



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

June Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 1 June 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.

May Meeting Minutes

By **Lee Hartley, Secretary**

CALL TO ORDER:

Meeting called to order at 7:05 p.m. on Tuesday, May 4, 2021, by Dennis Engelkenjohn. Meeting was held at the clubhouse and broadcast via Zoom for those who wished to stay distanced.

I would like to thank our dinner sponsor tonight, Bob McDaniel. The food was greatly satisfying.

ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres), Paul Visk (Treas), Lee Hartley (Sec). The clubhouse had between 30 - 34 people in attendance and 4 people linked in via Zoom.

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

Mr. Engelkenjohn (Dennis) gave his thanks to Al Bane for his continued support in creating and sending out the newsletter.

He also mentioned that the first Sunday Social had about 15 people there. He thanked Bob McDaniel for the last-minute grill loan since the one at the hangar didn't fire up. Dennis recommended that the socials keep going.

Dennis asked Mike Lotz to discuss his trip to Sun-N-Fun. Mike talked about his tour and demo flight on a Sea Ray mono-hull float plane. The trip sounded fantastic.

The inop grill came into conversation. It seems that Don Clark had donated the grill, but it was stored outside. It now needs some work to get going again. John Schaefer said he would take on the project to see if it could be brought back to life.

Bob McDaniel stated that the grill at the Air & Space Museum, which the chapter has a 50/50 ownership, will be coming to the club house. He stated that the museum will be moving and will not be taking it with them.

Bill Aanstad introduced Nathaniel and Rachel. Nathaniel has about 25 hours training in a Cub, does R/C flying, and is working on his ground training.

Since he was talking about the R/C flying, Bill mentioned that the club had bought the 2nd R/C kit for when the aircraft build starts back up. He did mention about the hangar security and a missing unit (info was sent out earlier to the group via e-mail).

Paul Visk brought up the issue of the security cameras at this time. He told the group that the system provider is not responsive to his calls about service.

APPROVAL OF MINUTES:

Motion was made, then seconded by both Bob McDaniel and Paul Voorhees gave 2nd for approval of the last meeting minutes. No corrections at this time.

SECRETARY'S REPORT:

No Secretary report for this meeting.

TREASURER'S REPORT:

Bob McDaniel asked the question about reported funds in the newsletter. Paul Visk responded that the report in the newsletter does not include investment accounts. Paul did say that the books are open if any member wanted to review them.

OLD BUSINESS:

Still no Fair St. Louis news on if it is a go or not. Lee Hartley reported he has not gotten any information back from his request he sent in.

Pancake Breakfast: It was decided if it drizzles, we will still do it. We would just move everything inside to make it work.

There will be a "Pancake Trial Run" at Mike Lotz's house on Wednesday @ 6 p.m. Address is 4692 Frank Scott Dr., Belleville. For those who haven't been there before, look for the landmark: a large "AIR MAIL" mailbox in a grouping of 4 boxes.

NEW BUSINESS:

Guest speaker at tonight's meeting. Mr. Allan Shackleton, a sales rep for Aircraft Spruce, and also a member on the EAA Board of Directors, was in town and decided to drop by. His talk included a discussion of:

EAA Air Venture: will be going on! Still working on COVID protocols. The NOTAM has not yet been published for this year. He was asked if it would be out soon, but his response was that procedures are being worked to allow the best for all. The highlight of this topic is that tickets

can be purchased online, and the wrist straps will be mailed to you - no waiting in line!

EAA has broken ground on a museum expansion. The main purpose is for pilot use, the Red Bird Flight Simulator(s) and to conduct pilot proficiency training.

Switching to Aircraft Spruce: Spruce has acquired a new warehouse in West Chicago. It will house most everything, but raw materials will still come from the Atlanta location.

In order to make customer shopping easier, Spruce will now pick you up at the airport and take you to your part, or you can have the part brought to the airport to you.

Back to EAA: A question was asked about chapter ownership of aircraft. The new news is this, chapters can now own their own aircraft!

Mr. Shackleton took a question about the engine donation from Mr. Kissinger about legal aspects of selling - experimental or certified. His response was as long as advertised as non-airworthy, should not be a problem selling as is.

(As a side note, the story of how the engine/aircraft arrived in St. Louis was very interesting. See Bill Aanstad/Paul Voorhees for details if interested in a good story.)

A discussion was brought up about aviation oil, and if Spruce would be carrying any. It seems that some branches are selling it, but would there be more branches opening up? The response was that most oil is bought online from several locations.

Going back to Air Venture: How does the camping look for this year? The arrangements for this year appear to support about 40,000 units (or about 70,000 campers) and parking for about 10 - 15,000 aircraft.

The campgrounds have been upgraded with more hookups and other upgrades. The upgrades were accomplished during the pandemic, but EAA did have to lay some workers off.

There will be a very scaled down Kid's Venture program due to COVID protocols. No other info on that topic.

The Warbirds will still be doing their shows.

A quick question/discussion about the traffic pattern was raised. The response was that there have been changes to the pattern, but flyers should wait until the official material is published.

EAA is making a push to creating new pilots and retaining current pilots. One of the programs is the "Youth Info to Fly" program. More info on that will be coming out. A question concerning helping new pilots was asked concerning EAA not giving out scholarships this year. The answer was published in last month's magazine that listed lots of scholarships and how to complete the one-step application.

Mr. Shackleton was thanked for his time visiting the chapter.

ACTIVITY REPORTS:

Bob McDaniel stated that hopefully he will be sharing some information at the next meeting concerning a major aircraft rebuild project of a Cessna 172 at the hangar.

Mr. Voorhees responded to a question about earning A&P credit for doing work on a rebuild. He stated that as long as a person is under the direct supervision of an A&P, that A&P can sign off on hours. Mr. Voorhees stated that he has helped many people obtain their A&P rating in this manner.

FUND RAISING:

Don't forget the pancake breakfast, both ours and at the Flying Dutchman.

Jeff Nelson won the 50/50, \$32.00.

ADJOURNMENT:

I don't know who made the motion to adjourn the meeting, but we closed out 8:18 p.m.

Next month's meeting is planned to present the yearly awards, but both Mr. Engelkenjohn (President) and Mr. Montague (Vice President) will be out of town.

Lock the Outside Clubhouse Meeting Room Door Please!

Last month we reminded everyone to make sure to lock the outside hangar doors when you are the last to leave. Don't forget the door to the outside on the north side of the meeting room. Please be aware of who is using the hangar and/or meeting room and if you are the last one to leave, lock the door! Double check on your way out to make sure the door is securely locked.



PANCAKE BREAKFAST (& fly-in)



flying dutchman airport

across hwy 15 at david taylor chrysler
belleville, IL

Ben Emge Airport on Sectional (2IL7)

Frequency: 122.9

saturday, june 5th, 2021

8am-1pm

\$7 all-u-can eat pancakes

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

for more information contact

618-975-5707

Pilot's Tip of the Week

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

Giving Go-Arounds the Run-Around Featuring Bob Martens

"Why are pilots so reluctant to perform go-arounds?" – Marty O.

Bob:

"I think there are two very important reasons why pilots are reluctant to perform go-arounds.

First, there is a negative perception surrounding go-arounds that defies logic. Instead of viewing a go-around as a positive tool to correct an unsafe or uncomfortable situation, pilots feel that it is an admission of a *screw-up* and demonstrates to passengers or even those on the ground that we messed up. Admit it: Don't we just think that if we see someone go-around on short final? This is such a false message and must be overcome. Go-arounds are a valuable tool to pilots and must be considered an option at all times.

Secondly, go-arounds are not routinely practiced by pilots and as a result, many pilots have not integrated them into their flying repertoire. Just think about all the bad and dangerous landings that could have been avoided by a judicious go-around. We must therefore integrate go-arounds into our flying so that we are comfortable and confident that we can perform them safely when needed.

I remember on check rides that go-arounds had a very high failure rate, not because they were inherently difficult but that they were only performed once a year—on a check ride! Additionally, because they are not always anticipated, we tend to rush the process which never helps.

The sequence of adding power, transitioning to climb, managing flaps and gear, and making radio calls often gets confused. Simply talking through your plan of attack for a go-around will help you be ready for this very important event."



Another Pilot's Tip of the Week

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

Self-Clearance at Non-Towered Airports

Featuring Richard McSpadden

""True confession: Last week I accidentally taxied across a runway while another airplane was landing. There was no danger, but the other pilot was mad and rightly so. How do I ensure that never happens again?" — Gene A.

Richard:

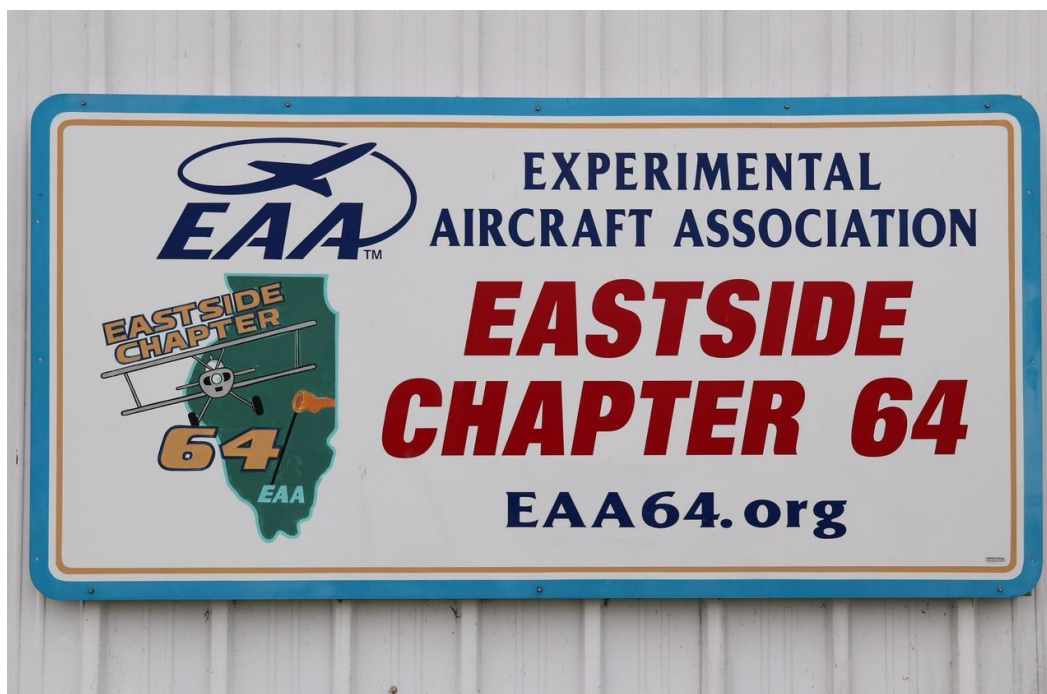
“Runway incursions are a problem at both towered and non-towered airports. As an added layer of safety, I always get clearance before taxi, takeoff, or landing. At towered airports, the clearance is provided by tower and ground controllers, after they’ve ensured the taxiways, runways, the pattern or final approach are safe from obstructions or conflicting aircraft.

At non-towered airports, I provide this clearance myself, but I try to think like a controller. After a mental note that I’m ready to taxi, takeoff, or land, I ask, would a controller have the necessary safeguards to clear me for the action I’m about to take? This helps me think to confirm my taxi routing, and look specifically for conflicting traffic. One way or another I need a ‘clearance’ to taxi, take off or land—either by a real controller or the virtual controller in my head.”



Photos

Mark Nankivil sent us the following great photos from the May 8th Chapter Pancake Feed.











Several chapter members picked a beautiful day to fly to Ste. Genevieve for lunch at Buddy's Place Bar and Grill.





Saturday, May 22 was designated as clean-up day and installation of bird countermeasures at the Chapter hangar.









More great photos from Bill Aanstad.



Ivan gave Nathaniel a ride and Diana gave Cub rides at the Sullivan Fly In.



First flight for a bicycle rider who happened by, turned out to be St. Louis alderwoman and mayoral candidate Cara Spencer.

9:03



Instagram



caraspencerstl



181 likes

caraspencerstl Hitched a ride with @dvotaw1960 in a classic Piper Cub. Nothing beats a hand cranked airplane and a bit of altitude to see the world from a different perspective.

#MightyMiss #LadyPilot #PiperCub #Taildragger

[View all 13 comments](#)



Add a comment...





EAA Chapter 64 Treasurers Report for May 2021

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet

As of May 29, 2021

	<u>May 29, ...</u>
ASSETS	
Current Assets	
Checking/Savings	
Checking	2,277.20
Hangar Checking	714.90
Total Checking/Savings	2,992.10
Accounts Receivable	
Accounts Receivable	-110.00
Total Accounts Receiva...	-110.00
Other Current Assets	
Inventory Asset	-2,000.00
Undeposited Funds	1,015.00
Total Other Current Ass...	-985.00
Total Current Assets	1,897.10
TOTAL ASSETS	<u>1,897.10</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	833.32
Total Accounts Payable	833.32
Total Current Liabilities	833.32
Total Liabilities	833.32
Equity	
Opening Balance Equity	3,307.58
Unrestricted Net Assets	-3,831.05
Net Income	1,587.25
Total Equity	1,063.78
TOTAL LIABILITIES & EQUI...	<u>1,897.10</u>

*** We made \$586.00 on the Pancake breakfast last month.

*** Edward Jones investment account balance: \$56,816.44

Fly Market

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

For Sale:

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

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



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

Paul Visk received the following email:

----- Forwarded message -----

From: **jpmail200** <jpmail200@yahoo.com>

Date: Thu, May 27, 2021 at 9:12 AM

Subject: Cozy MKIV project for sale

To: eaachapter64fl@gmail.com <eaachapter64fl@gmail.com>

Hi,

I am member of EAA 790 in Lake in The Hills (Northwest suburb of Chicago). I would appreciate if you could inform your members of Cozy MKIV project for sale. For health reasons I am forced to discontinue and would like to find good home for it. It will provide jump start for anyone, as it is almost 50% complete. I have about \$15K invested in it and about 900 hours. Besides completed sections, I have material to complete the strakes, nose, and canopy. Just the canopy, wheels and raw material is worth \$5K. I am looking for quick sale as I am preparing to move out of state, so I will sell everything for \$7K or any reasonable offer. Please let me know if anyone is interested.



Here is a link to more pictures:

<https://drive.google.com/drive/folders/1eF0XJDkAK2FAOCmNSsI3dKlnKp05vCXv?usp=sharing>

If you have any questions or are interested in purchase, you can contact me at jpmail200@yahoo.com. Please put "Cozy" in subject line.

Thank you,

John



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 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.