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The FLYING WIRE

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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, 2 April 2019** at the **new Chapter Hangar/Clubhouse on the SOUTHWEST ILLINOIS SPORT AVIATION FLIGHT PARK (1IL4)**. See last page of the newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

March Chapter Meeting Minutes

By **Jim Schaefer, Chapter Secretary**

Chapter President John Schaefer called the March meeting to order at 1842, on Tuesday 5 March at the St. Louis Downtown Airport Chapter Meeting room. Approximately 30 members and guests were in attendance.

Thanks to Bob Miller for providing food for the meeting.

The Treasurer's report and minutes from the previous meeting were accepted as published in the last chapter newsletter.

John Schaefer went over the status of the new chapter meeting room at Flight Park.

- RP Lumber matched the lowest bid, and then some, for the lumber for the meeting room.
- The framing materials were delivered to Flight Park and windows and doors will be picked up Wednesday 6 March.
- Saturday 9 Mar will be pack out of the current room and move of the articles to Flight Park.
- Drawings of the plans for the hangar were displayed and discussed.
- Walls will be built on the floor and raised later. Help will be needed to build the walls and help will also be needed to raise the walls on the 23rd of March.
- It was suggested to take the lights from the current room, but because of efficiency and potential ownership conflict with Downtown Airport the action not considered practical.
- Jeff Nelson donated Trek Decking. The decking will be used for a staircase to the second floor.
- Donations of any building materials for the meeting room would be appreciated.
- The drywall and electrical have not been bid out yet.

- The hangar owner is waiting for some nice days to get an electrician to update the electrical service to 200 Amp. We will take a feed off of the main panel once updated.
- The meeting room floor will be coated with an epoxy paint.
- Alan Bane brought his Fly Baby from Dutchman to the Chapter hangar. Three other planes are also now in the hangar so there is enough income to pay the bill for the hangar rent.
- After Wings of Hope finishes the current Cessna 172 they are overhauling, they will only be doing Annuals in the hangar.

New business

- Next Month's Meeting will be at Flight Park.
- A schedule of local events was distributed. Ideas for any fund-raising events to help boost the chapter coffers are requested.
- Insurance issues were discussed. EAA insurance provides liability coverage for Young Eagles and Chapter Meetings, Fly-ins, Pancake Breakfasts, etc... as long as EAA is notified in advance of the event. Casualty or property insurance is not provided. Bob McDaniel will ask Bob Erhart to discuss with the chapter the possibilities of other insurance coverage.
- Bob McDaniel gave a Young Eagles Report
 - o No firm dates for young Eagles events have been established yet but queries have been coming in from several organizations. The Meachim Park Neighborhood Improvement Association is planning on coming up with at least 100 kids for Young Eagles over a couple of different dates in June.
 - o An EAA Certificate for Support of Young Eagles was presented to Mark Eichner for his participation in Young Eagles events.
- Bob McDaniel reported that EAA will announce which Chapters are selected to receive the EAA Ray Aviation Scholarship by the March 8. Firm guidance on how to administer the scholarship has not been given by EAA yet.
- Bob Miller gave a Scrounge Dogs report that the plan is to finish the Pietenpol and sell it.
- Chapter 1387, Sullivan is having an event at the Troy, MO Heath department Sunday 10 March. Guest speaker will be Jack Jackson. He was a test pilot and has flown a Harrier at the St. Louis Downtown Airshows for the last 15 years.
- It was brought up that a paint booth is potentially available and it was moved and seconded that we pursue acquiring the booth.
- There were further discussions of the Flight Park Meeting room.
 - o The current walk-in door to the hangar needs work, an awning, a stoop, and a possible cipher lock.
 - o A flag pole was also suggested.
 - o The pack up and move was further discussed about what will be taken including tables, chairs and fire extinguishers that were bought with Young Eagles funds.
- It was announced that Mike Merkan has joined the chapter.

The meeting was adjourned at 1940.

Please Pay Your 2019 Chapter Dues

By Paul Visk, Treasurer

A reminder that \$24 annual chapter dues are now due. If you haven't paid them yet, please pay them at the April meeting. You can also mail them in to:

EAA Chapter 64
5 Frederick Ln.
Belleville Il 62223

Monthly Chapter Meeting Food Schedule

Back in November, the following people signed up to bring food to our monthly chapter meetings in 2019. If for some reason you are unable to do so, please arrange with another member to switch or take your place. Don't forget to pass on your out-of-pocket expenses to Paul Visk for reimbursement. Thanks!

February	Ed Schertz
March	Bob Miller
April	Al Bane
May	Rick Rehg
June	Bob McDaniel
July	Mike Lotz
August	Paul Visk
September	Dennis Engelkenjohn
October	Brad Jones

YOUNG EAGLE SEASON BEGINS

Our first Young Eagle event of the season will be Saturday, April 27th at the Museum. We'll be flying a group of 12 Cub Scouts with a tentative start time of 9:00 a.m. If you know of other groups wanting to fly, we can add them to this date.



KEITH MUELLER TO ENTER THE ILLINOIS AVIATION HALL OF FAME

Chapter 64 member Keith Mueller will be inducted into the Illinois Aviation Hall of Fame during a banquet and induction ceremony at the Holiday Inn and Suites, 101 Holiday Street, East Peoria, Illinois at 6 p.m. on May 7th.

His senior management experience in the airline and college aviation industries, coupled with his expert voluntary leadership in the Greater St. Louis Flight Instructors Association, the Illinois Aviation Trades Association, the Greater St. Louis Air and Space Museum, the Scott AFB Aero Club, the FAA's Aviation Safety Counselor program, EAA's Young Eagle program, and a variety of other aviation educational efforts, made him the obvious choice to enter the Hall of Fame.



Other inductees are Stephen Davis, Bob and Ruth Frantz, Earl Outland, and Doug Powers. The Poplar Grove Vintage Wings and Wheels Museum and EAA Chapter 1414 will receive 2019 Spirit of Flight Awards

To make a banquet reservation, send a check payable to "The Illinois Aviation Hall of Fame" for \$60.00 (includes tax & gratuity) to Mr. Tom Cleveland, Illinois Aviation Hall of Fame, 1117 Foxpointe Drive, Sycamore, IL 60178. Please include a note stating you are attending in honor of Keith Mueller to help them plan appropriate seating. Tickets will be available at the registration desk upon arrival at the banquet.

If staying overnight, a block of rooms are available at the conference rate of \$102 per night plus tax. Phone (309) 698-3333 to make a reservation. Please reference "IAT" (for Illinois Aviation Trades Association, the sponsors of the Illinois Aviation Conference) when making your reservations.

The Illinois Aviation Hall of Fame is a 501(c)3 Not for Profit corporation whose mission is to preserve the heritage of the founding of aviation and memorialize the efforts of the men and women that gave their time, experience and expertise to shepherd Illinois aviation from its earliest beginnings to a level where recreational, corporate and airline service is at the pinnacle of air transportation in the world. Since 1970 over one hundred Illinois men and women have been inducted into the Illinois Aviation Hall of Fame.

CHAPTER 64 MEMBER TO BE HONORED APRIL 27th

The Greater St. Louis Flight Instructors Association (GSLFIA) will present the Byrnes Award for Lifetime Achievements in Aviation to longtime Chapter 64 member, Bob McDaniel, at their Annual Aviation Awards Banquet, Saturday evening, April 27th. The annual banquet will be held at the Lambert International Airport Terminal One Vineyards Banquet Room at 7:00 p.m.



The keynote speaker will be Manny Antimisiaris, a National Aeronautics and Space Administration (NASA) Research pilot and prior U.S. Air Force pilot. He will provide a fascinating presentation on the Stratospheric Observatory for Infrared Astronomy (SOFIA). SOFIA is a unique, one-of-a-kind, billion-dollar-plus Boeing 747 flying observatory that supports a 100-inch research telescope. SOFIA collects scientific research data to help determine the origin of the planetary system and the origin of the universe. Manny's fascinating presentation and collection of incredible photos will be a once in a lifetime experience.



(Chapter member Craig O'Mara also flew NASA's SOFIA for several years.)

In addition to presentation of the Byrnes Award, the GSLFIA will also present additional awards for the Flight Instructor and New Flight Instructor of the Year, the FAA Wright Brothers Master Pilot Award, the Ed Blue CFI Scholarship, the Ken

Kellogg Memorial Grant, the Spirit of St. Louis Award, and Discovery Flight Certificates for Future Aviators.

The banquet will be catered by HMR Host and multiple dinner entrees will be available. Banquet tickets are available from Keith Mueller, Craig O'Mara, or any GSLFIA Board Member at \$35.00 each (checks preferred), or payment can be sent to the Greater St. Louis Flight Instructors Association, 16105 Swingley Ridge Road #4488, Chesterfield, Missouri 63006-4488. Please list the names of those purchasing banquet seats for the guest list. Parking will be free in the main airport parking garage with a parking voucher provided at the banquet. The last day to purchase tickets is Monday, April 22nd.

The GSLFIA is a 501(c)3 nonprofit organization. For additional information, contact Keith Mueller at 618-514-2647 or email kvmueller1991@charter.net or Dick Horowitz at 314-616-0155 or email rjh700@gmail.com.

YOUNG EAGLE PILOT PHOTO CARDS

Do you fly Young Eagles? Would you like to give each Young Eagle a little something extra to help remember the flight? Send your favorite photo of your plane along with the text you'd like to see to dusterpilot@charter.net and the Chapter will provide a supply of 4X6 photo cards you can hand out to each Young Eagle. The cards are very popular with the kids. See samples below for some ideas.

The Cessna 172 Skyhawk is the most successful light aircraft in history. The first production models were delivered in 1956 and Skyhawks are still being manufactured and sold today. More than 43,000 have been built.

SPECIFICATIONS

- Engine: Continental O-300, 6-cylinder, 145 horsepower
- Fuel: 39 gallons 100 Octane Low-Lead Avgas burned at 8.2 gal. per hour
- Service Ceiling: 13,100 feet
- Normal Cruise Speed @ 75% Power--134 mph for a Range of 603 miles
- Flying Speed: 60 mph minimum; 174 mph maximum
- Normal Category G-Loading: +3.8 / -1.52
- Weight: 2,300 lbs Maximum; 1,420 lbs Empty
- Useful Load: 880 lbs
- Takeoff Distance: 865 feet
- Landing Distance: 520 feet
- Wingspan: 35 feet 10 inches

1967 CESSNA 172-H SKYHAWK



Piloted by Bob McDaniel

"Red Tail RV"

Type: E-AB (Experimental, Amateur-Built)
Source: vansaircraft.com
 Total RV's completed: 10,500
Design: conventional aluminum semi-monocoque construction.
Engine: Lycoming IO-320 fuel injected, 4-cyl, 160 HP
Cruise: 167 mph (145 ktas) 7.2 GPH @ 8000 ft.
Max Speed: 190 mph / 165 ktas 12 GPH, @ sea level
Vne (never exceed): 210 mph
Vso (stall speed): 51 mph
Landing: 70 mph
Fuel: 38 US Gal
Uses: cross country, formation, aerobatics
Weight: 1,078 lb empty; 1,800 lb gross
Seats: 2
Load Limits: +6.0, -3.0 G
Wingspan: 23 ft
Radar: AN/AWG-9
Weapons: 1 x 20mm cannon. 2 x AIM-9X

Van's Aircraft RV-6A



Pilot/Owner - Bob Miller arjrmiller@gmail.com

Cessna O-1A Birdog

Cessna Aircraft Corporation built 3,400 Birddogs from 1950 through 1960. The Birddog served in a variety of roles in the United States Army, Air Force, Marines and many foreign militaries.

This particular aircraft was built in 1951 and served as a training aircraft with the United States Army.

In 1962 it was refurbished and leased to Thailand. Throughout the war in South East Asia, this plane flew for the Thai Army as an artillery and air attack spotter. Armed with white phosphorous tipped rockets, the Birddog would seek out and mark targets for other forces to attack.

At the end of the war this aircraft was placed in storage in the jungles of Thailand. In 2009 it was declared surplus by the United States Army and sold for scrap. In 2013 it was returned to the United States. Air Repair Corporation in Cleveland, Mississippi restored the aircraft to its current condition in 2016. Today this Birddog flies as a civilian aircraft in the colors of the United States Air Force.



Liz and John Schaefer own and fly this aircraft as a remembrance to all who served.

1972 Grumman American AA-1B TR2

You've just flown in a Grumman American AA-1B TR2. It was built in 1972 as a personal aircraft for two people. It comes from the Grumman Company who has a long tradition of building fighter airplanes. The AA-1B is affectionately known as the "little fighter" because of its sleek looks, nimble handling and the sliding canopy. The plane you flew in today has a 160 horsepower engine adding additional speed to it's fighter like qualities.

General characteristics

- Crew: one pilot
- Capacity: one passenger
- Length: 19.24 ft
- Wingspan: 24.46 ft
- Height: 6.80 ft
- Wing area: 98 square ft
- Engine: Lycoming O-320
4 cylinder 160 hp

Performance

- Max Speed: 195 mph
- Cruise: 140 mph true
- Landing Speed: 60 mph
- Rate of Climb: 1000 feet per min.



Owned and flown by Tom Murrell

1979 CESSNA 182 TURBO SKYLANE RG-II PILOTED BY WOODY GRAY

The Cessna 182 was introduced in 1956. More than 23,000 have been built including this turbocharged version with retractable landing gear.

Engine: 235HP Lycoming O-540
Empty Weight: 1,844 lbs
Fuel: 88 gal 100 Low-Lead AvGas
Range: 905 nm
Ceiling: 20,000 ft

Gross Weight: 3,100 lbs
Useful Load: 1,256 lbs
Cruise Speed (75% Power): 200 mph
Endurance: 6 hours
Takeoff/Landing Roll: 820 ft/600 ft

Mark Eituner completed his taildragger checkout and soloed his L-16 on March 18. Congratulations Mark!!



Young Eagles Credits Earned in 2018
[View this email online](#)



Thank you for your chapter's participation in the Young Eagles program during 2018! Below are the total number of Young Eagles credits your chapter members earned during 2018 and the value of those credits. We are pleased to maintain the credits earned in 2018 at a \$5 value.

Your chapter, EAA chapter 64, has earned 361 credits for a total value of **\$1,805**

As in past years, we strongly encourage chapters to pool their credits to help send young people to the EAA Air Academy summer camp in Oshkosh, WI. Your chapter may also apply for cash reimbursement of costs **directly associated** with the promotion, enhancement, and execution of your local Young Eagles activities.

We are very proud of the accomplishments of our volunteer pilots and ground support personnel. Your hard work, dedication, and commitment to safety have resulted in the opportunity to expand the program. The aviation industry recognizes that EAA members are doing good things for aviation and their continued support of the Young Eagles program is proof we are making a difference.

If you have any questions about the Young Eagles credit program, please feel free to call us at 920.426.6114, email yeagles@eaa.org, or visit the [Young Eagles website](#).

Sincerely,

A handwritten signature in black ink that reads 'Brian O'Lena'. The signature is written in a cursive, flowing style.

Brian O'Lena – Senior Program Coordinator, Young Eagles/Eagle Flights

A handwritten signature in black ink that reads 'Michelle Kunes'. The signature is written in a cursive, flowing style.

Michelle Kunes - Program Coordinator, Young Eagles

Flying Events 2019

John Schaefer: "Following is a list of flying events I hope to see you all fly or drive to this year. Some of these we will need to organize, some are spontaneous and just kind a happen and others are well organized such that we just need to show up."

Please send any suggested additions or updates to Al Bane, adb7@att.net

DATE	EVENT	LOCATION	NOTES
2-7 April	Sun n Fun	Lakeland FL	
18 May	Learn to Fly Day	Flight Park Millstadt IL	Chapter 64 need your help
18-19 May	Air Show	Cape Girardeau MO	Blue Angels
18-19 May	National Veterans Memorial Grand Opening Celebration	Perryville MO	Full Scale Vietnam Wall
18-19 May	Giles Henderson Memorial Challenge at SLO	Salem IL	www.iac61.eeachapter.org/slocontest.htm
24-25 May	Salute to Veterans Air Show	Columbia MO	
June 15	Fly In	Sullivan Field Valmeyer IL	POC: Mike Merkan
29 June	Pancake Breakfast	Shumway IL	8-11 AM
22-28 July	AirVenture	Oshkosh WI	
25 August	BBQ Pork Lunch	Shumway IL	11 AM - 3 PM
14 September	Sparta Aero Fest Fly In	Sparta IL	
October TBD	Chili Lunch	Flying Dutchman Belleville IL	

Places local (75 mile radius) for Saturday fly outs

- Percievel Springs (2T2) Effingham Il : great grass field ,campground ,and Restaurant
- St Genevieve (6MO2) walk to town picnic or restaurants
- St. Louis Regional (KALN) : High Flyers Restaurant . All you can eat Pizza/ pasta lunch Mon-Fri. Great restaurant.
- Sparta (KSAR) : numerous restaurants and fast food, courtesy car or Walk
- Perryville (KPCD) take the courtesy car to AL's for lunch
- Creve Couer (1HO) Sunday lunch with EAA Chapter and great musuem on field

Other suggested fly outs:

Sikeston (Lambert's), Mt. Vernon, Quincy, and Matoon.

Photos of New Clubhouse Construction and Move Out of Old Clubhouse







Pilot's Tip of the Week

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

Landing Practice Featuring Wally Moran

Subscriber question:

"Are there simple exercises I can do to improve my landings? My primary goal is to land safely, but as someone who doesn't fly much, I'd like to treat each landing as practice and an opportunity to improve in this area."
- Sean R.

Wally:

"A great question. The regulations tell us that we only need three landings within 90 days to be legal to carry passengers. So, if you have only had one landing per month or perhaps three landings 85 days ago, you are legal. But, how proficient are you? Not very is my answer. A pilot I know who flies regularly starts almost every flight with five or six trips around the pattern before leaving the airport. Are his landings good? You bet.

But, it's not enough to just do multiple landings; you need to challenge yourself if you want to get better. So for starters, I suggest you **pick a spot on the runway to be your touchdown spot**. You can make it the one-thousand-foot block if your runway is so marked, or simply pick three or four centerline stripes from the beginning. See how close to landing exactly on that spot you

can get. Now, no forcing the aircraft on the runway just to hit the spot, you must touch down on the main wheels only and very low on energy. Ideally, the stall horn will beep just prior to touchdown. Remember, the airplane will land itself while you are trying to keep it off. I'm willing to bet you'll float well past your spot the first few times you try this. This will teach you how far the airplane floats during the flare and will sharpen your airspeed control on final.

OK now let's **work on the centerline**. Pull your airplane out to a taxi line and put the nose wheel on the centerline. Then get in the left seat and note where the centerline is in relation



to your cowling. Take a picture so you'll remember this reference. Now you know how it will look when you are landing on the centerline. I'll bet you've been landing a bit left of the centerline.

Now practice keeping that centerline right where it belongs during takeoff and landing. After you get that figured out, then practice landing just a little right of the centerline, then again back on the centerline.

Practicing these exercises **gives you the ability to land any place on the runway that you wish**. Short, long, right or left. You'll be glad you can do this next time you're landing on a very narrow or short runway.

You should start your practice in calm to light winds, typically in the early morning or late afternoon. You can work in stronger winds as you improve. Naturally, if you are uncomfortable with any of these exercises, get your friendly CFI to help you.

A little time and effort spent working on landing proficiency will pay big dividends in safety and comfort.”



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03/28/19

Accrual Basis

EAA Chapter 64
Profit & Loss Detail
February 27 through March 27, 2019

Type	Date	Num	Name	Memo	Clr	Split	Amount
Ordinary Income/Expense							
Income							
Income							
50/50							
Deposit	3/5/2019		50/50	Deposit		Checking	18.00
Total 50/50							18.00
Food							
Deposit	3/4/2019		food	Deposit		Checking	64.00
Check	3/23/2019	2434	Liz Schaefer	reimburseme...		Checking	-100.00
Total Food							-36.00
Hangar Rent							
Invoice	2/27/2019	12	Matt York	Rent of EAA ...		Accounts Rec...	100.00
Invoice	2/27/2019	14	Robert McTearmen	Rent of EAA ...		Accounts Rec...	100.00
Invoice	3/25/2019	17	Wings of Hope	Rent of EAA ...		Accounts Rec...	100.00
Invoice	3/25/2019	18	Robert McTearmen	Rent of EAA ...		Accounts Rec...	100.00
Invoice	3/25/2019	19	Matt York	Rent of EAA ...		Accounts Rec...	100.00
Invoice	3/25/2019	20	Al Bane	Rent of EAA ...		Accounts Rec...	100.00
Total Hangar Rent							600.00
Membership Dues							
Deposit	3/1/2019	999528	Douglas White	2019		Checking	24.00
Deposit	3/4/2019		Nick Trurk	Deposit		Checking	24.00
Deposit	3/5/2019		Isaac Montague	Deposit		Checking	25.00
Deposit	3/5/2019		dues	Deposit		Checking	24.00
Deposit	3/7/2019	147	Robert Spiegel	dues 2019		Checking	24.00
Deposit	3/9/2019	995471	isaac J Faibisoff	2019 dues		Checking	24.00
Deposit	3/16/2019	104	Andrew Ganey	2019 Dues		Checking	24.00
Total Membership Dues							169.00
Total Income							751.00
Total Income							751.00
Gross Profit							751.00
Expense							
Club House							
Rent							
Bill	3/4/2019	327903	St. Louis Downtown...	Rent		Accounts Pay...	75.08
Total Rent							75.08
Utilities							
Check	3/5/2019	2431	St. Louis Downtown...			Checking	78.08
Total Utilities							78.08
Total Club House							153.16
Hangar							
Construction supplies							
Check	3/4/2019	debit	RP Lumber Co.			Hangar Check...	564.38
Check	3/12/2019	debit	RP Lumber Co.			Hangar Check...	405.65
Check	3/23/2019	depit	Lee's Home Center			Hangar Check...	474.89
Check	3/23/2019	depit	Lee's Home Center			Hangar Check...	150.53
Check	3/25/2019	103	Paul Visk	home depot		Hangar Check...	268.03
Check	3/25/2019	104	Paul Visk	metro lock re...		Hangar Check...	18.66
Check	3/25/2019	debit	Home Depot	nuts,bolts,wa...		Hangar Check...	41.82
Check	3/25/2019	debit	RP Lumber Co.			Hangar Check...	42.98
Total Construction supplies							1,966.94

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03/28/19

Accrual Basis

**EAA Chapter 64
Profit & Loss Detail
February 27 through March 27, 2019**

Type	Date	Num	Name	Memo	Clr	Split	Amount
Hangar lease payment							
Bill	3/4/2019		ACGL LLC			Accounts Pay...	416.66
Bill	3/25/2019		ACGL LLC			Accounts Pay...	416.66
Total Hangar lease payment							833.32
Total Hangar							2,800.26
Total Expense							2,953.42
Net Ordinary Income							-2,202.42
Net Income							-2,202.42

Fly Market

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

Ken Gottschall wants to sell his share in Luscombe partnership (with Mike Lotz and Doug Moise). 1948 Luscombe 8A 65 HP Continental, no electrics but has a handheld and intercom. 1/3 share based at 21L7 \$7000.00 O.B.O. 618-304-4996.



EAA Chapter 64

(CPS) Cahokia, IL

E-Mail: Eaachp64@yahoo.com

Web: www.eaa64.org

Group: <http://groups.yahoo.com/group/eachapter64/>

CONTACTS:

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cnmlotz@sbcglobal.net

Secretary: Jim Schaefer

jvschaef@prodigy.net

Treasurer: Paul Visk

ppaulvsk@aol.com

Young Eagles: Bob McDaniel

dusterpilot@charter.net

Webmaster: Tom Murrell

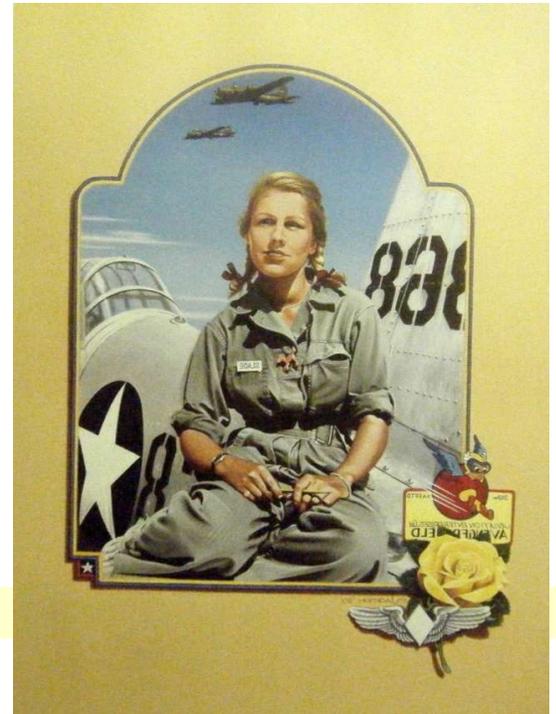
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Visit us on the Internet at: www.eaa64.org. Send your photos, tips, stories and files for sharing to Tom Murrell to post on the web page and to Al Bane for the newsletter. You can also post information on the Chapter's Yahoo Group. Contact info is 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.