



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

September Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 7 September 2021 at the Chapter Hangar/Clubhouse on the 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. If you would rather participate using Zoom, use this link: <https://maryvilleu.zoom.us/j/6560737363>

August Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order at 7:08 p.m. on August 3, 2021, by Dennis Engelkenjohn (Pres.). Meeting was held at the clubhouse, with Zoom for those who wished to use it

ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres.), Paul Visk (Treas), and Lee Hartley (Sec). The clubhouse had about 27 people in attendance and 1 person signed into Zoom.

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

Dennis had several opening comments:

- He started by asking Nathaniel to describe his birthday weekend (1st solo flight). Nathaniel described his flight in the J-3 Cub on July 10th. He flew from Sackman to Sullivan, landed, then flew back along the river. He currently has 34.7 hours.
- Dennis introduced a couple of visitors:
 - o Troy, a 737 and C-40 pilot, transferring from Chapter 260 at Lansing, and
 - o Jay, stationed at Scott and a member since 2019. He is getting back into group activities.

APPROVAL OF MINUTES:

Motion was made to approve by Al Bane, and a second by Bob McDaniel. No corrections at this time.

SECRETARY'S REPORT:

No Secretary report for this meeting.

TREASURER'S REPORT:

Paul Visk stated that the report is in the current newsletter.

OLD BUSINESS:

Dennis presented some EAA awards from 2019. These awards include:

- Chapter President to John Schaefer
- Chapter Secretary to Jim Schaefer
- Young Eagles Manager/Coordinator to Bob McDaniel (2 separate awards)
- I might have forgotten to write down other awards, so this is open to correction

NEW BUSINESS:

Bob McDaniel reminded the group of the Young Eagle event this coming Saturday, 7 August, at the Air and Space Museum. He requested everyone be present by 7:30 for safety briefing. Since museum is closed, Ideal West had volunteered their facility for restroom use.

There is also another Young Eagle event on 21 August (rain date 28 August). Same set up as listed above.

Tom Miller donated a new hose and hose reel for hangar use.

As explained in the August 2021 Flying Wire (ref: ATTENTION: CFIs & EXPERIMENTAL AIRCRAFT OWNERS, page 4), Mr. McDaniel mentioned that the "Letter of Deviation Authority (LODA)" application process is approving requests faster than expected.

Mr. McDaniel also reported that the C-172 workdays will start this week, 4 Aug. Hours should be from 8:00 a.m. to sometime in the afternoon. As a small fundraiser, a pool has been started, with the winner selecting the closest date to the 172's first flight. Cost to enter is \$10.00.

See below for two fundraising events discussed and approved.

ACTIVITY REPORTS:

Bob Miller gave a real quick rundown on his trip to Brodhead. He gave a short history lesson of our club's Pietenpol (a Scrounge Dawg project), the laid-back atmosphere of the crowd, and how it was all different than what he had thought it would be. He stated that the early dinners were planned so folks could participate in late evening flying.

Although it was a fun experience, the best part is that he and his plane came back with the "Tour de Brodhead" award for Best in Performance.

James McGhee gave some feedback on the week at Oshkosh. He stated that they added two more hold points, in addition to what was published. He reported that those extra points to form up and fly in received good feedback from the pilots.

He did report that they stayed on their toes, along with other pilots, and called out those pilots who did not follow the rules, mainly jumping into line and not taking their turn.

He told the group that the reports he heard mentioned that there were roughly 8,000 planes parked on the field Sunday afternoon, and that they were parked all the way down Runway 27.

With the large number of flyers, Mr. McGhee did say that they did have three (3) accidents but no major injuries. No other information on those was given.

The last thing that Mr. McGhee mentioned was the fun of the club meeting for lunch in the Warbird section. This event was spearheaded by the Schaefer family. Another club member did mention that it would be a great idea if there could be some kind of text tree so that members could keep in contact while at Oshkosh.

There was a flurry of people throwing out meetings of interest. The items I jotted down include:

- The Labor Day Weekend Fly-in (Sept 1 - 6) at Blakesburg, Iowa. This fly-in usually is centered on antique aircraft. (For information, visit: <https://antiqueairfieldia27.com/>)
- Sackman Open House, 26 September with a rain date of 3 October
- Ste. Genevieve Open House, 14 August
- Flying Dutchman Chili Dinner, 17 October
- Shumway Fly-in, 29 August (near Effingham, IL)
- Michigan Fly-out, 25 September (See Bob Miller)

FUND RAISING:

The members present discussed a proposal from Dennis about hosting another pancake breakfast and/or chili cook-off. After discussion, calendar date checking, and group approval, the following was set:

- Pancake Breakfast, 28 August at the clubhouse. Tentatively set to use same menu and pricing as before.
- Chili Cook-off, 11 September at the clubhouse. More details to come as it progresses.

The 50/50 drawing was won by Nathaniel with his take of \$39.00.

ADJOURNMENT:

Adjournment was announced a little after 8:00 p.m.



YOUNG EAGLE UPDATE

By Bob McDaniel

Chapter 64 had great turnouts of kids and volunteers to support two large Young Eagle events in August. Thanks to everyone for the great support.

Our first large Young Eagle event since the arrival of Covid-19 occurred on August 7th. Nova West, a former Marine helicopter mechanic who now works for Paul Voorhees at *Big River Aviation*, grew up in East St. Louis and became excited about aviation during a 1998 visit to McDonnell-Douglas at Lambert Field. She's working hard now to see that other underprivileged kids have similar opportunities to experience the thrill of aviation by mentoring them and showing them a path to a bright future. Fifty-three kids took their first flight that day, learned about airport firefighting, and had the chance to go inside the Museum's JetStream aircraft.



If you didn't get a chance to see the Fox2 News coverage of the event, you can still view it on *YouTube* at https://www.youtube.com/watch?v=6C4_GPXaybU.

On August 21st, we had planned to get an early start flying a large group of homeschoolers whose flying was weathered out in July. Again, a band of thunderstorms brought low ceilings and visibilities for the morning but cleared out a couple of hours later. We flew thirty-three kids that day and everyone, Young Eagles, and our volunteers alike, left with great shining smiles on their faces.

FUTURE YOUNG EAGLE EVENTS ON THE CALENDAR

Sept. 11: We plan to have a couple of planes and pilots available for Young Eagle flights from Millstadt during our Chili lunch, if any kids show up wanting to fly. However, we don't expect (nor do we want) a large group of kids waiting in a line to fly from our Millstadt Chapter home.

Oct. 2: This will be a repeat of our large August 7th event for underprivileged kids. Nova has a lot of kids lined up for us to fly from Downtown Airport. We'll begin flying at 9, after an 0830 volunteer briefing.

Nov. 6: Mark Nankivil's St. Louis Scout Troop #62 and our local Millstadt Troop 8622 will be camping out at the Flight Park, Friday through Sunday, Nov. 5-7, for a variety of aviation activities. We will be offering them Young Eagle flights from the Flight Park on Saturday morning. Come on out and join the fun.

UPCOMING LOCAL AVIATION EVENTS (Other than Young Eagles)

Sept. 9-11: Mount Vernon LSA Expo
 Sept. 17-18: Forest Park Balloon Race
 Sept. 26: Columbia Sackman Open House
 Oct. 9-10: Greenville Open House & Fly-in
 Oct. 17: Belleville Flying Dutchman Chili Lunch

COME ON OUT TO HELP WITH OUR CESSNA 172 RESTORATION PROJECT
Every Wednesday, beginning at 8:30 a.m.

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.

March	Al Bane
April	Paul Visk
May	Bob McDaniel
June	Mike Lotz
July	James McGhee
August	Lee Hartley
September	Bob Miller
October	K.C. Robinson
November	Paul Voorhees
December	????



Pilot's Tip of the Week

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

Never Forget a Towbar

Featuring Elaine Kauh

"I've heard horror stories about pilots starting the engine, or even departing, with the tow bar attached. How can I avoid being that guy?" – Danny Q.

Elaine: "This is definitely something you want to avoid, so here's a rule I practice and teach: Never let the towbar out of your hands until it's hanging on the wall or stowed in the baggage compartment. Too many pilots have done their preflight in the hangar, pulled the aircraft outside, closed the hangar door without removing the towbar—and then climbed aboard to start up. Likewise, it's all too easy to leave the towbar attached to answer the phone, load cabin items, make one last bathroom stop ... you get the idea.

Also, towbars should be red, yellow, or orange so they're easily spotted. I like hanging mine on the wall where it's visible as I'm closing the door. I also have a final walkaround of the aircraft just before boarding along with a prestart checklist item to ensure I've looked around firewall-forward before getting in. This check has caught the occasional stray iPad or coffee cup.



Sometimes this procedure leaves me walking around holding a towbar for quite a while, but it's better than the alternative. This also works great with pitot covers, cowl plugs, and chocks. Forgetting chocks isn't that hazardous, but it's still embarrassing. So hang on to these things until properly stowed, and then enjoy the peace of mind when you're about to turn the key."

Another Pilot's Tip of the Week

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

Slipping to Comply with ATC

Featuring Bob Martens

"Yesterday, Tower told me to 'make a short approach' and 'keep it tight.' I found myself extending flaps while turning base and then slipping while turning final. It all worked out. But afterward, I asked myself: Was that a demonstration of skill and ADM ... or foolishness?" – Jane E.

Bob: "I'd like to break this question into several parts. First and foremost, ATC should never direct a pilot to a very short final. Their failure to plan should never create an issue for pilots.

If asked by ATC to speed up, slow down, perform a 360 (etc.) and this request does not fit your individual situation due to task saturation, proficiency, skill level, or any other reason – simply reply 'Unable.' It may delay your approach, but better a delay than a tragic result from an unexpected request.

Secondly, let's learn from the airlines. They demand a stabilized approach from their professional, well-trained pilots. The definition may vary from airline to airline, but the intent is clear. Don't be chasing the aircraft to the runway.

There are many tiger pilots out there that love a challenge such as this. But consider the downside. Most aviation fatalities occur from loss of control at low altitude/airspeed. How do you stabilize the aircraft while slipping and configuring while in a turn? That's asking a lot from most pilots.

Many pilots are very comfortable and confident slipping an aircraft on final. That comes from practice—and lots of it. The very fact that you are raising this issue indicates that when asked by ATC to perform this action it created another question in your mind. Who needs a distraction such as this on final approach?

One additional thought: Some manufacturers specifically placard their aircraft that slips are not allowed with flaps extended. Not sure if that's their lawyers or their safety folks speaking, but it is a reality we must acknowledge."



PHOTOS

Bill Aanstad sent me a bunch of photos of Diana Votaw's new Cub and his CGS Hawk. Here are several photos of Diana, Amber, and Nathaniel bringing the Cub back from Florida.









Bill flies his CGS Hawk to Ste. Genevieve.





Columbia Airport

Open House



Fly-In

Drive-In

Sunday September 26, 2021

*Rain/Wind Date: Oct 3, 2021

11563 Bluff Rd. Columbia, IL 62236 9AM – 4PM

Food, Airplanes, Classic Cars, Motorcycles

Fly-In: Sackman Field H49

CTAF 122.9
2,450' x 150' Grass
Elevation 420 ft

Right traffic for Rwy 21
Left traffic for Rwy 03

Primitive Fly-In Camping Available Sat. 9/25
Campers Please RSVP to: sw317@hotmail.com

flying dutchman airport's annual

CHILI



dinner



sunday, october 17th, 2021

(eleven o'clock till the chili is gone)

\$7 all-u-can eat chili

(hot dogs and drinks will also be available for sale)

flying dutchman airport (2IL7)

(hwy 15 across from David Taylor Chrysler in Belleville)

frequency 122.9

public welcome, drive-in or fly-in

(for more info, 618-975-5707, rain or shine)

EAA Chapter 64 Treasurers Report for August 2021

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet As of September 5, 2021

	<u>Sep 5, 21</u>
ASSETS	
Current Assets	
Checking/Savings	
Checking	4,297.50
Hangar Checking	364.68
Total Checking/Savings	<u>4,662.18</u>
Accounts Receivable	
Accounts Receivable	-110.00
Total Accounts Receiva...	<u>-110.00</u>
Other Current Assets	
Inventory Asset	-2,000.00
Undeposited Funds	315.00
Total Other Current Ass...	<u>-1,685.00</u>
Total Current Assets	<u>2,867.18</u>
TOTAL ASSETS	<u><u>2,867.18</u></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	-3,831.05
Net Income	4,097.33
Total Equity	<u>2,033.86</u>
TOTAL LIABILITIES & EQUI...	<u><u>2,867.18</u></u>

* The Edward Jones account has \$58,130. That is up %12 this year.

** The Chapter made \$556 on the August 28 pancake breakfast

Fly Market

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

For Sale:

Single seat CGS Hawk taildragger homebuilt plane registered as Experimental Light Sport. Plane has a 52HP Dual carb oil injected Rotax 503 equipped with a Powerfin 3 blade adjustable prop.

Due to health situation, I have not flown it since August 2017. Engine ran good and plane flew well when I ceased flying. Plane has approximately 300 hrs. flight time. The 503 has approximately 160 hours time on it. This plane previously had a Rotax 447 on it (also for sale separately).

Price Reduced!



Selling as is, asking ~~\$9,500~~ \$8,250. All reasonable offers will be considered. Call Ron Peek 618-610-4722.

FOR SALE: SIGNS. High-quality indoor/outdoor UV protected vinyl on two-sided aluminum Maxmetal. \$85-\$140. Mike Lotz 618-410-0335



FOR SALE: TWO NEW LIGHTSPEED WIRELESS HEADSETS

I have two Lightspeed Tango Wireless ANR headsets in my possession to sell for Ivan, our local gyrocopter pilot. (His gyro is not set up for standard 2-plug headset cords.) See <https://www.lightspeedaviation.com/news/lightspeed-launches-tango-worlds-first-premium-wireless-aviation-headset/>. They are both brand new, in-the-box, never-used headsets that currently sell from many aviation suppliers for \$850. The asking price is **\$600 each**. Although Lightspeed no longer sells the Tango, I have flown with mine for about 4 years now and absolutely love the no-wires headset. If interested, let me know. if not sold locally, they will soon go on E-bay.



Bob McDaniel (618-530-0805)

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/>

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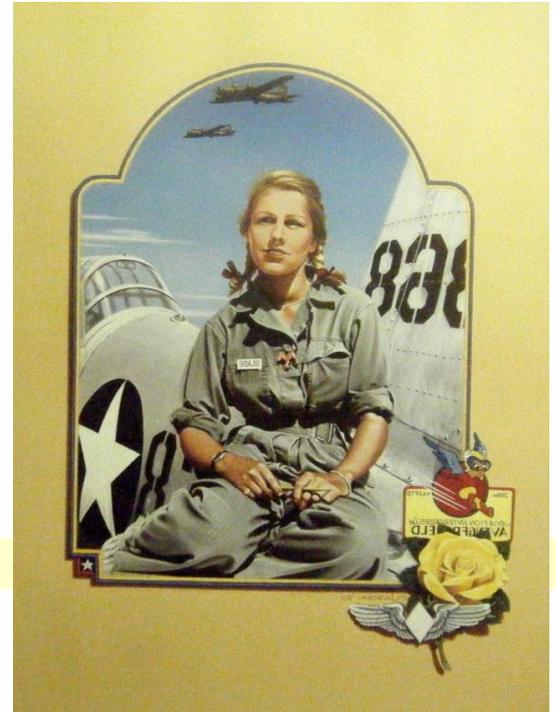
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Visit us on the Internet at: <https://chapters.eaa.org/ea64>. Send your photos, tips, stories, and files for sharing to Isaac Montague to post on the web page and to Al Bane for the newsletter. You can also post information on the Chapter's Facebook 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 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.