



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, 6 June 2023** at the Chapter Hangar/Clubhouse on the **MILLSTADT FLIGHT PARK AIRPORT (1IL4)**. See last page of the newsletter for directions. Food (see below) will be served at 6:00 followed by the meeting at 7:00. **Diane Earhart is cooking again for the June meeting. Encore Presentation: Italian Beef Sandwiches, Frog Eye Salad, Dessert.**

EAA Chapter 64 President, Jeremy Cox Passes

We are sad to announce that Jeremy Cox passed away on Thursday, May 25, 2023. Jeremy was an outstanding leader, not only for our chapter, but for the entire St. Louis area aviation community and will be greatly missed. Please keep his family and friends in your thoughts.

No further arrangements have been announced at this time. We will pass on any news as received.



May Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order a little after 7:00 p.m. Tuesday, May 2, 2023 by Jeremy Cox, President. Meeting was held at the John and Liz Schaefer Farm, Waterloo, IL.

ROLL CALL:

Officers present: Jeremy Cox, James McGhee, Lee Hartley, Kent Schmidt. No count of members, but the workshop was full.

ESTABLISH QUORUM:

We did not need a quorum for tonight's meeting.

COMMENTS FROM THE PRESIDENT/VICE PRESIDENT:

Mr. Cox:

- It will be a short meeting because most of the time will be given over to John and his project.
- Thanked John and Liz for the dinner.
- Introduced visitors for tonight, Sara and Mitzi. No information about Sara, and Mitzi is Paul Visk's new wife.

James McGhee:

- Apparel info. Did everyone get the email on Diane's request about orders? There were no "No" answers so assume all were yes.

APPROVAL OF MINUTES:

Motion made by Mr. McDaniel, 2nd made by Mr. Dressel. The minutes were approved by vote.

SECRETARY'S REPORT:

None at this time.

TREASURER'S REPORT:

There was no treasurer's report at this time. Mr. Cox did announce the resignation of our treasurer at this time and stated that nominations would be taken for a replacement.

OLD BUSINESS:**TRIVIA NIGHT:**

Still waiting for final profit tally.

CHAPTER APPEARAL:

See the President's comments. No other discussion at this time.

RAY SCHOLARSHIP UPDATE:

Mia Petruso plans to do her solo flight on May 13. She has passed the pre-solo written test, still working on landings and pattern work. She was presented an "Official" Ray Scholarship cap by Mr. McDaniel.

AIRCRAFT DONATIONS:

Although there was a offer for the Corbin, the board has decided that the best option for the club would be to offer the donations up for sale through a sealed-bid auction. Instructions are being sent out via email.

PANCAKE BREAKFAST:

Don't forget about the Pancake Breakfast during the Y.E. event on May 20th.

FUND RAISERS:

(Secretary note: This is a repeat from last month, but would like to keep it in front of

everyone's mind.) The board are seeking member feedback on any fundraisers, events, or group activities that most any and all can participate in.

NEW BUSINESS:

Mr. McDaniel stated that he has a mini-fridge, free for the taking, at the hangar.

Mr. McDaniel also announced that Rick Rehg has a \$2,000 deposit for flight lessons at the St. Charles flying club. If anyone wants/needs more info, Paul Vorhees is the point of contact.

July monthly meeting. The first Tuesday is July 4th. After discussion, the meeting was moved to July 6th.

ACTIVITY REPORTS:**YOUNG EAGLES:**

Remember the May 20th event, still planned for Flight Park. James stated that along with the flying, he is hoping to support the effort with a Pancake Breakfast sale while the kids and families are waiting. Tentatively, flying will be from Millstadt for the May 20th event and St. Louis Downtown for the June event.

PROJECTS:

Mr. McDaniel mentioned that Rick Rehg's CH601 is nearing completion and almost ready for flight. They need the registration and hope to have it for a flight to Air Venture this summer.

Jeremy then passed the meeting over to the night's special speaker/presenter, John Schaefer. See below.

EVENTS:

No new events discussed.

GUEST SPEAKER:

John and his crew (Liz and Jim) are building a full-size 1915 Sopwith Camel. The Camel is a WWI, fabric over wood aircraft. Mostly known for its air adventures, it was also used by the British Navy, flying off the earliest carriers.

John gave a lot of interesting history of the use of, and growth of, the Camel during the war. The Camel was also the 1st aircraft to be built with pre-drawn plans prior to manufacturing.

After the talk, John explained some of the engineering changes and structural upgrades the team has made, some of the ways they are working to keep an authentic look (like hiding the radios).

There was a lot of discussion about how small the rudder looked compared to the over-all size. John explained that due to the size of the fuselage, it provided the air stream needed to get good control.

John said he is planning on using a Continental 160 hp engine, that when completed, should

cruise around 80 knots, and be able to land at 50 knots.

John then talked about the aircraft donations of the Corbin Baby Ace and Pietenpol Air Camper.

- Baby Ace: It is a side-by-side, aluminum construction covered by cloth., with a 65 hp Continental engine. It does need a nose cowling, landing strut and new fabric. The log books are on hand with a completed 8052. He also stated that there are some actual youtube videos of plane in flight made by Bill Aanstadt.
- Pietenpol Air Camper: It has all the pieces, and comes with a Corvair engine. It was never completed so no registration to transfer.
- Both aircraft come with complete plans.

FUND RAISING:

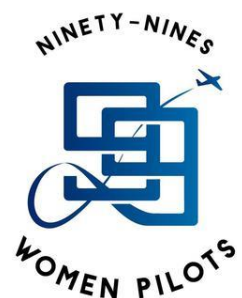
The winner of tonight's 50/50 drawing, was unknown to me since I had to step out of the meeting.

ADJOURNMENT:

The gathering was adjourned after the presentation and review of the donated aircraft.



**Congratulations to Diane Earhart
for being voted as Trustee to the
99s Museum of Women Pilots in
Oklahoma City!**



Mia Petruso is our newest pilot!

From Bob McDaniel: "Mia made her first solo flight late this afternoon between some nasty thundershowers at CPS in the AeroCareers' Skyhawk. Mia is EAA Chapter 64s Ray Aviation Scholarship recipient. Her CFI is Diane "in-the-tower" Earhart. Mia's parents, 2 brothers, a sister, some cousins, and 2 sets of grandparents came out to witness her solo. Not only was it her first time to fly alone, it turned out to be her first time flying in rain. She did a wonderful job and we can still use the airplane again."





Monthly Chapter Meeting Food Schedule

It's time to schedule volunteers to bring food to the monthly meetings. If you can take a month, please let me (Al Bane, adb7@att.net) know and I'll list it here in the newsletter.

Volunteers are not expected to pay for the food themselves. Report your expenses to the Chapter Treasurer to ensure you are reimbursed.

January	Party
February	Paul Visk
March	Diane Earhart
April	Diane Earhart
May	John and Liz Schaefer
June	Diane Earhart
July	Al Bane
August	Diane Earhart
September	Bob McDaniel
October	?
November	?
December	?

Three EAA64 Members Reach Milestones



On April 22, 2023, Diane Earhart received FAA's Wright Brother Master Pilot Award for 50 years of aviation safety, knowledge, and professionalism. Those present at her presentation and party included her father who started her interest in aviation, her first flight instructor who soloed her in 1973, and several past and present students.

On May 6, 2023, Jerry Wade received his Master Pilot Award at a gathering of approximately two dozen friends.



On May 13, 2023, Mia Petruso, an EAA Ray Scholar, made her first solo flight, witnessed by about a dozen friends and family.

Congratulations to all, and may you enjoy many more years of safety, fun, and adventure in the sky!

2023 Calendar of Events

Date	Event	Time	Location
6 Jun	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
10 Jun	International Young Eagles Day		
10 Jun	Sullivan MO Young Eagles (request for volunteers)		Sullivan MO
17 Jun	Young Eagles	TBD	St. Louis Downtown Airport (KCPS)
24 Jun	Shumway Pancake Breakfast and Fly In		Shumway, IL (IL05)
6 Jul	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
24-30 Jul	EAA AirVenture		Oshkosh, WI
1 Aug	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
27 Aug	Shumway BBQ Lunch and Fly In		Shumway, IL (IL05)
5 Sep	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
7-9 Sep	Midwest LSA Expo		Mount Vernon IL (MVN)
3 Oct	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
7 Nov	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
5 Dec	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)

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



Photos from May 20 Young Eagle and Pancake Fly In Event

Photos provided by Mark Nankivil









Pilot's Tip of the Week

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

First Action for Any Emergency

Featuring Dave Hirschman

"I just got my Private ticket and my biggest fear is I'll just freeze up if ever faced with a real emergency. Any words of wisdom?" — Danny M.

Dave:

"A critical item to me that is seldom talked about is the psychology of first deciding that you're gonna handle this thing successfully.

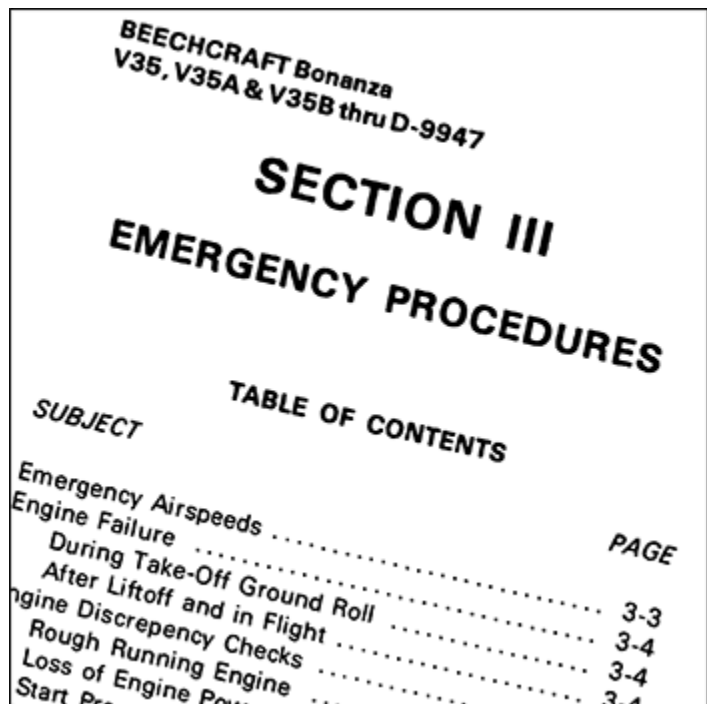
A funny story from Pat Epps, one of my favorite people, one of my favorite aviators. One of the things that he's known for was the Glacier Girl recovery of these P-38s from the Greenland Ice Cap.

They were shuttling people and equipment to the ice cap in Greenland on a ski-equipped DC-3. Pat was flying the DC-3 with this younger co-pilot, who was telling the story. They had just taken off with a full load of stuff from the ice cap, and one of the engines on this DC-3 had a catastrophic failure. It was blowing parts through the cowlings. Oil was everywhere. The co-pilot was understandably quite alarmed and was shouting out about this emergency they had on the number two engine. Trying to rush through feathering the prop and cutting off the fuel. All the normal things that a pilot would do in that situation.

He said that Pat's response was to look over at him, tap him on the knee, and say, 'Son, it's gonna be all right.'

That seemed to me the right mental attitude to go address an emergency. First, he decided that it was going to be okay. Then he went through the steps of addressing it.

It's just imperative to me to recognize that this emergency is actually taking place, accept it, decide it's going to be okay, and then go about your business."



The image shows the cover of a manual titled "BEECHCRAFT Bonanza V35, V35A & V35B thru D-9947". The main heading is "SECTION III EMERGENCY PROCEDURES". Below this is a "TABLE OF CONTENTS" with two columns: "SUBJECT" and "PAGE".

SUBJECT	PAGE
Emergency Airspeeds	3-3
Engine Failure	3-4
During Take-Off Ground Roll	3-4
After Liftoff and in Flight	3-4
Engine Discrepancy Checks	3-4
Rough Running Engine	3-4
Loss of Engine Power	3-4
Start Procedure	3-4

Another Pilot's Tip of the Week

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

Getting Back in the Air

Featuring Tom Turner

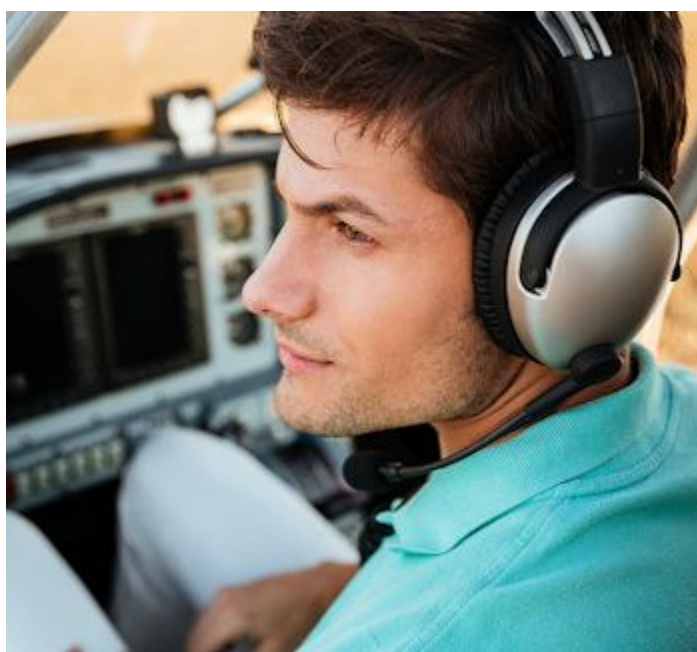
"I haven't flown for three years. How much dual instruction should I need to get back in the air?" – Steven W.

Tom:

"At a minimum, you'll need to complete a Flight Review or one of the equivalents provided for in the regulations. However, the reality is that this alone won't get you ready to act as pilot-in-command.

It's not hard, and it won't cost a fortune. It's mainly a matter of managing your expectations.

First, don't plan to make it back in a single flight. Even if you do well your first time back behind the controls, a single flight isn't enough to ensure you're safe. I tell my students that once is a fluke, twice is a coincidence, but three times is a trend. If you can fly consistently over three flights, with improving performance each time, then you're safe to resume flying as pilot-in-command.



Second, practice everything you needed to demonstrate in order to be certificated as a pilot in the first place. Cover all the items in the Practical Test Standards for at least the Sport, Recreational, or Private Pilot. You can cover the Tasks of the Practical Test in about an hour's flying time if your instructor keeps things moving. But I suggest a more moderate pace just to give you a little time to relax, have fun, and enjoy the view.

Third, focus on the basics. Mastering rudder coordination, airspeed control, angle of attack and stall awareness, and normal and crosswind takeoffs and landings is your goal. Reviewing cross-country navigation and learning the latest avionics are things to do after you've reacquired your basic flying skills.

Fourth, rebuild your skills progressively. Earn your Flight Review, and then practice some local flying. Only after you have a couple of hours of solo flight, try a few short VFR cross-countries

to get used to arriving and departing from other airports. Get some night dual before any night flight. If you're instrument rated, get at least 10 or 15 hours before you call your CFII to schedule a return to IFR privileges.

Through this entire process and beyond, become a student of aviation. Continue your PilotWorkshops subscription and participate in the discussions. Take the free AOPA online courses that apply to the flying you do or plan to do. Join the type club for the type of airplane you fly, and take any type-specific training it provides.

Professional pilots are safe and proficient because they are required to study constantly and receive training every six months. It stands to reason that a pilot who is not flying all the time should study and train at least that much. And committing to continuous, lifelong learning will make it less likely you'll fall into another three-year flying slump."

EAA Chapter 64 Treasurers Report for May 2023

By Don Karr, Treasurer

Treasurer's Report May 31, 2023

	<u>Deposits</u>	<u>Withdrawals</u>	<u>Balance</u>	<u>Date</u>
General Checking Account Balance			\$10,450.53	4/26/2023
Aircraft Parts Cost Check 1013 not cashed	\$ 16.12		\$10,466.65	
Boeing Donation	\$ 50.00		\$10,516.65	
Hangar Rent - Bob Miller	\$130.00		\$10,646.65	
Misc Income from May meeting(memberships,dinner,50/50)	\$193.00		\$10,839.65	
Hangar Rent Diana Votaw	\$130.00		\$10,969.65	
Hangar Rent Matt York	\$130.00		\$11,099.65	
Aircraft Parts Cost Check 1013 cashed		\$ 16.12	\$11,083.53	
Hangar Payment to Gene Stumpf		\$ 478.05	\$10,605.48	
Diane Earhardt April 2023 CFI Fees		\$1,495.20	\$9,110.28	
Petty Cash Deposit	\$ 87.00		\$9,197.28	
Pancake Breakfast Profit	\$509.00		\$9,706.28	
AeroCareers Aircraft Fees March and April		\$1,760.00	\$7,946.28	
Checking Account Balance			\$7,946.28	5/31/2023
Edward Jones Investments Balance			\$46,481.48	5/31/2023

Fly Market

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

For Sale: Karen Engelkenjohn would like to sell Dennis's Lincoln TIG 175 Square Wave welder. She is asking \$1,000. Email Karen if you are interested. kengelkenjohn@gmail.com



Karen is also selling the pop-up camper. It's a 2005 Coachmen Clipper. Located at Sullivan Airport. She is asking \$1500 as is. Email Karen at kengelkenjohn@gmail.com if interested.



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/>

CONTACTS:

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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 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'

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.