



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

July Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 5 July 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.

June Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order around 7:00 p.m. on Tuesday, 7 June 2022 by James McGhee, sitting in for both Dennis Engelkenjohn (Pres.) and Mike Lotz, (Vice Pres.). Meeting was held at the Flight Park Clubhouse, Millstadt, IL.

ROLL CALL:

Officers present: Lee Hartley (Sec.), and Paul Visk (Tres.). Club house had about 24 people present at the start of the meeting. We did not operate Zoom tonight. Dennis Engelkenjohn (Pres.) is out tonight.

James McGhee introduced himself and explained the by-laws requirement for a motion to be made, and passed, by the present members for him to be the "chairman" for the night. The motion was made by Jeremy Cox, seconded by Bob McDaniel, and passed by vote.

ESTABLISH QUORUM:

We did not have quorum numbers again for this meeting.

COMMENTS FROM THE CHAIRMAN:

Mr. McGhee prepared a sign-up sheet for the members present. It is the hope that it can be used in place of the chapter phone book.

Mr. McGhee started by stating that an update will be given later in the meeting.

APPROVAL OF MINUTES:

Correction to last month's minutes. Ed Schertz made mention that the awards spoke of last month were both FAA awards, not Wings of Hope awards.

Motion made and seconded by to accept the corrected minutes. The minutes received a 1st from Al Bane and a 2nd from Ed Schertz. Approved.

SECRETARY'S REPORT:

No report tonight.

TREASURER'S REPORT:

No discussion tonight.

OLD BUSINESS:

Update on Dennis' condition. It was reported that he is making a slow recovery. Details of the conversation withheld for privacy reasons.

Balloon Glow/Race:

Still no n updates on The Balloon Glow/Race in Alton.

Kyle's Fundraiser:

Fundraiser for the son of Aero Careers pilot Kyle. As presented in the newsletter, his son, Henry, has been diagnosed with autism and acute T-Cell Lymphoblastic Lymphoma. That fundraising event is scheduled for June 16 at Triple Lakes Tavern (address posted after meeting: 8055 Triple Lakes Rd, Dupon, IL).

Hangar Parking:

A discussion was held, and the move has been put on hold. The Pietenpol is having some maintenance scheduled so it will not be doing any flying in the near future.

Warbirds Of America:

Update from Jeremy Cox: Due to the registration costs of around \$2,000, and the legal aspect of getting the board together, the Warbirds chapter initiative has been put on hold.

R. C. Program:

No news for tonight. Bill Aanstad is at the RC Club meeting tonight and Nathaniel Young did not have any news to bring.

Elections:

Mr. McGhee mentioned the role of the nomination committee and what they would need to do. He asked for some volunteers, with himself being a volunteer. Jeremy Cox and Don Karr volunteered.

Chapter Phone Book:

The Secretary (Lee Hartley) is willing to show interested people how to access the online Roster Management system that EAA has provided. (Secretary's note: Tonight's instructional session using the big screen was prevented from taking place due to the loss of wi-fi and then the computer turning itself off.)

Pancake Breakfast: Flying Dutchman: Jun 11th, 8 - 12

Pancake Breakfast: Millstadt Flight Park: Jun 25th, 9 - 12

- See extra notes under FUNDRAISING below.

SLU Sleep Study: No new updates. Study is to identify reactions to instrument flying.

NEW BUSINESS:

No new business brought forward.

ACTIVITY REPORTS:

Young Eagles:

- Mr. McDaniel gave updates on the two scout troops that was flown last month. Each troop donated checks to the group in the amount of \$400 combined.
- James McGhee announced his intention to take over as coordinator for the Young Eagles, giving Mr. McDaniel a well needed rest.

Aero Careers:

- Mr. McGhee gave great kudos to Bob McDaniel and Nick Turk for their efforts to create a successful aircraft raffle. They had lots of research to do, answered a lot of questions, and got things done. Mr. McGhee then gave the floor to Mr. McDaniel.

The raffle was started before the end of last year and closed out midnight, May 31, 2022. The raffle site picked the winners:

- Grand Prize: the airplane or the cash went to a winner in Spokane, Washington. Once the decision is made by the winner, if cash is taken, the plane will be sold.
- 2nd Prize: the Level Aviation "Bomb"; a retired flyer from Florida, who really didn't want the prize. The winner didn't want anything, but they ended up providing him a check. The "Bomb" is now available to anyone who wants to purchase it at a 25% discount.
- 3rd Prize: Lightspeed headset was won by a Kentucky flyer.

SPECIAL PRESENTATION (Bob McDaniel/Aero Careers):

Mr. McDaniel made a presentation on a new acquisition. Inflight USA magazine's cover aircraft of November 1998, a Lancair Columbia 300, now belongs to Aero Careers.

History:

Lancair moved from kit-built to production with the formation of Pacific Aviation Composites. With prototypes in 1996 (#1), 1997(#2), and 1998 (#3), craft #1 and 2 were destroyed for production testing. We now have the earliest flying Columbia 300.

Built in 1998, it had 3 years in flight testing, and was listed as experimental exhibition.

When the X-Prize competition was announced, Eric Lindbergh flew this plane ("New Spirit of St. Louis") to Europe to recreate his grandfather's flight of 75 years ago. The St. Louis Science Center was the control hub (mission control) for the flight (completed in 2002), and they acquired the plane after a few years of fund-raising flights and promoting the X-Prize.

Science Center accepted the plane as a donation in January 2004. It was put in a private hanger at St. Louis Downtown Airport, and it sat there ever since (14 years).

After 9 months of negotiations, transfer paperwork was signed approximately three weeks ago!

However, the registration had expired; 5 years later the tail number was pulled (but in reserve status). It could take about 5 months to get the tail number back. It would need new air worthiness checks and training.

Will be on display at the upcoming June 16th Educator's Day at SLU.

Along with the "New Spirit of St. Louis", the Greater St. Louis Air and Space Museum has donated a life-size mockup of the original Spirit of St. Louis. This will be used as a static display at events.

PRESENTER:

Mr. Jeremy Cox gave us a presentation on his visit to the first Air Force 1, President Eisenhower's Super "Connie" Constellation, at Dynamic Aviation, located in Bridgewater, Virginia.

Fun facts:

- Dry-ice paint stripping used; could still read the ink markings on the metal after the paint was removed.
- 856 Constellation Series craft built from 1943 - 1958.
- Feb 10, 1948, cost of each craft, minus engines and propellers, \$1,142,500.00 each.
- After researching engine costs, total price about \$1.5 million.
- Received call sign "Air Force One" due to confusion between Pres. Eisenhower's flight and another flight (they had the same call sign). After returning to Washington, the official designations were developed.
- The other Columbine aircraft are located in different museums but are not "Super" Connies.

PROJECTS:

James McGhee announced he has completed his instrument rating and has been certified.

Cessna Project: No new updates.

FUND RAISING:

- This weekend, June 11, Flying Dutchman Pancake Breakfast, 8 -12
- June 25th, Chapter 64 Pancake Breakfast, 9 - 12. Still looking for volunteers. Mike Lotz volunteered last month to head the purchase of, and prep, of the food. Show time for set up is 7:00 a.m.
- Flying Dutchman will be borrowing the grill, making sure it works. Doug will load and move it over to the Flying Dutchman.
- We had discussion of someone working on the grill, but it hasn't been fixed yet.
- Grill ownership: Grill used at last breakfast is jointly owned by Flying Dutchman and Ch

64; Ch 64 owns in whole the grill that doesn't work so well. The other grill was a joint purchase of Ch 64 and the Air/Space Museum, but they gave up ownership when they moved from Downtown Airport.

- Mike Lotz volunteered to head up the purchase of supplies and make sure everyone knew what to do.
- Price was discussed because of material costs. It was decided to keep the price at \$7.

The winner of tonight's 50/50 drawing was able to take home \$21 (\$20 to chapter). The winner was announced by a "Bingo", name of winner not known.

ADJOURNMENT:

The gathering was adjourned after the presentation, at approximately 8:37.

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	Bob McDaniel
October	Don Karr
November	Tom Murrell
December	????

2022 Calendar of Events

Date	Event	Time	Location
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)



MIDWEST LSA EXPO

The Annual MIDWEST LSA EXPO is Thursday, Sept 8, 2022, through Saturday, Sept. 10, 2022 from 9am-4pm daily at the Mt. Vernon Outland Airport.



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

Photos From Chapter 64 Pancake Breakfast, 25 June 2022



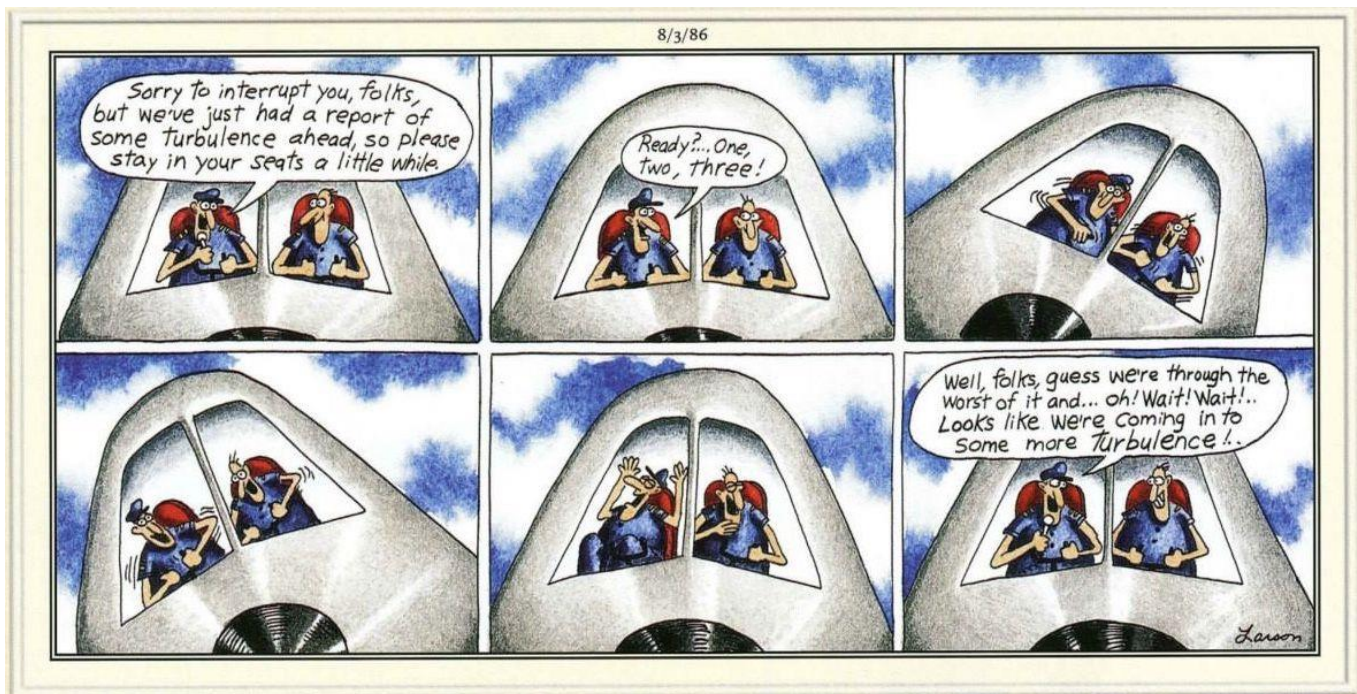












Pilot's Tip of the Week

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

What About Paper Charts?

Featuring Elaine Kauh

"Just curious: Can you still buy paper charts?" – Willey R."

Elaine:

Yes, paper charts are still available if you know where to look. FBOs and flight schools don't order many charts these days, but if you just need a current version of a local VFR sectional, IFR chart or Chart Supplement book, it's worth checking to see if they have it. These commonly used publications still have some demand, especially with pilots-in-training.

The more reliable source is online. The FAA is still the publisher and lists a few vendors on their website, but they're easiest to get through outlets like Sporty's Pilot Shop, My Pilot Store, or even Amazon. The aviation websites offer paper products as individual purchases or by subscription.

Paper can be a great way to view charts not included in your Electronic Flight Bag subscriptions. Need IFR enroute charts for Alaska or the Caribbean? How about something more obscure like Low Altitude Planning for Pacific and Atlantic routes? They're available in paper, along with Sectional charts, Terminal Area Charts, IFR Enroute charts, Planning charts, and Helicopter charts. Paper is also great for non-U.S. charts if you're making a trip. And if you do want the digital version of these charts, along with IFR approaches, Minimum Instrument Altitude charts, or Minimum Vectoring Altitude charts, you can [download them from the FAA](#). If you're in training, there's nothing like a paper chart to learn all the minute details that can be harder to examine in the digital version.

Besides training, why else would you want paper charts? A sectional is a battery-free backup if your EFB runs out of juice. I also like using them for airplane rides. Many passengers find the paper sectionals to be a fun way to follow landmarks on a scenic flight. And if you're flying youth at a Young Eagles event, handing the kid a sectional and pointing out where you're going will definitely pique the interest level. It's just fine if the charts are expired, so save the ones you have.

And they always make great posters for the hangar wall or office."



Another Pilot's Tip of the Week

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

More Benefits to Flight Following

Featuring John Krug

"With ADS-B traffic shown on large moving maps, is it worth getting VFR advisories from ATC?" – Marty B.

John:

"ADS-B, while greatly expanding pilot's awareness of traffic, is still only one tool that may be used for traffic avoidance. There are also other technologies, such as TCAS and TIS. However, all of these rely on aircraft equipage. Not all aircraft have, or are required to have, ADS-B.

ATC Radar is the only technology that can see ADS-B aircraft, transponder-only aircraft, or even non-transponder-equipped aircraft.

Additionally, Flight Following provides the VFR pilot with a lot more than just traffic advisories. Many of the protections and features that a pilot on an IFR flight plan gets are also provided.

Services such as severe weather warnings, parachute jumping advisories, TFR avoidance, and clearance through Class C and D airspace are provided.

In the event of an emergency or situation requiring assistance, you are already in contact with ATC. They know your location and type aircraft.

It is also beneficial to other pilots and controllers to know what you're doing. If the controller sees a VFR aircraft on a 1200 code (not on flight following) heading towards an IFR aircraft, he or she will have to take action by turning or changing the altitude of the IFR aircraft.

Of course, it's important to remember that radar traffic advisories do not relieve the pilot of the responsibility to see and avoid other aircraft. Traffic advisories are provided to the extent possible depending on higher priority duties of the controller or other factors. For example, volume of traffic, frequency congestion, radar limitations, or controller workload.

There may be times when the controller is not able to give traffic advisories concerning all aircraft in the aircraft's proximity. In other words: When a pilot requests or is receiving traffic advisories, do not assume that all traffic will be issued."



EAA Chapter 64 Treasurers Report for June 2022

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet As of June 5, 2022

	<u>Jun 5, 22</u>
ASSETS	
Current Assets	
Checking/Savings	
Checking	3,907.04
Hangar Checking	936.89
Total Checking/Savings	<u>4,843.93</u>
Accounts Receivable	
Accounts Receivable	-5.00
Total Accounts Receiva...	<u>-5.00</u>
Other Current Assets	
Inventory Asset	-2,000.00
Undeposited Funds	1,155.00
Total Other Current Ass...	<u>-845.00</u>
Total Current Assets	<u>3,993.93</u>
TOTAL ASSETS	<u>3,993.93</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	833.32
Total Accounts Payable	<u>833.32</u>
Total Current Liabilities	<u>833.32</u>
Total Liabilities	833.32
Equity	
Opening Balance Equity	1,767.58
Unrestricted Net Assets	-1,328.95
Net Income	2,721.98
Total Equity	<u>3,160.61</u>
TOTAL LIABILITIES & EQUI...	<u>3,993.93</u>

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

(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 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'

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.