



# 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, 5 April 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.

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## March Meeting Minutes

By Lee Hartley, Secretary

### CALL TO ORDER:

Meeting called to order at 7:07 p.m. on 1 March 2022 by Dennis Engelkenjohn (Pres.).  
Meeting was held at the Flight Park Clubhouse, Millstadt, IL.

### ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres.) and Lee Hartley (Sec.) present. Club house had about 15 people present at the start of the meeting but a few more arrived later. We also were operating a Zoom link, but no viewers present.

### ESTABLISH QUORUM:

We did not have quorum numbers for this meeting. Main topic to discuss is the proposed new by-laws and possible vote. According to current by-laws (March 2012), Article XV, Para 1, the meeting required "...provided not less than eighty percent (80%) quorum of the Members eligible to vote are present at such meeting in person."

In our chapter's case, of the 42 eligible members (paid up both national and local), we needed 32 of them present.

### COMMENTS FROM THE PRESIDENT:

Dennis' opening comments included:

- Introducing tonight's speaker, Jeremy Cox
- Al Bane for providing his deer stew for dinner (he had a choice, newsletter or stew; stew won out)
- Frank Dressel for his fix of the Cherry Max tool (replaced seals and O-rings)

Mr. Engelkenjohn mentioned that our vice president was absent due to extended stay vacation.

He then opened the floor to Mr. McDaniel to discuss the need and requirements for a new Young Eagle Coordinator. Mr. McDaniel stated that the coordinator DID NOT need to be a pilot (but a spouse of a pilot would be a great person), mainly fielding phone calls from interested parties, coordinating/scheduling with pilots, towers or fields, and presenting the safety briefs. He ended with the famous quote, "If you are not interested, find some who is." Mr. McDaniel stated he had been doing the job for about 20 years and it was time to pass the baton.

Mr. Engelkenjohn then took discussion from Mr. Dressel on the progress of the tool inventory/checkout procedures. According to Mr. Dressel, the sign-out sheet in the tool closet seems to work. He stated that his current list has about 80 items on it. Mr. Dressel made the proposal that it be known that if you check out a tool and it is lost/broke, then the person pays for replacement/repair. The current list is on a Chrome spreadsheet that people can view before they drive over.

It was asked if the list could be posted on the website or other means to make it more accessible for people to view.

It was asked from the floor about the repair of the Cherry Max, if it would be a good option to find a way to trade it out and obtain a micro-press swage tool. Ed Schertz answered a question of the difference. A micro-press will produce a much better installation than a swager will. It was noted that the micro swage tool would be more useful and be used more often.

Mr. Engelkenjohn mentioned the progress of the Cessna build project. Due to recent colder weather, work has been postponed. He did take a call from Mr. Don Kirk, asking if the rebuild team would be working this week, and if someone could call him and let him know.

We had no new members or visitors present tonight.

#### **APPROVAL OF MINUTES:**

No vote was taken at this time because the minutes did not make it out to the public due to an emergency causing our newsletter publisher to be out of town.

#### **SECRETARY'S REPORT:**

I reported that the work on the by-laws was ready for review by the group, but we do not have a quorum required for a vote (see "Quorum" above). A member did ask about the number of folks needed, and that answer was 32.

Another question was asked about online voting. My response was that it is currently not allowed by the by-laws but that could be an item for discussion, along with a way to validate a one-person, one vote.

Mr. McDaniel made the motion, and there were multiple 2<sup>nd</sup> and 3<sup>rd</sup>'s, to table the discussion until next month. Motion approved by vote.

Marsha Ernst asked if there was a way to get out the number of people needed for the meeting and vote. A message can be sent to advertise the requirements needed.

**TREASURER'S REPORT:**

None given at this meeting.

**OLD BUSINESS:**

No business was presented at this meeting.

**NEW BUSINESS:**

Mr. Engelkenjohn asked about having a pancake breakfast soon. Not much discussion at this time, but the idea was put out there for thought.

Ray Scholar Award. A formal presentation was made to Nathaniel Young. He was awarded the "Official" Ray Scholar hat, shirt, and pin.

Mr. McDaniel also mentioned that Alton is in the planning stages of a hot air balloon rally. More to come at a later date.

**ACTIVITY REPORTS:**

None to report at this time.

**PRESENTERS:**

Mr. Engelkenjohn introduced tonight's special speaker, Mr. Jeremy Cox.

- First flight at age 6, England
- First entry to aviation career at age 9 at the Dorsett Glider Club, England
- Started as a mechanic apprentice and worked up from there
- Solo at 17
- He discussed the many avenues of flying that he has been through and the many avenues for aviation

**FUND RAISING:**

The secretary won the 50/50 tonight with a take home of \$13.

**ADJOURNMENT:**

The gathering was adjourned after the presentation was given and the 50/50 had been drawn. Adjournment time was not recorded for this meeting.

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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.

There are still several openings. If you can volunteer for one of the open months, send me an email (adb7@att.net) and I'll add you to the list.

January	Party
February	Paul Visk
March	Al Bane
<b>April</b>	<b>Jeremy Cox</b>
May	????
June	James McGhee
July	????
August	????
September	Bob McDaniel
October	Don Karr
November	Tom Murrell
December	????

## 2022 Calendar of Events

Date	Event	Time	Location
5-10 Apr	Sun n Fun Expo		Lakeland FL
23 Apr	Greater St. Louis 99's (Lt Col Jensen)	7PM	Earth City MO
30 Apr	Perryville Spring Fly In		Perryville MO (KPCD)
14 May	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)
11 Jun	Flying Dutchman Pancake Fly/Drive In	8AM - 1PM	Belleville IL (2IL7)
11 Jun	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)
9 Jul	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)
21-24 Jul	Annual Pietenpol Reunion		Brodhead WI (C37)
25-31 Jul	EAA AirVenture		Oshkosh WI
13 Aug	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)
1-5 Sep	Antique Airplane Association Invitational Fly In		Blakesburg IA (IA27)
8-10 Sep	Midwest LSA Expo		Mt. Vernon IL (MVN)
10 Sep	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)

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

## AEROCAREERS AIRCRAFT RAFFLE



**GRAND PRIZE: 1946 ERCOUE 415-C AIRCRAFT or \$20,000 CASH**



**SECOND PRIZE:  
LEVEL AVIATION  
BROADCASTING OUTER MODULE (BOM)**



**THIRD PRIZE:  
LIGHTSPEED ZULU 3 ANR HEADSET**

**\$50 per Ticket or 3 for \$125**

Scan the QR Code at right or go to  
[rafflecreator.com/pages/52380/aerocareers-aircraft-raffle](http://rafflecreator.com/pages/52380/aerocareers-aircraft-raffle)  
to purchase tickets and see all the details.

**Winners will be drawn June 1, 2022**



**AeroCareers** is a 501(c)(3) not-for-profit, tax-exempt charitable and educational corporation. Our mission is air and space career education, networking, and mentoring. One-hundred percent of our funds are used to support our educational and charitable missions. To learn more about our organization, visit <http://aerocareers.org/>.

**Saturday, Apr 30, 2022**

## **Perryville Spring Fly In**

**Perryville Airport (KPCD)  
Perryville, MO**

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Free Brats and Hot Dogs! Fuel Raffles. Wholesale 100LL. Air Force, CAP display, Flight Schools, EAA Young Eagles, Airplanes, Helicopters, Gyroplanes, Ultralights, Model planes and Drones, Parachutes? Fun for Kids.  
Rain date is May 1

**Website:** <https://www.cityofperryville.com/229/Airport>

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Greater St. Louis Ninety-Nines presents

***CAROLINE "BLAZE" JENSEN, LT. COL.  
USAF (RET)***

First female reserve officer to fly for the US Air Force Air Demonstration Squadron (Thunderbirds)!

First woman qualified in the Air Force's new jet trainer, the T-7A Red Hawk!



**Saturday, April 23, 2022  
Holiday Inn Airport West  
3400 Ryder Trail South  
Earth City MO 63045**

**Banquet and cash bar 7:00 pm  
(tickets \$45 per person)  
Presentation only 8:00 pm  
(tickets \$10 per person)**



For reservations or additional information about the event, contact Libby Yunger at [libbygirlpilot@gmail.com](mailto:libbygirlpilot@gmail.com)

**Reservations must be made no later than Monday, April 18, 2022.**

The Ninety-Nines was established in 1929 to promote and advance women pilots. Amelia Earhart was its first president. The organization currently has over 5000 members world-wide.

# PANCAKE BREAKFAST (& fly-in)



## **flying dutchman airport**

across hwy 15 at david taylor chrysler  
belleville. IL

**airport ID: 2IL7**

**frequency: 122.9**

**saturday, june 11, 2022**

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





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

9AM to 1PM

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



Fly In

Cruise In



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>

### *Open Door in Flight*

Featuring Wally Moran

*"What should you do if your door pops open in flight?" – Francis S.*

#### **Wally:**

"A cabin door popping open just after takeoff can be a very distracting event and has been the cause of several accidents.

The natural pilot action is to attempt to get the door closed as soon as possible, and this is exactly the wrong thing to do. The most important thing is to maintain aircraft control. In my experience, it is almost impossible to get an open door closed in flight, so don't get distracted trying.

In most airplanes, the door will only open a few inches as there is a lot of airflow preventing it from opening too far. There may be some slight loss of performance, but aircraft control should not be a problem. If your POH has a procedure, follow it. In general, avoid high speeds, and return and land using normal procedures.



In the worst-case scenario, it is possible (but not probable) that the door could come off and hit something on the tail. This is a very low probability, but that could cause controllability problems. So, there is good reason to maintain aircraft control and keep the speed from becoming excessive.

So, if this happens to you, give up on the idea of getting the door closed. Return and land and close the door on the ground."

## Another Pilot's Tip of the Week

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

### *Go-Around Safely* Featuring Bob Martens

*"I just completed a flight review, and my instructor wasn't happy with my go-around. What are the keys to the go-around?" – Mel S.*

**Bob:**

"The go-around is not an inherently difficult procedure. The challenge of go-arounds is that they must be performed instinctively, without hesitation, with precision.

Pilots should always refer to the Pilot's Operating Handbook for specific details, but power, pitch, and configuration are the big three—in that order.

Smoothly advancing the power to full is the first step. Jamming it forward may produce a very uncomfortable sound and very negative results.

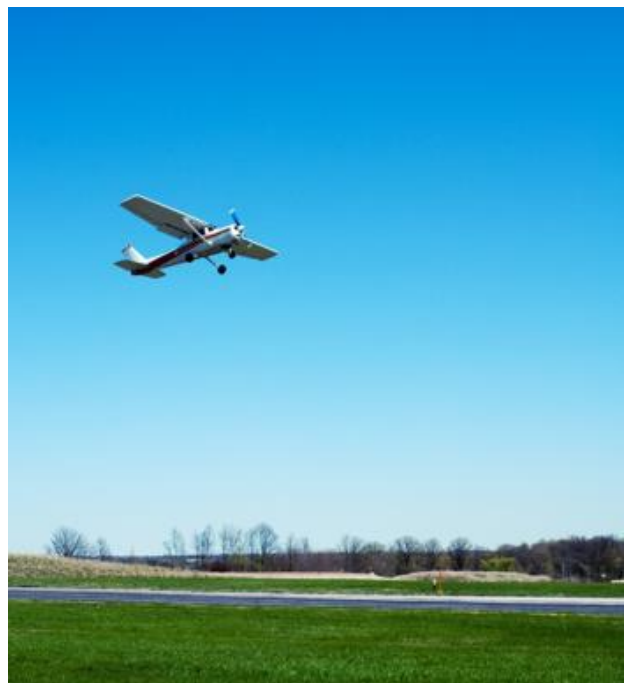
Fly the airplane safely away from the ground as airspeed permits. Establishing a positive pitch attitude will provide separation from the ground, but many pilots are reluctant to pitch the aircraft to a positive climb attitude.

Especially with full flaps—when power and pitch are established, flaps should be carefully placed in a takeoff setting, but not fully retracted. Slapping flaps all the way up on the go-around can result in ground contact. When safely established in a climb and flaps are set for takeoff, the gear can be retracted if applicable.

Clearing the runway to avoid whatever was there is a good idea, choosing the appropriate side to keep the conflicting object in sight as necessary.

Remember, radio calls are the least important item on the go-around, not the most important. There is no rush to get the call in. Aircraft control is paramount!

Obviously, every pilot should master the procedures called for in their airplane, but power, pitch and configuration works in all situations."



## EAA Chapter 64 Treasurers Report for April 2022

By Paul Visk, Treasurer

### EAA Chapter 64 Balance Sheet As of April 1, 2022

	<u>Apr 1, 22</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
Checking	3,747.35
Hangar Checking	776.43
Total Checking/Savings	<u>4,523.78</u>
Accounts Receivable	
Accounts Receivable	-5.00
Total Accounts Receiva...	<u>-5.00</u>
Other Current Assets	
Inventory Asset	-2,000.00
Undeposited Funds	1,155.00
Total Other Current Ass...	<u>-845.00</u>
Total Current Assets	<u>3,673.78</u>
<b>TOTAL ASSETS</b>	<b><u>3,673.78</u></b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	833.32
Total Accounts Payable	<u>833.32</u>
Total Current Liabilities	<u>833.32</u>
Total Liabilities	833.32
Equity	
Opening Balance Equity	1,767.58
Unrestricted Net Assets	-1,328.95
Net Income	2,401.83
Total Equity	<u>2,840.46</u>
<b>TOTAL LIABILITIES &amp; EQUI...</b>	<b><u>3,673.78</u></b>

# Fly Market

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

**FOR SALE:** Jabiru 2200A engine with many FWF components for Zenith 601,701,650, and 750 including: engine mount with hardware, exhaust system and heat shield, propeller with hardware, prop hub extension, spinner and flange, air box with K&N filter, scat tubing, cooling ducts and oil cooler, logbooks for prop and engine.

Engine was removed from a 601 HDS. On its last flight it developed an oil leak, and some smoke came into the cockpit. The plane was flown safely back to the airfield and then to a nearby airfield where an A&P mechanic inspected it and determined the engine needed to be torn down to evaluate the problem. I was already thinking about a different engine, so I decided to just remove the Jab rather than pay to have it torn down for evaluation and repair. It may or may not need a complete overhaul. Buyer should assume that it does and I'm pricing it as such. Asking \$4,500 for everything. Will separate. Contact Mike 618-939-7574

Engine serial number: 22A2463 - approximately 350 hours

Propeller: Sensenich wood W62HJ-46 (62-inch prop with 46-inch pitch)





**HANGAR FOR RENT:** Hangar available at Jerseyville just \$70 per month. Fuel available on field. While mostly a GA aircraft facility, ultralights are welcome. Contact Bert Hampton 618-558-3271



**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](mailto:mushface1@gmail.com)

Vice President: Mike Lotz [cnmlotz@sbcglobal.net](mailto:cnmlotz@sbcglobal.net)

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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 is located 4 miles SW of Millstadt at 5949 Bohleystville 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 Bohleystville 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 Bohleystville Rd—the Farmers Inn will be on your left. Turn right onto Bohleystville 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 Bohleystville 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.