



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

June Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 3 May 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.

May Meeting Minutes

By **Lee Hartley, Secretary**

CALL TO ORDER:

Meeting called to order at 7:00 p.m. on 2 May 2022 by Mile Lotz, (Vice Pres). Meeting was held at the Flight Park Clubhouse, Millstadt, IL.

ROLL CALL:

Officers present: Mike Lotz (Vice Pres), 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.

ESTABLISH QUORUM:

We did not have quorum numbers again for this meeting.

COMMENTS FROM THE VICE PRESIDENT:

Mr. Lotz didn't have a lot to mention, but he did thank:

- Terry and Marsha Ernst for the dessert to go along with pizza that Mr. Lotz provided.
- Nathaniel Young and Jeremy Cox for signing up for the July and August dinners, respectively

He introduced tonight's visitors:

- Randy Brammer, a longtime member who is getting back into club activities
- Shad Bell, visiting from Centerburg, Ohio (north of Columbus). He is a corporate aircraft mechanic in charge of a Challenger 350 but is a Pietenpol enthusiast who is making a presentation as guest speaker tonight.

APPROVAL OF MINUTES:

The minutes received a 1st from Al Bane and a 2nd from Jim Schaefer. Approved.

SECRETARY'S REPORT:

By-laws report: Not enough present tonight to meet quorum. Based the number of paying members, we need 37 members in good standing to be in attendance.

Based on that announcement, the floor was opened to discussion on how to approach making these changes a reality.

- Mr. McDaniel suggested just making the changes, announce them, and see who disapproves.
- There was a mention, not motion, to change quorum limit to 25%
- Implementation of proxies and/or e-mail votes, online voting with sites such as SurveyMonkey

A motion was made by Mr. Lotz stating the following: "This is the bylaws that will be put into effect August 1st 2022 if there is no opposition so we can solve the ongoing problem of not being able to produce a quorum."

Jeremy Cox made 1st; I did not hear a 2nd. A vote was taken and approved by membership present.

The group talked about changing the quorum limit to 25% and changing the voting options. These options would be discussed with the board, recommendations made, and the "newer" proposed bylaws would be sent out for review. Hopefully, the new effective date will be August 1st, 2022.

TREASURER'S REPORT:

Paul stated that the report is in the newsletter.

OLD BUSINESS:

No new updates on The Balloon Glow/Race in Alton.

No other old business in the works.

NEW BUSINESS:**KYLE'S FUNDRAISER:**

First business is the discussion of the 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, Dupu, IL).

HANGAR PARKING:

A discussion was opened on the possibility of reordering the placement of aircraft in the hangar. It was presented that the Pietenpol has very limited options to get out and in with the placement of the Cub at the front of the hangar. There were some suggestions, but in the end, Mike stated that he would speak to the hangar residents about possible parking changes.

WARBIRDS OF AMERICA:

From Jeremy Cox: Mr. Cox made a simple but thorough presentation for Warbirds of America. He stated that the closest Warbirds of America chapter was located in Indianapolis, IN and the next closest is in Memphis, TN. Mr. Cox would like to have warbird club in the St. Louis area.

The Warbirds of America is separate chapter of EAA. It requires the same setup as a normal EAA chapter (officers, legal setup, membership and fees, etc.). He did say that membership fees in the Warbirds club is the same. He made the distinction that the Commemorative Air Force corporately owns their aircraft; Warbirds members own their own.

After the presentation, Mr. Lotz asked in motion form, if the chapter would allow use of the clubhouse and facility to host a new Warbirds of America club, but not being responsible for the operation of the club. Discussion following the motion did reveal that there are several warbird owners in the local area. The motion passed.

RC PROGRAM:

It was asked about getting the RC program going again at the club house. Mr. Bill Aanstad stated that Covid really messed up that program, and also that the Belleville RC Club meets on the same night as us so there is a conflict.

Along with Nathaniel Young, he brought up their visit to the Scott AFB Youth Center. Their visit was to promote RC flying to the members, and the possibility of introducing them to flight and aviation. He stated that there were about 17 or so kids at the meeting they had and that the advisor at the center was familiar with getting around aircraft. We just need to wait and see if the seeds grow.

Nathaniel mentioned to the group that he had passed the written examination (with several people chiming in "with a good score") and that he was planning his check ride for some time in July after he turns 17.

ELECTIONS:

At this time, brought up an important chapter issue - Fall Elections. It is normal procedure for all nominations to be in place in time for the October meeting with elections scheduled for the November meeting, with new officers taking office in December.

Mr. Lotz asked if there would be anyone interested in being on the nomination committee, to seek and ask members if they would be interested in holding office. After discussion, it was agreed that "anonymous" nominations could be sent to members of the nomination committee. At this time, there were no volunteers.

With a simple asking if any of the current officers would remain in place, I, as secretary mentioned that I would stay in place. However, the other officer positions will be open.

CHAPTER PHONE BOOK:

Larry Loiseau wanted to go back and discuss the publishing of a chapter phone book. I

addressed the issue and told the group that several emails had gone out chapter wide on this subject. The emails asked the members to verify the privacy status of their information (the release of email, phone, and address as directed by EAA National). Of the total sent out, about 125 names on the list, there was only about 15 people that responded. I told the group that based on my prior training, and personal beliefs, I could not in good faith publish this data.

There was discussion on the subject that basically condensed down to the following: Publish it, let the people know it is done, and then let them voice their opinions. I told them I could not do that because the data would already be in the open.

I did however, mention that when people join the club, they are allowed viewing rights to the Roster Management program that National EAA has given us. Mr. Visk also told the group that all that information is posted in the Roster Management program that everyone is able to view. With not many people knowing about it, we will get the information so members can log in and see the information.

DRILL PRESS:

Mr. Lotz brought up a question about the bench-top drill press that has been sitting on the clubhouse workbench since we opened. It appears to have gone missing, with no one knowing anything about it. Mr. Lotz made a motion to purchase another press for use with the 172 project. The motion was passed by the group.

MISC:

Ed Schertz was congratulated for his 50 years of service and the presentation of his two awards last week - The Wright Brother's Master Pilot award from Wings of Hope and the Charles Taylor Master Mechanic Award from the FAA.

Jeff Nelson mentioned a study at SLU concerning what happens in a pilot's head when they fly. He will send out information if anyone is interested in the study.

Jeremy Cox announced he was contacted to perform an appraisal on the FIRST Air Force One, a Lockheed EC-121 Super Constellation "Connie" aircraft, belonging to President Eisenhower. It is a 1948 model, costing about \$1million in 1948.

ACTIVITY REPORTS:

Young Eagles: Mr. McDaniel gave new updates and dates for more activity:

- May 7th. 25 - 30 Scouts are planned. Mr. McDaniel stated that there should be 3 - 7 planes/pilot combos and planning to fly from Flight Park. The Friday before will be the call date on cancellation and/or flight location change (possibly move to Downtown if needed). The usual time of 8:00 safety brief/9:00 flying starting.
- May 14th. Another 15 Scouts. Looking for some planes/pilot combos. Same operation notes as above.

There was a reminder that persons working in any youth program would need to update the

Youth Protection training and Background check. It was noted that most volunteers were getting close to, or over, their training dates.

Mr. McDaniel's last statement was that he, and the club, are still looking for a replacement Young Eagles Coordinator.

PROJECTS:

Mike Lotz's RV-6: Engine mount problem. Had to modify the motor mount and body to fit. He expects to be flying very soon.

Al Bane's Fly Baby: Al stated he is getting to last details, nearing covering. He is planning to use Oratex- you put it on and shrink it down. He also plans to be able to fly it this year.

Mike Brenner's Zodiac DS: His engine smoked out while flying; replaced with a new engine versus repairing. After shipping in a new engine, waiting for the mechanic to get over Covid and back issues, the mechanic decided he wasn't able to work it any longer, so the craft had to be moved. 2 years and waiting.... He hopes to have it ready within a couple of months.

C-172 Project: Terry Ernst was able to obtain a free STC for the tail wheel option. This STC is old enough to not be too specific, but it covers the serial number of our aircraft.

PRESENTER:

Mr. Shad Bell is tonight's special speaker. Mr. Bell is an A&P / IA that owns a Corvair powered Pietenpol and Baby Great Lakes from the Columbus Ohio area. He is a Pietenpol enthusiast that met Bob Miller at the annual Broadhead fly-in. He is in town on a business trip but was nice enough to stop by and show some pictures of multiple different fly-ins and several Pietenpol aircraft.

FUND RAISING:

Fundraising in general was brought up. After lead in discussion, Mr. Lotz did put it out to the group on if they would like to see a Pancake Breakfast fundraiser. The consent was to just come up with pick a date/event and schedule it.

As a result, our next fundraiser is a Pancake Breakfast, June 25, 2022, from 9 a.m. - 12:00 noon. Mr. Lotz stated he would procure the needed supplies.

To go along with the breakfast, it was brought up that someone needs to work on our grill to get it in proper order. Mr. Lotz stated that maybe a few of the members could come out and work it during the Young Eagles events.

Mr. McDaniel stated that there was only 28 days left in the Ercoupe raffle - \$50/per ticket or \$125/ for 3.

The winner of tonight's 50/50 drawing was able to take home \$42 (\$43 to chapter).

ADJOURNMENT:

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

ATTENTION CHAPTER MEMBERS

By Bob McDaniel

A young aviator's family needs our help. Kyle Leveling has been a long-time member of the AeroCareers Flying Club, flying our red and white Cessna 172. His 2-year-old son, Henry, has been diagnosed with Acute T-Cell Lymphoblastic Lymphoma and the community is hosting a large fundraiser/benefit to raise money for the family on June 16th with a live auction, a silent auction, a live band, food truck and other fun things going on throughout the day and evening.

You can follow little Henry's story on Facebook "Henry Leveling updates," at <https://www.facebook.com/Henry-Leveling-Updates-101489545851454>

Please consider donating a gift certificate, a basket, or anything toward this worthy cause. You can call Jeannie Thompson at 618-980-0235, email (jmt1516@hotmail.com) or mail any donations to 2238 IMBS Station Rd E. Carondelet IL 62240 or she will pick them up.

You can also go to https://www.gofundme.com/f/henry-leveling-medical-expenses?member=18188129&utm_campaign=p_cp+share-sheet&utm_medium=copy_link_all&utm_source=customer to make a cash donation.

I donated a 20-minute sightseeing flight for two for their auction. I'm sure you can find something to donate, too. Anything will be greatly appreciated. But, if you have nothing to give, please remember this young family in your prayers.



SUPPORT HENRY LEVELING

**PLEASE JOIN US FOR A
FUNDRAISER TO HELP THIS
SWEET LITTLE BOY
BEAT CANCER!**

**Triple Lakes Tavern
June 16th, 2022**

Henry's Story..

Please help us support this 2 year old little boy who was diagnosed with Autism in December and Acute T-Cell Lymphoblastic Lymphoma in March. Triple Lakes Tavern is honored to be hosting a fundraiser and benefit on June 16, 2022. All monies raised will be used to benefit and help support this family during this sudden unexpected diagnosis. Henry is the son of Kyle and Morgan Leveling (Webb) and grandson of Brian and Jeannie Thompson and Chris and Julie Leveling, all of Columbia. Henry is also a big brother to 5 month old sister, Ellie.

Saloonatics will be performing from 6pm to 9pm that evening and we will have a live auction, silent auction and more.

We are looking for donations, items, gift certificates, baskets, etc.. Donations can be dropped off at Triple Lakes Tavern, 8055 Triple Lakes Road, Dupu, IL 62239 or picked up by calling Shari (618) 781-0704, Beth (618) 920-5587 or Jeannie at (618) 980-0235.

You can also follow Henry's updates on the Facebook page, 'Henry Leveling Updates'. Thank you!

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
11 Jun	Flying Dutchman Pancake Fly/Drive In	8AM - 12PM	Belleville IL (2IL7)
11 Jun	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)
11-12 Jun	Spirit of St. Louis Airshow and STEM Expo		Spirit of St. Louis Airport (SUS)
16 Jun	Henry Leveling Fund Raiser		Triple Lakes Tavern
25 Jun	EAA Chapter 64 Pancake Fly/Drive In	9AM - 12PM	Flight Park (1IL4)
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)

New Pilots Kaitlyn (KC) Robinson and Cody Jackson Fly Young Eagles

Having received their Private Pilot Licenses just this year, KC and Cody are already giving back by introducing kids to aviation by flying Young Eagles as pilot in command. KC flew her first Young Eagles on 7 May and Cody flew his on 14 May. Both used the AeroCareers Cessna Skyhawk. We hope to have a more extensive write up next month with more details, quotes, photos, etc. and trying to get something published in Sport Aviation magazine.

Way to go KC and Cody!



80 Years Ago This Week - The Battle of Midway



Eighty years ago this week in June 1942, the United States lost 36 shore based and 144 carrier aircraft at the Battle of Midway including an entire squadron of Douglas TBD-1, "Devastator" Torpedo Bombers (Torpedo Squadron 8). Only one person in the squadron survived the attack, Ensign George Gay who was rescued the next day. Although the entire squadron was wiped out, their sacrifice, along with many other heroic acts by our servicemen on land, sea and air, allowed our Douglas SBD "Dauntless" Dive Bombers to finish the job, sinking all four Japanese carriers. This devastating defeat of the Japanese navy marked the turning point of the war with Japan.



*Fly-in **or** drive-in*
PANCAKE
BREAKFAST

FLYING DUTCHMAN AIRPORT (2IL7)

BELLEVILLE, IL

(hwy 15 across from
Taylor Chrysler/Jeep).

Saturday, June 11, 2022 @ 8am-noon



**\$7 all-u-can eat
pancakes**

Unicom 122.9
RW 9 right pattern
RW 27 left pattern





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

Pilot's Tip of the Week

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

Landing at Unfamiliar Airfields

Featuring Bob Martens

"I went to a small airport new to me and couldn't find a windsock when I flew overhead. The airport had no AWOS, and the uncertainty made me uncomfortable on landing. It worked out, but how should I have handled this?"
— Anonymous

Bob:

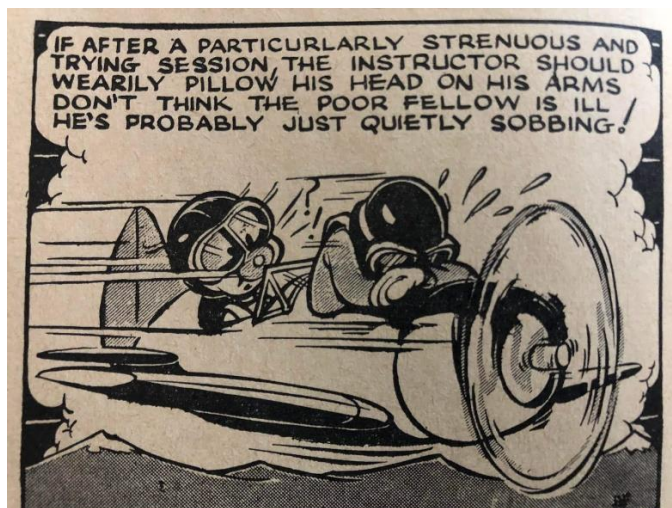
"I hate to be overly simplistic, but we can really treat this landing just as we do all our landings if we're properly prepared.

First of all, have we done our planning? If we did, we should certainly have a general idea of what winds to expect at our landing site.

What was the wind doing to you as you approached the field? What is it doing to the trees, smoke, etc.?

Why not plan on doing a low approach to the field to familiarize yourself with conditions if you are at all unsure?

Most of all fly the airplane. If you fly a precise pattern, you will know how the wind is impacting you and respond accordingly. If at any time you are uncomfortable with conditions, go around."



Another Pilot's Tip of the Week

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

Which Airspeed for ATC

Featuring John Krug

“When ATC asks me for my speed, how should I respond? Indicated airspeed or groundspeed, and in miles per hour or knots?” – Cecil G.

John:

“There are many kinds of speed: indicated airspeed (IAS), calibrated airspeed (CAS), true airspeed (TAS), groundspeed (GS), and even Mach number. Each value has significance to pilots.

But there’s only one speed that the controller is interested in: Indicated Airspeed in knots.

That is because the controller is sequencing airplanes in the same air mass. Every aircraft is subject to the same effects of wind and density altitude. It’s the relative speed difference that the controller needs to sequence aircraft. So don’t try to compensate for altitude or temperature or wind.

Indicated airspeed is what we read on the airspeed indicator. In many older airplanes built before the mid ‘70s, the airspeed indicator may be marked in miles per hour. In this case, you’ll have to do a quick conversion to give the controller the speed in knots. Some indicators have an inner ring marked in knots.

But if your passenger asks how fast you’re going, feel free to pick true airspeed, which is higher, or groundspeed if you’ve got a great tailwind. And round up to mph. We all like to brag a little about our speed.”



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:

President: Dennis Engelkenjohn mushface1@gmail.com

Vice President: Mike Lotz cnmlotz@sbcglobal.net

Secretary: Lee Hartley EAACh64Secretary@gmail.com

Treasurer: Paul Visk ppaulvsk@gmail.com

Young Eagles: Bob McDaniel dusterpilot@charter.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 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.