



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

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

July Meeting Minutes

By Diane Earhart (filling in for Lee Hartley, Secretary)

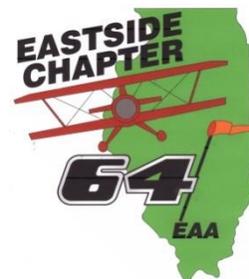
EAA 64 meeting minutes
July 6, 2023

Board members present: James McGhee, Don Karr, Kent Schmidt

Board member absent: Lee Hartley

Members present: 21

Guests present: 2



James called the meeting to order at 6:57.

Announcements and Information:

- No volunteers as yet to fill the role of President, following the unexpected death of Jeremy Cox
- passing around a card for members to sign, if desired, expressing sympathy to Jeremy's widow, Kim
- Terry & Marsha Ernst compiling a list of members attending OSH for group texting
- No secretary's report
- General clean-up of the hangar continues. The soda machine was sold for \$100 and removed. Thanks to Diane for removing three microwaves and one printer, which will clear up a lot of counter/table space.
- There is a one-ton hoist in the hangar, previously donated by Bob McDaniel, that will be offered for sale. Retail for ≈ \$280. Anyone who is interested, contact a board member.
- Thanks to Al Bane for the excellent job on the Flying Wire.
- Thanks to Al Bane for providing the meal.

Treasurer's Report:

Report is as included in the Flying Wire. Additional comments: There is no information on current balance in Edward Jones account; still working on updating names and signatures on the account. Two members won the bidding for projects from Dennis Engelkenjohn's estate: the Corben by John & Liz Schaefer and the Pietenpohl by Al Bane, who reported he is not inclined to install a Corvair engine and is likely to take it to Brodhead and will probably sell it after its fixed up in order to finance his next project. Further discussion about expenses the chapter incurs took place, noting as of yet, we are not paying for electricity for the clubhouse in the hangar. Ongoing expenses include annual hangar lease, the project C172, and scholarship funds. Motion to approve the Treasurer's Report as included in the Flying Wire with additional comments made by Diane Earhart, seconded by Liz Schaefer. No objections or further discussion.

T-shirt update:

Diane Earhart reported the sample t-shirts have been sent and are arriving via UPS, which has a pending driver strike. They should be here before Oshkosh; Diane will keep the membership updated. Meanwhile, James has made an order for an embroidered polo shirt from United-Ink.com. They have the logo on file, and anyone can buy his/her own apparel as desired. United Ink is located in Belleville off Frank Scott Parkway near highway 15 by East High School. (It is or was also the archery place.)

Scholarship update:

Mia Petruso reported she is working on cross countries and training is going well. Diane reported Mia is doing great. The second 2023 scholar (Tregan Knoerschild) failed to meet the solo deadline, and EAA generously allowed EAA64 to keep the funds to apply to a different scholar. Bob reported Lilli Averbeck (who was introduced in the Flying Wire) has all her paperwork submitted, and he is awaiting approval from EAA Headquarters. Lilli will be flying with Rich Hehmann.

AeroCareers update:

- Robert Higgins of Granbury, TX, winning the Cub. He's a retired American pilot living on an airport community but no airplane. He took a nanosecond to decide between the airplane or the cash, and will be here probably next week to pick the airplane up. SECOND PRIZE--\$5,000 CASH went to Joseph Blythe of Vandalia, IL, but recently moved to Texas. THIRD PRIZE: LIGHTSPEED ZULU 3 HEADSET won by Denny H. of Dickinson, ND. He is another Ozark/American pilot who has three sons, all jet pilots, one of whom has a J3. Denny was thrilled to win the headset.
- Ticket sales totaled approximately \$166,000; after paying prizes, expenses, and fees, net raised approximately \$100,000, of which about 2/3 went to buy N5504R and the other 1/3 will go toward restoration of the Lancair.
- The New Spirit of St. Louis Lancair was to have second engine run today, but we have not been updated. The rebuilt fuel pump is still not working properly. We cannot obtain an airworthiness certificate until it has a current annual. Follow The New Spirit of St. Louis on Facebook.
- N123AC is still in the paint shop.

Project 172 (This is a C172 that was destroyed in a hurricane. EAA64 is rebuilding it as a tailwheel conversion.)

- working on main gear
- made bell crank for tail
- ignition is wired; engine should be fired up next week
- Ed is making a new leading-edge skins for right wing
- motor mount has to go to Egin, MN (near Minneapolis) to Aerospace Welding (which used to be part of Wag Aero). Looking for someone who might be willing to take it there and/or pick it up after about a month in order to save shipping costs.
- So far approximately \$14,000 has been spent, split by AeroCareers and EAA64

New possible project

Lee's father-in-law had projects and parts that have been stored for five years or more. Types are unknown. James passed around pictures in hopes of identifying parts to help with the sale of the items. Everything is located in Arnold, MO. Anyone is welcome to take a look.

Visitors:

Bob Miller brought his son, Rich. Chad Schoonover just moved to the area and is living in Smithton. He is a KC135 driver and owns one-fourth of a PA32 Cherokee Six based at Shafer.

Project updates:

Frank Dressel gave a report on his RV, making a pattern for his battery box. Mike Merken gave input.

David Phipps (not present) has purchased a Challenger and is in the hangar.

Young Eagles:

- Karen Engelkenjohn has a friend with about 15 Boy Scouts to be flown August 19 or 26.
- Nick Turk flew several kids this past Monday.
- Bob McDaniel has been dealing with Albert Harold's Strength in Mentoring Program. It will be a bus load of kids and the requirement is to be scheduled during the week. We will need all airplanes available, so we need N123AC to be back. Will probably now not happen until next year.

Fundraisers:

- Light Sport Symposium in February and the recent Pancake Fly-in were big successes.
- As noted in the Flying Wire, a Chili Fly-in is proposed for September 16. However, this is also the date of Sackman's Open House, and Bob McDaniel's Miata Club will be here. ALN's fly-in is September 30. Belleville's Chili Cook-Off is October 6-7. Dutchman usually has a chili fly-in in October. Point was raised that with too many chili events, the public will be chili-ed-out. Possibly we could have a pancake breakfast that morphs into a chili afternoon. Consensus is to decide on a date at the next chapter meeting.

Other:

- Diane reported Chapter 1402 (Sullivan, Missouri) is hosting a BBQ on July 16 to meet and encourage their new Ray Scholar, Aiden. Chapter 1402 is providing brats and would like an RSVP to Debbie at eaachapter1402@gmail.com to know how many brats to buy. This would be an important event to encourage and show support as a chapter to the next generation of aviators. Diane and Mia had planned to go, but Diane will be out of town.
- There is a possible Pitts for sale--see the Flying Wire
- There is interest in name tags. Terry Ernst is compiling a list.
- 50/50 was won by Frank Dressel, who donated the \$29 back to the chapter.
- There are openings for October, November, and December for a member to provide food for the meeting. Please consider sharing your culinary (or purchasing) skill with your fellow members. (The chapter reimburses.) Contact Al Bane to volunteer.

Motion to adjourn at 7:59 made by Diane Earhart, seconded by Mike Ziemann.

Minutes respectfully submitted by



Diane Earhart

Monthly Chapter Meeting Food Schedule

There are still two open months for 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	Mia Petruso/Diane Earhart
November	?
December	?

2023 Calendar of Events

Date	Event	Time	Location
1 Aug	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
27 Aug	EAA Chapter 16 BBQ Lunch and Fly In	11AM - 3PM	Effingham, IL (1H2)
5 Sep	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
7-9 Sep	Midwest LSA Expo		Mount Vernon IL (MVN)
16 Sep	Sackman Field Airport Open House and Fly In		Columbia IL (IL91)
30 Sep - 1 Oct	St. Louis Regional Airport Wings-N-Wheels Fly In and Car Show	9AM - 2PM	Alton IL (KALN)
30 Sep	EAA Chapter 770 Wings and Wheels	11AM - 3PM	Springfield IL (KSPI)
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 Pietenpol Reunion at Brodhead Wisconsin







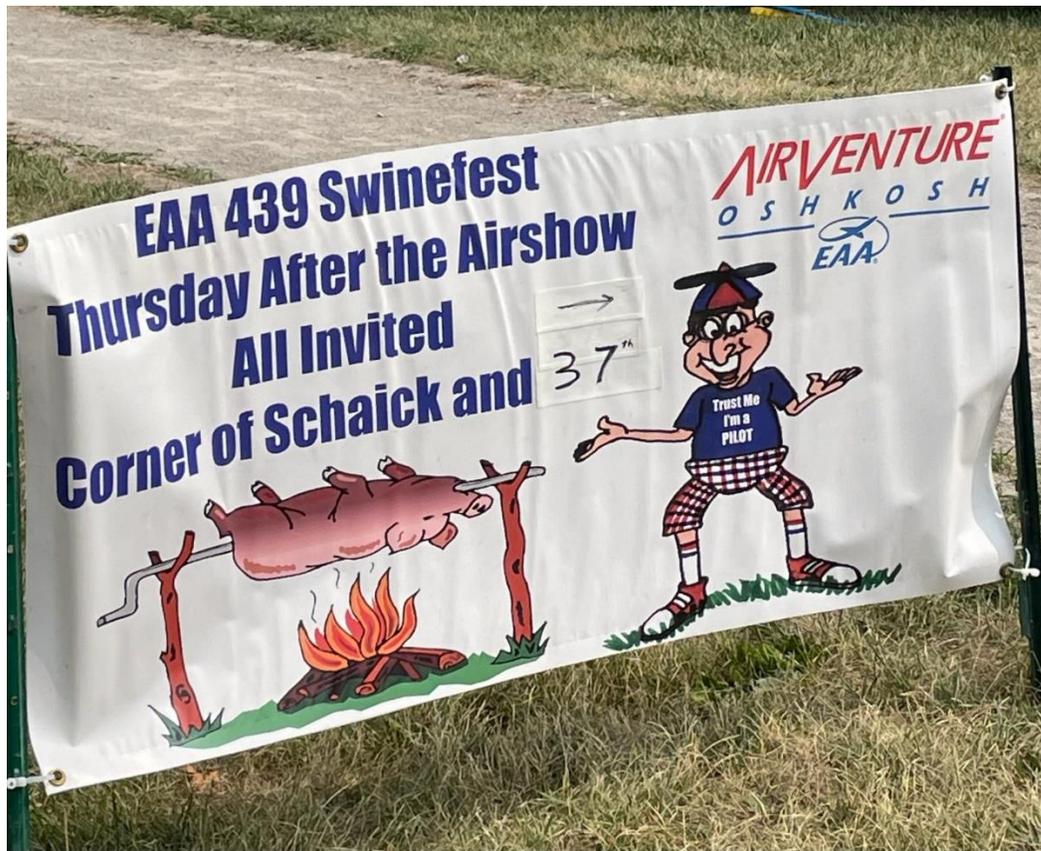
Photos from EAA AirVenture at Oshkosh Wisconsin

Chapter 64 was well represented at Oshkosh this year. Signed up to attend were: Al Bane, Glenn Crooks, Frank Dressel, Terry and Marsha Ernst, Don Karr, Bill Loesch, James and Charlie McGhee, Bob Miller, Isaac Montague, Keith and Vicki Mueller, John and Liz Schaefer, and Kent Schmidt. Thanks to Terry and Marsha Ernst, Bob Miller, Kent Schmidt and Al Bane for the photos.

















EAA Chapter Adirondack Chairs



Leave your chapter mark at AirVenture – Build and Bring a Chapter Adirondack Chair
Design your own EAA Chapter Char – Get it to an AirVenture parking lot or camp ground and we'll help from there.
Materials: Request the plans at Chapters@EAA.org
<https://www.lowes.com/n/how-to/adirondack-inspired-chairs>



Pilot's Tip of the Week

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

Stall Speed While Banked and Descending

Featuring Ryan Koch

"I'm familiar with charts showing how stall speed increases with bank angle. But my new CFI says that chart only applies if you're maintaining altitude. Is that true?" – Colin R.

Ryan:

"Your CFI is wrong. The bottom line is as long as **your vertical speed is constant**, a given bank will raise your stall speed the same regardless of whether your level, climbing, or descending.

Start with something we can all agree on: In straight-and-level flight, the lift produced by the wings must offset the weight of the aircraft. The heavier the airplane is loaded, the higher the stall speed because the wings must generate more total lift to counteract gravity.

That's *why* stall speed increases in a normal turn. As the wings are banked, some of that lift is deflected horizontally. In order to maintain enough vertical lift to offset weight without descending, the pilot must pull back on the yoke, increasing lift by increasing angle of attack. Or the pilot could increase airspeed to generate more lift at the same AOA, but at least one of the two must happen. In a 45-degree bank, vertical lift must increase by 41 percent. That 1.41-G load factor causes stall speed to increase by about 19 percent. A normal 60-degree banked turn results in a 41 percent stall speed increase.

But what if you're descending? In a constant-rate descent, **vertical lift must still equal weight**. If it didn't, you'd be **accelerating** downwards (i.e., your descent rate would be increasing). That's true whether you're turning or not. So, either the pilot must increase AOA in a descending turn or allow airspeed to increase while maintaining AOA. But either way, the total lift must be more than 1G when vertical speed is constant, so stall speed increases the same amount in descending, climbing, and level turns."



Another Pilot's Tip of the Week

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

Practice Every Flight?

Featuring Wally Moran

"I would appreciate tips for working proficiency training into each flight...making the most of your time in the air, how to stay sharp, what to practice?" – Tom B.

Wally:

"Your comments are right on the money. It is simply not enough to pass the check ride and then never practice maneuvers again. Well, at least not until that flight review is about due. Every flight should be an opportunity to learn something or to get better.

My suggestion is to make a list of all the maneuvers you needed to do when you completed your flight test. Then practice one or two of them on each flight. Look to the standards for the tolerances and practice until you can achieve them, and then some. Check the maneuvers off your list as you work through them.

Here is another skill builder. First, park your airplane with the nose wheel on a taxiway line. Then get in the cockpit and get a reference on the cowling. Now practice keeping that center line on the reference during taxi, takeoff, and landing. Most pilots taxi, take off, and land to the left side of the centerline. When you feel you have that down, try landing with your left main wheel on the line. Since each flight has a takeoff and landing, this is a free skill builder. You will be glad you can stay on that centerline next time you have to land in a crosswind or on a narrow runway.

Then, of course, let's try some accuracy landings. While on the downwind leg, pick a safe touchdown spot on the runway, reduce power to idle and see how close you come to landing on it. I'll bet you miss it by a bunch the first try but keep at it and you will get better. This skill, of course, will serve you well if you ever have a forced landing. One caution here, if the



approach in any way gets uncomfortable, go around. Don't do anything dangerous just to make the landing.

One of my goals as a professional pilot was to try and move my passengers from point A to point B without them realizing they had left point A. Of course, in 39 years of trying, I never made it, but I always tried to move the airplane as smoothly as possible. That means smooth taxi and stops, gentle control inputs, easy power changes, and gentle pitch control.

In my view, one of the best no-cost tools to improve your proficiency on your next flight is a thorough review of your last flight. A good pilot will think about all the things that did not go perfectly and consider how to make them better next time. Some pilots I know keep a diary of these things for periodic review. This approach is exactly opposite to the attitude that claims any landing you can walk away from is a good one.”

Thur. - Sat. Sept. 7-9, 2023
Mt. Vernon Outland Airport, Mt. Vernon, Illinois

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CHANGE OF VENUE



Due to runway maintenance at the Shumway International Airport
BOTH of our 2023 Annual Fly-in fund raisers for EAA Chapter 16 will be held at:

Effingham County Memorial Airport -1H2-
14449 E 1100TH Ave. Effingham, IL 62401

*Pancake
Breakfast*



PANCAKE BREAKFAST

Saturday, June 24, 2023

8:00 am - 11:00 am

BBQ PORK LUNCH

Sunday, August 27, 2023

11:00 am - 3:00 pm



BBQ Pork Lunch

**27th ANNUAL
FLY-IN**

**St. Louis
Regional Airport**

**Saturday
September 30
and
Sunday, October 1**

WINGS-N-WHEELS



SATURDAY

SEPTEMBER 30TH

9 am to 2 pm

- Walk the Tarmac and Tour the Planes
- Speed Demons Car Show (\$20 Registration Fee)
- Live Music by Cruise Control
- Food
- KIDS Zone: Bounce Houses, Activities, and Barrel Car Rides



SUNDAY

OCTOBER 1ST

9 am to 2 pm

- Free Flights For Youth Ages 8-17
- Bethalto's Farmers Market
- Food Trucks
- Artisans and Vendors
- KIDS Zone: Bounce houses, Activities, and Barrel Car Rides



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11am - 3pm • Sept 30, 2023 • Abraham Lincoln Capital Airport
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 Chapter 770 presents

Wings & Wheels

CAR SHOW & FLY IN



Burgers or hotdog, sides, and drink for \$10 benefiting
 Aviation Scholarship

Free entry for participants and spectators

No outside food or alcohol permitted



EAA Chapter 64 Treasurers Report for July 2023

By Don Karr, Treasurer

Treasurer's Report July 29, 2023

	<u>Deposits</u>	<u>Withdrawals</u>	<u>Balance</u>	<u>Date</u>
General Checking Account Balance			\$ 7,306.54	6/28/2023
Sale of Donated Corbin Baby Ace	\$ 3,000.00		\$ 10,306.54	
EAA Scholarship	\$ 3,300.00		\$ 13,606.54	
Sale of soda Machine	\$ 100.00		\$ 13,706.54	
June Meeting Income				
50/50 Drawing	\$ 29.00		\$ 13,735.54	
Dinners Sold	\$ 112.00		\$ 13,847.54	
Sodas	\$ 16.00		\$ 13,863.54	
Hangar Payment to Gene Stumpf		\$ 478.05	\$ 13,385.49	
AeroCareers Aircraft Fees for Petruso		\$ 1,400.00	\$ 11,985.49	
Hangar Rent - DianaVotaw		\$ 130.00	\$ 12,115.49	
Hangar Rent - David Phipps		\$ 130.00	\$ 12,245.49	
Petruso Scholarship Diane Earhart CFI Fees	\$ 505.30		\$ 11,740.19	
Blackbaud Giving Fund(Boeing) Donation		\$ 50.00	\$ 11,790.19	
Votaw Aviation Petruso Scholarship& CFI Fees for June	\$ 690.00		\$ 11,100.19	7/27/2023
Petty Cash Balance				
Petty Cash Balance			\$ 138.90	7/1/2023
Cost Of Dinner At June Meeting to Al Bane		\$ 50.00	\$ 88.90	7/27/2023



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

(11L4) Millstadt, IL

Web: <https://chapters.eaa.org/ea64>

Facebook: <https://www.facebook.com/EAA64/>

CONTACTS:

President:

Vice President: James McGhee jmcghee@htc.net

Secretary: Lee Hartley EAACh64Secretary@gmail.com

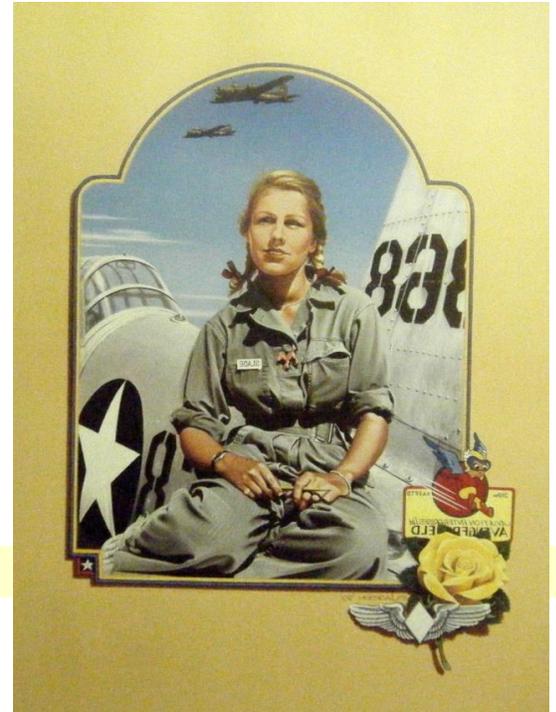
Treasurer: Don Karr donkarr6@gmail.com

Young Eagles: James McGhee jmcghee@htc.net

Webmaster: Isaac Montague idmontague@gmail.com

Newsletter: Al Bane adb7@att.net

Membership: Bill Aanstad aanstadw@yahoo.com



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 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'

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.