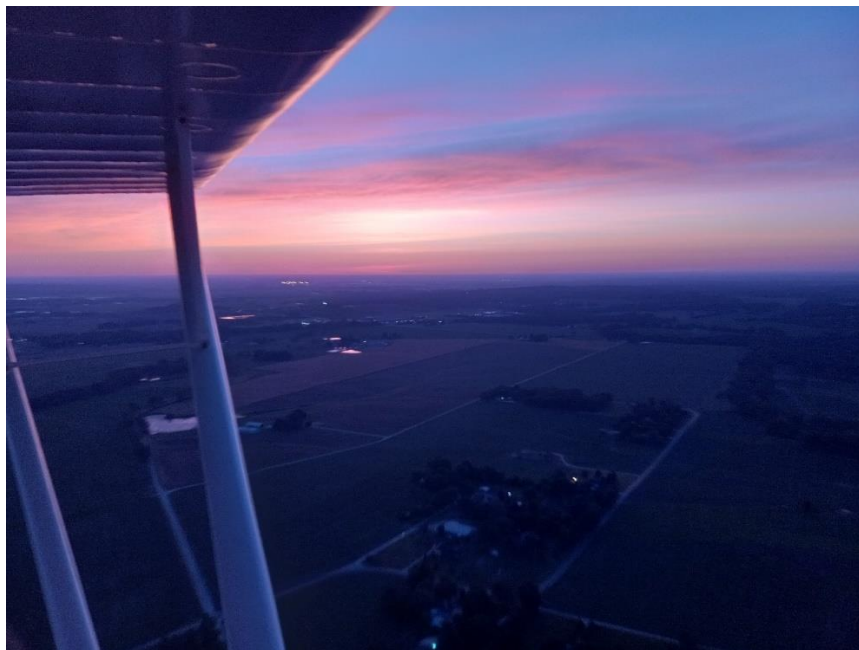


## Photos

Al Bane attended the National Aeronca Association Fly In at Middletown Ohio last month. Here are few photos from the trip. I left the Flying Dutchman shortly after 5 am on June 17, arriving at Middletown later that morning. My stay was a short one, as I returned the next day due to severe thunderstorms being forecast.



Getting ready.



In the air before sunrise.



Shortly after arriving.







Lots of Champs!

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Mark Nankivil took several great photos at the Flying Dutchman Pancake Breakfast and Fly In on June 6. Thanks Mark!



























Another beautiful day for lunch at Ste. Gen





I also managed to get a nice photo of Bob Miller in his Pietyenpol on the way back to Flight Park from the Flying Dutchman one afternoon.



## EAA Chapter 64 Treasurers Report for June 2021

By Paul Visk, Treasurer

### EAA Chapter 64 Balance Sheet As of July 1, 2021

	<u>Jul 1, 21</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
Checking	1,060.40
Hangar Checking	535.77
Total Checking/Savings	1,596.17
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	816.17
<b>TOTAL ASSETS</b>	<b><u>816.17</u></b>
<b>LIABILITIES &amp; EQUITY</b>	
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	506.32
Total Equity	-17.15
<b>TOTAL LIABILITIES &amp; EQUI...</b>	<b><u>816.17</u></b>

**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).

**Price Reduced!**



Selling as is, asking ~~\$9,500~~ \$8,250. All reasonable offers will be considered. Call Ron Peek 618-610-4722.





**EAA Chapter 64**

(1IL4) Millstadt, IL

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

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

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Young Eagles: Bob McDaniel [dusterpilot@charter.net](mailto:dusterpilot@charter.net)

Webmaster: Isaac Montague [idmontague@gmail.com](mailto:idmontague@gmail.com)

Newsletter: Al Bane [adb7@att.net](mailto:adb7@att.net)

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 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.