



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

May Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 3 May 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.

ATTENTION CHAPTER MEMBERS

By Bob McDaniel

A young aviator's family needs our help. Kyle Leveling has been a long-time member of the AeroCareers Flying Club, flying our red and white Cessna 172. His 2-year-old son, Henry, has been diagnosed with Acute T-Cell Lymphoblastic Lymphoma and the community is hosting a large fundraiser/benefit to raise money for the family on June 16th with a live auction, a silent auction, a live band, food truck and other fun things going on throughout the day and evening.

You can follow little Henry's story on Facebook "Henry Leveling updates," at <https://www.facebook.com/Henry-Leveling-Updates-101489545851454>

Please consider donating a gift certificate, a basket, or anything toward this worthy cause. You can call Jeannie Thompson at 618-980-0235, email (jmt1516@hotmail.com) or mail any donations to 2238 IMBS Station Rd E. Carondelet IL 62240 or she will pick them up.

You can also go to https://www.gofundme.com/f/henry-leveling-medical-expenses?member=18188129&utm_campaign=p_cp+share-sheet&utm_medium=copy_link_all&utm_source=customer to make a cash donation.

I donated a 20-minute sightseeing flight for two for their auction. I'm sure you can find something to donate, too. Anything will be greatly appreciated. But, if you have nothing to give, please remember this young family in your prayers.



SUPPORT HENRY LEVELING

**PLEASE JOIN US FOR A
FUNDRAISER TO HELP THIS
SWEET LITTLE BOY
BEAT CANCER!**

**Triple Lakes Tavern
June 16th, 2022**

Henry's Story..

Please help us support this 2 year old little boy who was diagnosed with Autism in December and Acute T-Cell Lymphoblastic Lymphoma in March. Triple Lakes Tavern is honored to be hosting a fundraiser and benefit on June 16, 2022. All monies raised will be used to benefit and help support this family during this sudden unexpected diagnosis. Henry is the son of Kyle and Morgan Leveling (Webb) and grandson of Brian and Jeannie Thompson and Chris and Julie Leveling, all of Columbia. Henry is also a big brother to 5 month old sister, Ellie.

Saloonatics will be performing from 6pm to 9pm that evening and we will have a live auction, silent auction and more.

We are looking for donations, items, gift certificates, baskets, etc.. Donations can be dropped off at Triple Lakes Tavern, 8055 Triple Lakes Road, Dupon, IL 62239 or picked up by calling Shari (618) 781-0704, Beth (618) 920-5587 or Jeannie at (618) 980-0235.

You can also follow Henry's updates on the Facebook page, 'Henry Leveling Updates'. Thank you!

April Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order at 7:10 p.m. on 5 April 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.), Paul Visk (Tres.) present. Clubhouse had about 22 people present at the start of the meeting but a few more arrived later. We also were operating a Zoom link with 1 viewer present.

ESTABLISH QUORUM:

We did not have quorum numbers again for this meeting.

COMMENTS FROM THE PRESIDENT:

Dennis' opening comments included:

- Thanks to Jeremy Cox for dinner.
- Terry Ernst sent a message about the MidWest Flyer online magazine.
- Sun-N-Fun in Lakeland FL this week.
- Dennis did mention that in the 22 May edition of Kit Planes magazine, there is a picture of Bob Miller and the Pietenpol pictured

Mr. Engelkenjohn talked about the three speakers for tonight, but one of them had to cancel. The two speakers left is Diane Votaw, talking about doing functional flight test, and a powerline helicopter pilot and his partner.

He then opened the floor to Mr. McDaniel to discuss an upcoming Young Eagles event. On May 7th, there should be a group of about 25 scouts working on their aviation badge. The site of the event will depend on the weather; maybe at the Flight Park, maybe meeting at the at St. Louis Downtown Airport Fire House. At either location, safety brief at 8:30, flying at 9:00.

Mr. McDaniel asked for event volunteers, and also the need for another Young Eagle Coordinator.

We had 2 visitors present tonight - Isaac Jones, a new Student Member, and his dad Patrick Jones. Isaac received his Young Eagle flight from James McGhee, while his dad is an aviation hobbyist.

APPROVAL OF MINUTES:

The minutes received a 1st from Jeremy Cox, then a 2nd from Jim Schaefer. Approved.

SECRETARY'S REPORT:

By-laws report: 18 people were counted in the room, not enough to have quorum. I, the secretary, will hold off on discussion until after the presentations.

TREASURER'S REPORT:

"Rich" presented Paul Visk with an investment review. Paul has it if anyone wants to review it. Current balance is \$55,047.

OLD BUSINESS:

The Balloon Glow/Race in Alton is still in planning stages. There will be a planning meeting this Thursday.

NEW BUSINESS:

EAA has scheduled the Annual Flying Start Day for May 21. I talked about the webinar, and I could provide notes from that webinar. One of the big highlights of the webinar is that EAA will reimburse the cost of a completed ground school. EAA will also provide all the needed advertising and media outlet information. When asked, Mr. McDaniel said that we could probably get enough pilots to do it.

There will be a 99's Dinner Banquet in St. Louis. There was a flyer that was previously sent out via e-mail.

A reminder of the Perryville Fly-in April 30, 2022.

ACTIVITY REPORTS:

Young Eagles as noted above.

PRESENTERS:

Mr. Engelkenjohn introduced tonight's speakers, Ms. Diane Votaw, and Helicopter Pilot Kyle Fortune and Operations Crew Member Daniel Blanton from Signature Utility Services.

Diana talked about doing a proper functional test flight after maintenance on her Cub.

- Needs to be done after any maintenance
 - Fly around the airport, land, and take a good look to make sure all is in place.
 - She put in a new, upgraded engine
 - Flew at 3,500 - 4,000 feet; did some stall tests; found some throttle issues
 - Second stall test - Throttle would not engage - ended up doing a dead-stick landing on the grass between the runways (Sullivan Field, MO)
 - Once landed and moved to the hangar, it was found that the throttle linkage was not fastened correctly
- Everyone needs to do stall practice using low throttle
- A free-spinning prop still produces thrust; a no engine creates no thrust so the aircraft will drop faster
- It was a non-reportable incident since there was no damage

Helicopter Pilot Kyle Fortune and Operations Crew Member Daniel Blanton from Signature Utility Services were in town pulling new power lines across the Mississippi River. They were seen on Ch 5 News on 4 April 2022.

- Lift for copter is 1,200 lbs.
- Craft and crew based out of Birmingham AL

- Started out as a helo mechanic, now has 4,500 hours with the cable hangers
- 5,000 hours total
- Primary services is construction maintenance, replacing power poles and towers / tree trimming all around the country
- 5 copters in fleet
- 3 ways to carry load: 1) hanging from below (short haul), 2) on skids (tethered), 3) on a platform mounted to the skids
- Operates under Part 133, Section A, B, C
- He gave lots of examples of the work they do, requirements, etc.
- Very informative.

FUND RAISING:

The winner tonight was our guest, Isaac Jones, who took home \$28.

ADJOURNMENT:

The gathering was adjourned after the presentation was given and the 50/50 had been drawn. Adjournment time was around 8:30 - 8:45.

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
April	Jeremy Cox
May	????
June	James McGhee
July	????
August	????
September	Bob McDaniel
October	Don Karr
November	Tom Murrell
December	????

2022 Calendar of Events

Date	Event	Time	Location
7 May	Young Eagles	9AM	TBD
14 May	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)
5 Jun	Olney-Noble Airport Fly-In Breakfast	8AM - 11AM	Noble IL (OLY)
11 Jun	Flying Dutchman Pancake Fly/Drive In	8AM - 12PM	Belleville IL (2IL7)
11 Jun	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)
16 Jun	Henry Leveling Fund Raiser		Triple Lakes Tavern
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)



ED SCHERTZ RECEIVES WRIGHT BROTHERS MASTER PILOT AND CHARLES TAYLOR MASTER MECHANIC AWARDS

On Tuesday morning, April 26, 2022, at the Wings of Hope Headquarters in Chesterfield MO, Ed Schertz received both the Wright Brothers Master Pilot and Charles Taylor Master Mechanic Awards from the FAA. His wife, Irene, was also recognized for her contributions. Several chapter members attended the ceremony. Congratulations Ed and Irene!!







Several other past Master Pilot awardees were in attendance including Bob McDaniel and Bill Florich from Chapter 64, along with Ed.

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
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/>.

*Fly-in **or** drive-in*
PANCAKE
BREAKFAST

FLYING DUTCHMAN AIRPORT (2IL7)

BELLEVILLE, IL

(hwy 15 across from
Taylor Chrysler/Jeep).

Saturday, June 11, 2022 @ 8am-noon



**\$7 all-u-can eat
pancakes**

Unicom 122.9
RW 9 right pattern
RW 27 left pattern





Presents **2nd 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 or Like us on Facebook. Benton Municipal Airport address is 1 Airport Lane, Benton, IL 62812

Sunday, Jun 5, 2022

Olney-Noble Airport Fly-In Breakfast

**Olney-Noble (KOLY)
Noble, IL**

Olney-Noble, IL KOLY Fly- In, Drive-In Breakfast 8-11AM Airplane Shaped Pancakes, Biscuits, Sausage Gravy, Doughnuts, Coffee, Juice. Phone 618-393-2967

Contact: Keith Baumann
Phone: 6185995156



Pilot's Tip of the Week

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

Takeoff and Landing Distances

Featuring Bob Nardiello

"How much can I trust the performance numbers in the aircraft POH? Is a safety margin beyond those numbers really necessary?" – Mark P.

Bob:

"The Pilot Operating Handbook performance figures for landing and takeoff were provided and confirmed by the marketing department and test pilot for the aircraft company building your airplane, and as a result, need to be increased for safety margins.

Important considerations include aircraft condition (engine, tires, propeller, etc.), runway contamination, runway gradient, wind and consistency of the wind, and the effects of humidity on performance.

An additional consideration is pilot skill and the ability to hit the recommended airspeed numbers.

With excellent pilot skills, well-practiced and a known (good running) airplane, I personally would not recommend attempting a takeoff over an obstacle with less than a 25-percent extra safety margin, at a minimum. The considerations above could easily increase this margin to 50 percent (or more).

It is also important to understand how temperature and pressure altitude, which really constitutes density altitude, how this affects (aircraft) performance. Check your Pilot Operating Handbook (and further adjust as needed)."



Another Pilot's Tip of the Week

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

Staying Ahead of the Airplane

Featuring Wally Moran

"I'm getting back into flying after some time away, and my biggest problem is I'm just overwhelmed. The instructor keeps telling me to 'stay ahead of the airplane,' but how can I do this when I can't even complete the tasks at hand?"—Mike M.

Wally:

"Each of us has a limited capacity to process and fly. Sometimes the tasks required exceed the capacity available. That's when the airplane starts to get ahead of us or in other words, we start to get behind. Our goal is to keep the task level below our capacity.

That's sometimes easier said than done, but here are a few suggestions.

1. We can move some tasks to a less busy time.
2. We can build in more time to complete the required tasks.
3. We can simply eliminate some tasks.

For example, good preflight planning and organization is an example of *moving tasks to a less busy time* and will significantly reduce our in-flight workload. Having the taxi diagram available prior to calling for taxi clearance is another good example. On the other hand, trying to confirm destination traffic patterns while on final descent is a poor choice of priorities.

How can we make more time to get the tasks done? We can slow the airplane down. We all know that the traffic pattern and approach are a very task-saturated time. It's a place where we can easily get behind the airplane. If we slow the aircraft down prior to this phase, we have automatically given ourselves more time to complete the required tasks. If IFR, and you are starting to get behind, you can ask ATC for delaying vectors or a turn in the holding pattern. Then, of course, you can always go around.

What do I mean when I say *we can simply eliminate tasks*? We all know the adage about aviate, navigate and communicate. This means that we have to prioritize our workload. For example,



responding to a radio call just at touch-down would not be a good idea. Just eliminate that task until the aircraft is slowed to taxi speed.

When conducting training, I often give pilots a go-around command in or near the flare for landing. It is not uncommon for the pilot to first tell the tower that he is going around and then finally get around to adding the power. Announcing the go-around to the tower is a task that can be eliminated until we have established the go-around properly. So, if you are starting to feel a little overloaded, you may be able to toss a few tasks on the back burner for the moment. Just don't toss the aviate tasks away, only the navigate and communicate.

So next time you have one of those situations where you wind up behind the aircraft, think about how you could have moved some tasks to a less busy time, eliminated tasks, or provided yourself more time. Then implement those changes on your next flight."



***Great pilots are made**, not born. A man
may possess good eyesight, sensitive hands,
and perfect coordination, but the end
result is only fashioned by
**steady coaching, much practice,
and experience.***

— Air Vice-Marshal J. E. 'Johnnie' Johnson, RAF

EAA Chapter 64 Treasurers Report for May 2022

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet

As of April 30, 2022

	<u>Apr 30, ...</u>
ASSETS	
Current Assets	
Checking/Savings	
Checking	3,548.04
Hangar Checking	668.19
Total Checking/Savings	4,216.23
Accounts Receivable	
Accounts Receivable	-5.00
Total Accounts Receiva...	-5.00
Other Current Assets	
Inventory Asset	-2,000.00
Undeposited Funds	1,155.00
Total Other Current Ass...	-845.00
Total Current Assets	3,366.23
TOTAL ASSETS	<u>3,366.23</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	1,767.58
Unrestricted Net Assets	-1,328.95
Net Income	2,094.28
Total Equity	2,532.91
TOTAL LIABILITIES & EQUI...	<u>3,366.23</u>

*** Ed Jones Account is \$52,662.09. That is down 6.36% so far this year.

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

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:

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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 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'

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.