



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, 6 December 2022 at the Chapter Hangar/Clubhouse on the MILLSTADT 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.

Chapter 64 President, Dennis Engelkenjohn, Passes



Dennis Theodore Engelkenjohn, 69, devoted husband and father, and loyal friend to many, passed away November 2, 2022 at home in St. Louis surrounded by family members including his wife of 41 years, Karen Sue (Lubeshkoff) Engelkenjohn. He is also survived by their children and their spouses: Amy Lynn Engelkenjohn Hay (Aaron Paul Hay) of Houston, TX; Daniel Lee Engelkenjohn (Kristina Hickman) of San Antonio, TX; and David Andrew Engelkenjohn (Carlton Rexroad) of Chicago, IL. Survivors also include “bonus daughter” Natasha Michele Riley Griffin (Mike Jerome Griffin) of Houston, TX.

Dennis was the son of the late Amelia Schmidt Engelkenjohn and Herbert Engelkenjohn. When he was born in 1953 at the old St. Anthony’s Hospital in South St. Louis, the family lived in the city’s Soulard neighborhood. They later lived in Bourbon, MO, and Bevo Mill in St. Louis before moving to Desloge, MO, when Dennis was a junior in high school. He attended Cleveland High School and graduated from North County High School in Desloge in 1971. Dennis earned a bachelor’s degree in business from Lincoln University in Jefferson City, MO, in 1989.

His rich and varied career included working at the Chrysler Plant in Fenton, MO. Following a layoff in 1981, Dennis relocated to Lake of the Ozarks and began what proved to be an exciting new chapter in his life. In May of that year, while running Billy’s Fireworks on the Bagnell Dam Strip, Dennis met and fell in love with Karen. She had come to the store with the cousin of a friend to buy fireworks. At the time, Karen was opening Godot’s, a homemade ice cream store across the street. They married that October, and Karen and Dennis would co-own Godot’s for

the next 13 years; he made the ice cream and ran the manufacturing side. They sold the business in 1993, and Dennis then learned to set tile in swimming pools.

After 19 years in Lake Ozark, MO, Dennis and Karen moved to the Tower Grove Park neighborhood of St. Louis in 1999. Dennis embarked on a career setting tile in homes and joined the Floor Layers Union Local 1310, part of the Carpenters Union. He retired in 2018.

Dennis was very much a family man—a loving husband and father who enjoyed finding new activities for the family to enjoy. Dennis and Karen’s adventures together included camping, kayaking, taking float and road trips, riding their recumbent tricycles, attending live music festivals, and playing board games.

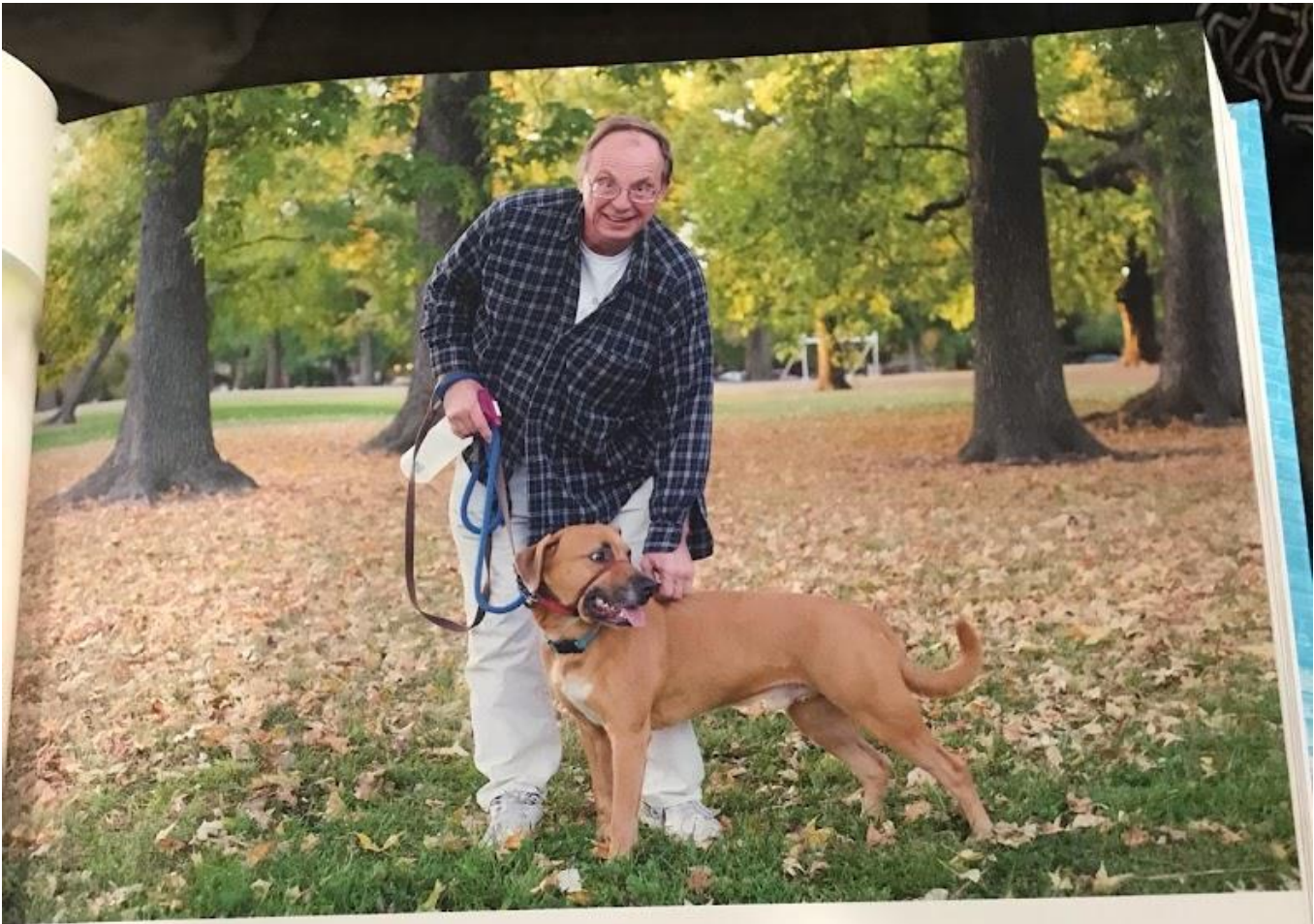
Karen described Dennis as “a maker with a helper’s spirit.” Very mechanically minded, he was always fixing, making, and building things—and loved helping others in small and big ways. He also loved dogs and had seven during Dennis and Karen’s 41 years of marriage.

Flying was always a passion for Dennis. His aerial exploits included jumping off chat dumps in Desloge, MO. in hang gliders, and parachuting out of Sparta, IL, in the late 1970s. He bought a weight-shift ultralight powered glider late the 1980s and flew out of Eldon, MO. Dennis also built a Mini-Max Ultralight plane at home while living in Lake Ozark and flew it out of Eldon. When the family moved to St. Louis, Dennis got hangar space at Sullivan Field in Columbia, IL. Eventually he obtained a Corbin airplane. An ongoing project was building a Pietenpol Air Camper (a wooden plane) in the family's basement.

Dennis' dedication to flying included working with fellow members of Chapter 64 (Millstadt, IL) of the Experimental Aircraft Association (EAA). A member of EAA for 30 years, he served as president of Chapter 64 from 2020 to 2022. Dennis attended the EAA Airventure in Oshkosh, WI, more than 30 times, and the annual Pietenpol Fly-In in Broadhead, WI, more than 20 times.

A party in Dennis' memory is being planned in lieu of a funeral. For those wishing to make donations in Dennis' memory, the family invites them to support the Experimental Aircraft Association, especially the Young Eagles Program, at [https://www.eaa.org/ea/support-
ea/give](https://www.eaa.org/ea/support-
ea/give).





I bought a motorcycle my wife doesn't know about yet.
Still working up the nerve to tell her.

Where are you hiding it?

At the flying field over in Illinois. Next to my "oh-by-the-way airplane." Yeah, I found this airplane I wanted to buy last November. I took some money out of my IRA to buy it, but I didn't tell my wife. So, about April 15th, she's doing the taxes, she's about ready to hit send, and I said, "Oh, by the way. I bought an airplane," as her hand was coming down. She said, "You what? Where did you get the money?" I said, "Well, I took it out of the IRA." And you think she's going to scream, right? She said, "You know, I have money in other accounts. You wouldn't have had to do that." I nearly pooped myself.



November Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order a little after 7:00 p.m. on Tuesday, 1 November 2022 by Mike Lotz (acting VP). Meeting was held at the Flight Park Clubhouse, Millstadt, IL.

ROLL CALL:

Officers present: Mike Lotz (acting VP), Paul Visk (Treas.) and Lee Hartley (Sec.). Club house had around 15 people present at the start of the meeting. We did not operate Zoom tonight.

ESTABLISH QUORUM:

We did not meet quorum numbers for tonight.

COMMENTS FROM THE VICE-PRESIDENT:

Mr. Lotz opened with news that Dennis Engelkenjohn was not doing well. Karen did say they

appreciated the visits, she asked for some family space.

- It was noted that Dennis appeared in the local publication, *"Humans of St. Louis."* The story goes that he "raided" his 401 plan to get an airplane.

Visitors for tonight included the following:

- Maverick, a 17-year-old from Hillsboro, who took his first Young Eagle flight at the last event.
- Carson Kalbfleisch, a 16-year-old from Columbia, IL. A very busy young person who is greatly involved in aviation already, being a student in the Dupo HS Air Force Jr. R.O.T.C. program, Civil Air Patrol, has completed flight training ground school, and has already received a small Private Pilot Training scholarship.
- Erin Freeman, a 99's member who has completed 34 hours of flight training and is working on tentatively becoming a F.B.I. recon pilot. (Age not reported because I am a nice secretary).

APPROVAL OF MINUTES:

Bob Miller wanted a correction to last month's minutes. His nephew's name is Eemil Miller. After that correction was written down, Mr. Miller made the motion to accept the minutes with the amended change. Motion passed.

SECRETARY'S REPORT:

The Secretary made mention that the chapter elections are tonight. "Ballots" were passed out to the members as they entered the club house, but not enough members showed up for quorum.

After studying and learning how to block private info, the chapter phone book should be able for publication. An email will go out explaining this process and restrictions. This will prevent the disclosure of private information if deemed by the individual.

TREASURER'S REPORT:

Mike Lotz made the motion to accept the report prior to discussion on various topics related to the chapter's funds. A 2nd was made, and report was approved by members on hand.

The pressing issue: Mr. Visk did state that we have had more spent than received, and money had to be taken out of the investment account. The new board needs to make some decisions on the impending scholarship season.

The new scholarship season was opened by a recent email from EAA Headquarters. The chapter's decision to participate needs to be made known to headquarters by mid-December. The earliest they can start is March 2023. Those options include:

- 2 scholarships at a 50/50 matching contribution level (total outgoing, \$10,000)
- 1 scholarship at a 50/50 matching contribution (total outgoing, \$5,000)
- 1 scholarship at a \$10,000, zero output contribution (EAA full ride). This particular scholarship we may or may not get, based on our past winnings.)

Mr. McDaniel thinks that 2, maybe 3 good candidates are in our group/Aero Careers group. One of those that quickly came to mind is a 16-year-old who started flying the last couple of months, another 16-year-old who attended a presentation at the Career Center of Southern Illinois who also showed great interest, and possibly a third candidate.

If the chapter accepts the 2-scholarship option, and is granted an award for each, Mr. McDaniel stated that Aero Careers will provide \$5,000 for one of them.

Our latest Ray Scholarship winner, Nathaniel, was paid off in total; the C-172 rebuild parts were paid off - a total of about \$7,000 split between the two groups.

It was asked of the membership if EAA has or had an “officially” sponsored financial institution. Several people spoke up that they did not. There were also several opinions that our investment machine is not doing the best for us at this time. This will become a discussion for a later time. (Down about 20%).

It was asked by a member if the chapter has ever done a Trivia Night for a fund raiser, and does the chapter wish to collaborate with the other local chapters with the Lambert Airport party? Proceeds toward scholarships. Of the members present, no one remembers any trivia fundraisers being done in the past.

As a reminder, it was brought up about the Illinois Light Sport/Ultra-Light Safety Symposium fund raiser the last Saturday in February 2023. We made \$1,100 at the last symposium.

Getting back on track...the scholarship question.

With the current money outgo and market conditions, Mr. Visk (Treasurer) recommends skipping a year. A question was asked by a member present, “What happens if we ship a year?” Mr. McDaniel stated that we may or may not be able to get another scholarship in 2024, however, if we submit for a 50/50 split, we will probably get a scholarship. Any money needed would start to flow out in April 2023.

As of right now, we just need to give our intentions; we can always pull it back if needed. The time frame for starting is March to September. After a short discussion, a motion to table the vote of intention was made and accepted. Vote will be in December.

We currently have a Young Eagles reimbursement amount of \$1,490. It must be spent by the end of December, with all receipts to national by mid-January. All un-used funds go back into the EAA scholarship programs.

OLD BUSINESS:

CHAPTER ELECTIONS:

Elections were completed tonight. Only 17 persons were in attendance to cast a vote. After a very short discussion, and since the ballot contained 1 person per position, Mr. McDaniel made the motion that a simple voice vote be made to accept all the candidates. That motion passed,

and all candidates were elected. (Secretary's Note: After the meeting, the returned ballots numbered 17). The new officers for Chapter 64, effective December 1, 2022, are the following:

Jeremy Cox, President
James McGhee, Vice President
Lee Hartley, Secretary
Don Karr, Treasurer

CHILI COOK-OFF

A date has not been determined. The subject was not discussed at this meeting.

NEW BUSINESS:

Holiday party: send any location inputs to Al Bane. Traditionally done in January, while still keeping the December meeting as normal.

Thompson Gas Co. donated a soda machine to the club, which was delivered tonight. It is rated as a hot/cold machine so it should not freeze while sitting in the hangar. It was set in the hangar outside of the clubhouse. The key and instructions were included, but wiring will need to be run to the machine and the price adjusted from the 50 cent that it now shows.

Mr. Karr brought up the issue of the "standing committees." He wanted to know who these people were or if they even still existed. Mike Lotz also stated that there should be a new finance committee to review investments and make recommendations.

ACTIVITY REPORTS:

Young Eagles:

Reported by James McGhee: The last event, held at Flight Park, flew 17 kids. Pilots included Mr. McDaniel and his aircraft (4 flights), and Aero Careers' 3AC shared among pilots K.C. Robinson (1 flight) and Cody Jackson (2 flights). The iPad registration and online work with the new Young Eagles website worked well, however, a private printer was needed since the chapter printer couldn't make connection.

The next event is scheduled for November 19, 2022, at the Downtown St. Louis Airport (Cahokia) with the Fire Station as the meeting point. We are expecting around 40 - 50 participants. James McGhee also gave another quick overview of the YEDay.org website and how it is used for Y.E. rallies.

Reminder that national is increasing the refund amount to \$10 per Y. E. flown for the first part of the 2023 flying season.

Aero Careers:

123AC Updates:

- The craft did not make it to painting as scheduled. It seems that the vendor has a shortage of paint stripper and is having a hard time locating replacement supplies. Once the stripper is sourced, the plane will be going out.

N142LC LancAir Updates:

- Nose gear assembly should be back next week.
- The prop should arrive anytime soon.
- Other work is being prioritized for scheduling.
- Still thinking April timeframe for registration/1st flight.
- Raffle of refurbished Cub is in progress. It should be used in the next Y. E. event to fly kids.

Aero Careers has obtained a fully restored Piper Cub that will be awarded to the winning raffle ticket holder on July 4th of this year.

Nic Turk, James McGhee, Diane Earhart and Bob McDaniel presented Aviation Career Information at the Career Center of Southern Illinois (the old Beck Vocational Campus). Six (6) 30-minute sessions were conducted, presenting to 585 8th graders attended. Several students and teachers were very interested in pursuing further activities.

PROJECTS:

Ed Schertz and the C-172 project: Still in progress. Did run into an issue/problem in mounting the inboard channel for the main gear. It seems that a part will have to be manufactured to complete the assembly.

Frank Dresser and his RV-14: Canopy and structure are completed. Ready to do finish work on the canopy. Lined up a painter and interior rehab to be completed next summer.

Ivan's new Bush Cat kit is in and will be picked up on Saturday.

EVENTS:

No new events, other than the Holiday Party, were brought up.

GUEST SPEAKER:

No guest speaker, but Mike Lotz had several closing comments and discussions:

- Dennis update. Dennis is at home. (Secretary's note: The rest of the discussion is not posted out of respect for family needs.) Dennis has asked the chapter to help liquidate his aviation assets, with proceeds being directed to Young Eagles events/operations. An opinion of both Mike and Bob Miller is to accept what can be salvaged vs. a total clean out and create a small committee to work this project.
- Member of The Year Award. Mike nominated Dennis the Member of the Year Award for 2022. It was motioned, 2nd, and approved, by members present. Mike stated he would create, then present it to Dennis. (Prior name of the award was "Man of The Year.")
- Lifetime Member Board. Mike stated that a Chapter Lifetime Membership is \$250, and your name is added to the plaque on the wall. Mike made a motion that past chapter

presidents be made a lifetime member as an incentive to get more club members interested in running for office. The motion was put to discussion. It was clarified that the membership would be effective after the term ended. The motion was made, and a 2nd was voiced, and a vote taken. We had 7 for, 2 against, and several abstains. Since we didn't have legal quorum, I (the Secretary) asked to push the vote off until next month's meeting. It was agreed.

- It was reviewed, from the bylaws, the status of Honorary Membership. Discussion was made to distinguish the difference between the Honorary and Life Membership.

FUND RAISING:

The winner of tonight's 50/50 drawing, Bob McDaniel with a pot of \$25.

ADJOURNMENT:

The gathering was adjourned a little past 8:45 pm.

2022 Calendar of Events

Date	Event	Time	Location
6 Dec	Chapter Meeting	7PM (Food at 6PM)	Millstadt Flight Park (11L4)

Send notice of events to Al Bane (adb7@att.net)



Greater St. Louis Business Aviation Association (GSLBAA) Educational Foundation Announcements

Please let any potential scholarship applicants know it is time to submit their applications for the next semester. Applications are now online, click here to apply.

(<https://gslbaa.org/EmailTracker/LinkTracker.ashx?linkAndRecipientCode=zncrIZf%2fz51I1g0YXfB8yLPXjyDlaVuoAiKt6LK3wThGjKkA5O2lAinPR3l2ft9hrlAWRyAAE%2f6Spg8kHwtd%2fjDaigMBR50uQfqNQ0NeGc%3d>)

If you or your organization would like to donate to the scholarship fund, please click here.

(<https://gslbaa.org/EmailTracker/LinkTracker.ashx?linkAndRecipientCode=BzHKB3Cqvg%2bKD5rnq8AspgYijsv7rJcCQj%2f1jPP%2bZjjK3Wm7M%2bLBsCi2f5KsA732vdlY8qWzV4kJ1aCT4t9E3GwTZSP9j4DYfwoAExp4Ko%3d>)

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) 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
September	Meeting cancelled
October	Don Karr
November	Bob McDaniel
December	Al Bane

Pilot's Tip of the Week

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

Cycling a Prop

Featuring Wally Moran

"My POH tells me to cycle my constant-speed propeller three times on the first flight of the day. Shouldn't it be required before every flight?" – Charles M.

Wally:

"The pitch on your constant speed propeller is controlled by the propeller governor which uses engine oil to do the work. When you start your engine for the first flight of that day, the engine oil is cold and viscous. Viscous means it flows like molasses and therefore does not do a good job of controlling the propeller pitch. But since during taxi, the propeller stays in low pitch that's not a big deal. During this time, the governor does not need to regulate anything. That's going to be different when we apply takeoff power.



While we taxi, the engine oil is starting to warm up slowly but because the propeller stays in low pitch during this time, the warmer oil does not necessarily circulate to that area.

When we do the runup, cycling the propeller a few times exchanges the colder oil in the propeller with the relatively warmer oil from the crankcase. This is a good thing because when we add full power for takeoff, the propeller governor needs to get busy and control the pitch. We need full RPM, but we don't want an overspeed. Both of those things are the job of the governor.

The engine oil usually stays warm for a long time after a flight, so cycling the propeller only once on subsequent flights is enough to confirm that everything is working properly. Exceptions to this may be required in very cold climates.

There is an aviation myth that three cycles were required to check for, first an RPM drop, second an oil pressure change and last a manifold pressure increase. No such requirement or even recommendation appears in any POH I have ever read. But since the book said to do it three times, I guess somebody invented something to do while this was going on."

Another Pilot's Tip of the Week

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

Airplane IPC vs. Simulator Practice

Featuring Doug Stewart

"I like the idea of regular Instrument Proficiency Checks (IPC) to stay sharp, and I like the idea of using the school simulator to do realistic failures. But my CFI says I can't do an IPC on a simulator because we can't do the landing and the circle-to-land. Is it better to get a real IPC in the airplane, or to practice on the sim and just log enough approaches to stay legal?" – Chris B.

Doug:

"First off, I commend you for recognizing the value of regular, periodic instrument training, irrespective of your currency or proficiency. I find it odd that the FAA does not mandate recurrent training for all instrument-rated pilots flying under Part 91. They do for pilots who fly for the airlines or as charter pilots. Why not for those of us who fly for business or recreation? In fact, it is quite possible to maintain IFR currency per FAA rules without ever getting another inflight evaluation after taking the instrument practical test.

I also applaud you for recognizing the value of using a simulator, or aviation training device (ATD), to aid you in your recurrent training. There are so many ways of using the sim for scenario-based training that would be hard, and/or unsafe, to replicate in a real aircraft. Further, the sim allows us to conduct 'deep practice,' repeating different parts of a scenario with the push of a button. And once all those individual parts are mastered, they can be stitched together into an entire scenario. This allows the most efficient use of the allotted time for training—and saves a lot of gas.

Whereas the myopic viewpoint of the FAA does not allow the use of ATDs in the conduct of an instrument proficiency check, do not let their nearsightedness prevent you from taking advantage of this great technology.

Remember that an IPC is an FAA requirement for pilots that do not maintain their currency. But for pilots like you that are logging regular approaches and other required items while maintaining real proficiency, the IPC will probably never be needed. So don't worry. Keep on doing what you are doing on the sim, whatever you choose to call it."



EAA Chapter 64 Treasurers Report for November 2022

By Paul Visk, Treasurer

Checking Account

Accounts			
☰		🔍	+
Ⓢ	Hangar	5901	\$565.61
	x5901 - Just updated		Available
Ⓢ	General	6701	\$1,575.35
	x6701 - Just updated		Available



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

(1IL4) Millstadt, IL

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

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

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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 Bohleystown 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 Bohleystown 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 Bohleystown Rd—the Farmers Inn will be on your left. Turn right onto Bohleystown 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 Bohleystown 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.