



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

October Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 4 October 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.

September Meeting Minutes

Due to several cases of COVID among our members, the September meeting was cancelled.

Young Eagles on October 22 and November 19

Two upcoming Young Eagle events are currently scheduled for Saturday, October 22 and Saturday, November 19 at the Millstadt Flight Park (1IL4). As always, pilots and ground crew help will be needed and appreciated. Mark your calendars!

2022 Calendar of Events

Date	Event	Time	Location
4 Oct	Chapter Meeting	7PM (Food at 6PM)	Millstadt Flight Park (1IL4)
22 Oct	Young Eagles	TBD	Millstadt Flight Park (1IL4)
1 Nov	Chapter Meeting (Officer Elections)	7PM (Food at 6PM)	Millstadt Flight Park (1IL4)
19 Nov	Young Eagles	TBD	Millstadt Flight Park (1IL4)
6 Dec	Chapter Meeting	7PM (Food at 6PM)	Millstadt Flight Park (1IL4)

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

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.

We are set for most of this year but still need someone for December. If you can volunteer, 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	Mike Lotz/Terry Ernst
June	James McGhee
July	Nathaniel Young
August	Jeremy Cox
September	Meeting cancelled
October	Don Karr
November	Tom Murrell
December	????





Chapter Officers for 2022, and beyond... **Nominations Committee**

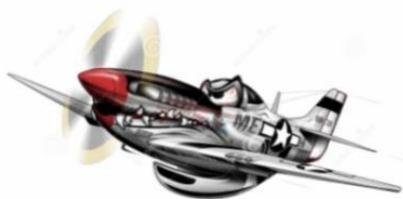


Please Email Your Nominations To:

James McGhee: mcghees3622@gmail.com

Don Karr: donkarr6@gmail.com

Jeremy Cox: jeremy@jetvaluesjeremy.com



Photos

Bob Miller sent me these photos.

Bob: "Stargazing event in Havana IL was actually pretty cool. Saw Jupiter and Saturn in pretty good res. Good dinner and breakfast and hot showers. 4 thumbs up."





Bob: "Congrats to Mike Lotz for getting his RV back in the air."



Several chapter members were seen attending the Sackman Field Open House on Saturday, September 25. The breezy conditions held fly-ins down a little bit but still well attended with lots of drive-ins.



Progress continues on Al Bane's Fly Baby project. Aluminum parts were cleaned and prepped with Bonderite products and painted with SuperFlight metal primer before fabric covering.







Pilot's Tip of the Week

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

Have a “Fuel Alternate”

Featuring Ryan Koch

“I landed at my planned fuel stop the other day only to discover they were completely out of 100LL. I was lucky that I had enough gas to reach another airport—barely. I know I should land with 1 hour of gas remaining, but how do I factor in that fuel might not be available?” – Kay F.”

Ryan:

“With the current supply chain issues and high fuel prices, this seems to be happening more often lately. I’d suggest borrowing from the IFR rules for alternate requirements, even on perfect VFR days. Carry enough fuel to fly to your destination, then divert to a viable alternative—and still have your personal minimum fuel remaining when you arrive at that backup fuel stop. That personal minimum must of course be at least the VFR legal minimum of 30 minutes in the daytime or 45 minutes at night, but a more conservative one-hour reserve is a great idea.



When there’s another airport right next door to your destination, it’s no problem. You might need an extra 10 minutes of fuel on top of your one-hour reserve. But if your fuel alternate is another 40 minutes of flight time beyond your planned fuel stop, you should budget to arrive at your planned fuel stop with 1:40 of fuel. That may seem like a lot, but anything less means you might compromise your personal minimum fuel on landing.

And don’t rely solely on your EFB’s information about fuel availability and price. That information is usually submitted either by pilots or FBO managers. There’s no guarantee that it’s up to date. If you choose to go out of your way to tanker up with cheap fuel, only to find out it’s not available, you might be stuck for a while.

That is, unless you planned an alternate.”

Another Pilot's Tip of the Week

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

When to Retract the Gear

Featuring Jeff Van West

"I've flown with two different instructors in my Piper Arrow. One says to retract the gear as soon as a positive rate of climb is established. The other says to retract the landing gear once out of usable runway. Which is the better technique?" – Dean R."

Jeff: "My practice is to retract the gear once I verify a positive rate of climb—with one caveat that I'll get to in a moment.

The way I see it, I'll climb faster with gear retracted than with the gear extended. This is more efficient, clears obstacles with more altitude, and removes any chance of exceeding a gear speed while the wheels are still hanging out. My thinking may be influenced by my time flying a Mooney, where the maximum gear retraction speed can easily be exceeded before reaching pattern altitude.

Waiting to raise the gear assumes that in the unlikely event you abort the takeoff within a few seconds of rotation, you can land on the remaining runway using the wheels rather than the (expensive) airplane belly. I don't think this is realistic for most pilots. My experience is that people radically underestimate how much runway would be required. It can take several thousand feet of runway to transition from a climb attitude at 700 AGL back down to a full-stop landing. Skidding to a quick stop on the belly make actually be safer than overrunning the far end of the runway on wheels. And a catastrophic failure that close to the ground means the insurance company just bought the airplane anyway. Furthermore, the odds of this engine failure scenario happening are tiny, while the benefits of cleaning up the gear early exist on every departure.

So, I pick up the gear right away.

The caveat is that some airplanes actually increase in drag during the retraction cycle. In that case, I wouldn't retract the gear until I was clear of any close-in obstacles. Hopefully, this procedure would be in the airplane flight manual—which would supersede any suggested procedure you get from instructors or in a pilot tip."



EAA Chapter 64 Treasurers Report for October 2022

By Paul Visk, Treasurer

Checking Account

Accounts			+
\$	Hangar 5901	\$924.74	
	x5901 - Just updated	Available	
\$	General 6701	\$1,945.85	
	x6701 - Just updated	Available	

Edward Jones Account



EAA Chapter 64

Edward Jones Corporation ****0474 | Select

Current Value	1 Year Ago	Net Change	Available Balance ?
\$44,516.10	\$56,490.64	-\$11,974.54	\$0.00

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



EAA Chapter 64

(11L4) Millstadt, IL

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

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

CONTACTS:

President: Dennis Engelkenjohn mushface1@gmail.com

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Secretary: Lee Hartley EAACh64Secretary@gmail.com

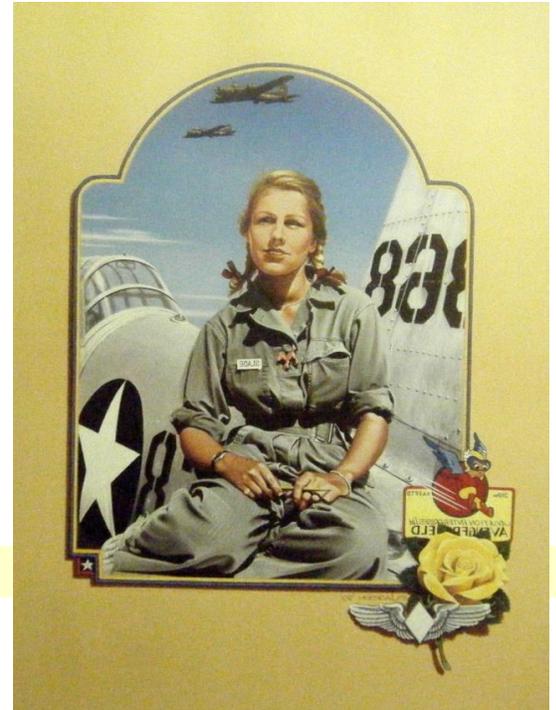
Treasurer: Paul Visk ppaulvsk@gmail.com

Young Eagles: James McGhee mcghee@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.