



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

January Meeting: There will not be a regular EAA Chapter 64 monthly meeting in January 2023. In lieu of our regular meeting, you are invited to attend our annual holiday party on Friday, January 2023. See details below.



**Please Join Us for Chapter 64's Annual
Holiday Party!!
January 21, 2023**



Date: Saturday, January 21, 2023

Time: 6:00 Social (Quail Club cash bar open), Dinner served at 7:00 (catered by Roy-El Catering)

Location: The Quail Club, 8303 Concordia Rd, Belleville, IL 62223

Menu: Buffet including Smoked Sliced Beef, Marinated Chicken Breast, Apple Wood Roasted Red Potatoes, Garden Salad, Green Beans, Home Style Apple Sauce, Fresh Dinner Rolls/Butter, Tea/Water, Chocolate Cake

Cost: \$30 per person, pay at the event.

Speaker: Ed Schertz. Come hear and see Ed's presentation about his many adventures over the years with Wings of Hope.

It is important to get an accurate head count for the caterer. Please RSVP to Al Bane (adb7@att.net or text to 618-975-5707) no later than January 6, 2023 if you have not already done so.

Also, there was a question about having a silent auction this year. If there is enough interest, we can certainly do that. Let me know if you have any items to donate. Good chance to regift some of those Christmas presents you might not be able to use!

December Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order a little after 7:00 p.m. on Tuesday, December 6, 2022, by Mike Lotz (acting VP). Meeting was held at the Flight Park Clubhouse, Millstadt, IL.

ROLL CALL:

Officers present: Mike Lotz (acting VP), Paul Visk (Treas.) and Lee Hartley (Sec.). Club house had around 17-18 people present at the start of the meeting. We did not operate Zoom tonight.

ESTABLISH QUORUM:

We did not meet quorum numbers for tonight.

COMMENTS FROM THE VICE-PRESIDENT:

Mr. Lotz opened with news that Dennis Engelkenjohn was able to receive his 2022 Member of the Year Award prior to his passing.

There were no visitors for tonight.

APPROVAL OF MINUTES:

Mike asked for a motion to accept last month's meeting minutes was made by Jeremy Cox, accepted by voice vote.

SECRETARY'S REPORT:

No Secretary report this month.

TREASURER'S REPORT:

Mike Lotz made the motion to accept the Treasurer's report. Al Bane made second and vote passed by vote.

OLD BUSINESS:

LIGHT SPORT SYMPOSIUM:

February 25, 2023 (last Saturday in February). Mr. McDaniel to find out who will be the lead on our meal fundraiser crew. He needs to get information on menu and prices so that advertising can start. The activity will be at the Granite City SWIC Campus.

CHILI COOK-OFF; FUNDRAISERS:

We did not discuss the fundraiser tonight. (Secretary's note: We have passed our projected October time frame. A new event should be planned.) Jeremy Cox did mention that as a 503C organization, we should be able to accept donations from individuals, and we should take advantage of this fact.

DENNIS ENGELKENJOHN'S AIRCRAFT DONATION:

The chapter has not proceeded on this activity in order to give the family time to adjust to the

loss of Dennis.

LIFETIME MEMBER OF PAST PRESIDENTS:

Mike Lotz brought up this subject last month and it was tabled. When discussion was started, Mr. Frank Dressel made a comment that most clubs have higher dues than us and making a person a Lifetime Member may not give us a person who will have the chapter at heart.

Mr. Cox started discussions about the chapter's financial status and the benefits or downfalls of this move. Mr. Karr made to observation that making a person a Lifetime/Honorary Member could be construed as compensation, which may be illegal.

Mr. Lotz changed his motion of last month to adding Dennis as an Honorary Lifetime Member. The question he had was "Is there a difference between the Honorary and a Lifetime Member?" The Secretary read the By-laws that stated the difference between the two. The vote to accept Dennis as an Honorary Member passed.

DONATED SODA MACHINE:

The group was asked if someone would be interested in working on the donated soda machine as far as reprogramming for current sale price. There were no vocal takers at this meeting. A question was raised concern was what the operating cost of the machine would be if we were to start paying for electricity.

HOLIDAY PARTY:

Mr. Bane stated that he had contacted Belle Court but there was only one night available in January. His next location was the St. Clair Quail Club. The Waterloo Country Club was also mentioned. The Secretary will send out a mass mailing to determine interest and start getting a head count.

STANDING COMMITTEES:

Last month, Mr. Karr brought up the issue of the "standing committees". Mike Lotz volunteered for Facilities and Kent Schmidt volunteered for the Finance Committee. There was some discussion on whether or not an officer can also be on a standing committee. After some interesting discussion and no answers, the topic was tabled, and the meeting moved on.

SCHOLARSHIP SELECTION:

The members present was given the chance to select which scholarship option the group would accept. Last month, the options were presented but the vote was tabled. As a recap, these are the options:

- 2 scholarships at a 50/50 matching contribution level (total outgoing, \$10,000)

- 1 scholarship at a 50/50 matching contribution (total outgoing, \$5,000)

- 1 scholarship at a \$10,000, zero output contribution (EAA full ride). This particular scholarship we may or may not get, based on our past winnings.)

Mr. McDaniel thinks that 2, maybe 3 good candidates are in our group/Aero Careers group. One of those that quickly came to mind is a 16-year-old who started flying the last couple of months,

another 16-year-old who attended a presentation at the Career Center of Southern Illinois who also showed great interest, and possibly a third candidate.

If the chapter accepts the 2-scholarship option, and is granted an award for each, Mr. McDaniel stated that Aero Careers will provide \$5,000 for one of them.

After the review of the options, Mr. Frank Dressel made the motion to submit for the 2-scholarship option and the motion was seconded by Mike Lotz. The motion passed a voice vote. The result will be forwarded to EAA National by the end of December, and the start of the season will be in March. Mr. McDaniel stated that there are 3 possible candidates.

NEW BUSINESS:

No real new business was started this meeting.

ACTIVITY REPORTS:

Young Eagles:

Reported by James McGhee: There are (3) groups scheduled for the Spring of 2023. These are one in May (confirmed) and the other two have not set a date. The Young Eagle credit money will be spent by the end of the month.

Aero Careers:

N142LC LancAir Updates:

- Nose gear assembly has been installed.
- The prop has arrived and should be installed in the near future.
- Engine work will be starting shortly the prop is on.

PROJECTS:

We did not discuss any projects tonight.

EVENTS:

No new events were discussed.

GUEST SPEAKER:

No guest speaker tonight.

FUND RAISING:

The winner of tonight's 50/50 drawing, Bob McDaniel, donated his \$15 winnings back to the club.

ADJOURNMENT:

The gathering was adjourned a little past 8:10 pm.

2023 Calendar of Events

Date	Event	Time	Location
21 Jan	Annual Holiday Party	6PM	Quail Club
7 Feb	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
25 Feb	Ultralight and Light Sport Aviation Safety Symposium	8AM	SWIC Granite City Campus
7 Mar	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
28 Mar - 2 Apr	Sun N Fun Aerospace Expo		Lakeland, Florida
4 Apr	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
2 May	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
6 Jun	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
4 Jul	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
24-30 Jul	EAA AirVenture		Oshkosh, WI
1 Aug	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
5 Sep	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
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)



Monthly Chapter Meeting Food Schedule

It's time to schedule 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 Treasurer Don Karr to ensure you are reimbursed.

January	Party
February	?
March	?
April	?
May	Al Bane
June	?
July	?
August	?
September	?
October	?
November	?
December	?

Homebuilders Week - Online Event Starts January 23

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

Homebuilders Week Schedule

January 23 - 27, 2023

All Time Central

www.EAA.org/HomebuildersWeek

CST	Monday 1/23/2023	Tuesday 1/24/2023	Wednesday 1/25/2023	Thursday 1/26/2023	Friday 1/27/2023
11:30-12:45	Building an Aircraft: What You Need to Know- Charlie Becker	Composite Construction Basics- Mark Forss	Top Five Project Killers- Lisa Turner	EAA's Homebuilt Movement: Past Accomplishments and Future Opportunities -Jack Pelton & Charlie Becker	Amatuer Built Aircraft Certification Process-Joe Norris
1:00-2:15	Wiring Basics - Dick Koehler	Buying a Used Homebuilt- Vic Syracuse	Flight Testing Basics-Gary Baker	Lycoming Engine Installation - Dave Prizio	Working with Wood 101- John Egan
2:30-3:45	TIG Welding-Charlie Becker & Earl Luce	The REAL Culprit in HB Accidents- Ron Wanttaja	Zenith Aircraft Kits & Plans- Sebastien Heintz	Panel Planning-Stein Bruch	Advocacy Update: MOSAIC, Fuels & More - Tom Charpentier & Rob Hackman
4:00-5:15	Sonex Aircraft & AeroConversions Products- Mark Schaible	Fabric Covering Basics - Mark Forss	Advanced Flight Systems- Rob Hickman	Garmin Experimental Avionics Solutions- Brad Brensing	Plans Built Aircraft: The Affordable Option-Tim Hoversten
5:30-6:45	Sheet Metal Basics - Mark Forss	Dynon Avionics-Michael Schofield	Gas Welding -Budd Davisson	Choosing Wheels & Brakes- George Happ	Van's New High-Wing RV-15-Greg Hughes
7:00-8:15	Kit Selection - Paul Dye	Van's RV Aircraft Kits-Greg Hughes	Finding an Engine for Your Homebuilt-Mike Busch	Painting Your Plane: DIY or Use an Expert?-Craig Barnett & Ken Reese	Maintenance Horror Stories - Vic Syracuse

To sign up, visit:

www.EAA.org/HomebuildersWeek

AeroCareers Raffle for Piper J-3 Cub

501 c3 Not-for-Profit fundraiser for a 1947 Piper J3C-65 Cub Trainer N78416, S/N 23157, low time Cub with only 2100 Hrs. or \$25,000.00 cash prize. Restoration completed in August 2022 includes recovering with Stewart Fabric Systems STC and installation of a Continental 85 horsepower engine, 0 SMOH, and a McCauley metal climb prop, 0 SPOH. New floor, seats, cushions, and seat belts. New instruments and compass. Raffle supports AeroCareers, NFP air & space career education and mentoring. \$50 per ticket or 3 for \$125. Tickets and more info: <https://rafflecreator.com/.../aerocareers-piper-cub-raffle>



Pilot's Tip of the Week

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

The RON Mentality

Featuring Tom Turner

"Local go/no-go decisions are easy. How can I boost my confidence when I'm debating a cross-country flight, especially one that crosses areas of differing weather or with a return several hours later?" — Cassidy M.

Tom:

"The best thing you can do to increase confidence when flying away from home is to plan for staying away overnight. Weather, a mechanical issue, a fuel truck breakdown or pilot fatigue can all delay your return. The more you fly the more often you'll face no-go decisions away from home.

When you fly cross-country, even if you intend to return the same day, take a small RON kit—for Remain Over Night. Toothbrush and shaving kit, medications if you need them, perhaps a change of clothes, and a credit card for food, lodging and ground transportation. Having these things with you puts you in the RON Mentality. It makes it easier to choose "stay" if the situation requires.



If you absolutely need to return the same day for the school play or an anniversary dinner, don't fly in the first place. If you absolutely must be at a remote location and can't get there except by personal airplane, get family buy-in to the possibility you might not make it back in time. Or don't fly. Maybe you need to fly out a day early or return early to take advantage of weather. Plan for it. Having a deadline infects you with the dreaded get-home-itis that is a factor in many aircraft accidents. External business or family stress encourages us to make bad decisions.

The planets may align, and you get to destination on time, then are able to fly safely home on schedule. Great! But always plan for the possibility you'll be stuck away from home for several hours, overnight or in extreme cases even longer. Manage your family, customer and coworker expectations ahead of time. And take along what you'll need in case you have to remain overnight. All this will boost your confidence in flying cross-country, because you're in the RON Mentality."

Another Pilot's Tip of the Week

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

Avoiding “Flap Sink”

Featuring Catherine Cavagnaro

"I just earned my private pilot certificate last month and my mom volunteered to be my first passenger. But when I retracted the flaps at 500 feet AGL in my DA40, the sinking feeling made her nervous. Should I work on my technique or encourage her to get used to it?" – Beck C.

Catherine: As an FAA examiner, I know exactly what you're describing as I regularly experience the same sensation on practical exams. The good news is that we can smooth out your technique, so those accelerations won't happen. But first, let's explore why you're accelerating downward in the first place.

In most of our flying, say at cruise or constant velocity climb or descent, you don't feel pulled in any direction because all the forces are in balance. That feeling of being in free fall happens when something causes an imbalance. On any given day, the lift generated by your aircraft is proportional to the square of the velocity times the absolute angle of attack.



I know that unpacking math formulas can be painful—but trust me, this one is worth the effort. By retracting your flaps, the angle of attack decreases, so that sudden loss of lift makes you accelerate toward the earth. The key here is to *increase the velocity at the same time* to compensate for that smaller angle of attack.

You may wonder how this is gonna help since by pushing forward on the stick to increase airspeed, you're also lowering the angle of attack even more. Yeah, that's true. But let's take another look at that formula above. The velocity is *squared* in that expression, so that means it has a larger impact on lift than angle of attack does.

So how can we apply this information to retracting flaps? Start by getting some practice at altitude alone or with an instructor. Set up your takeoff flap setting and climb speed and then try retracting your flaps. To maintain constant lift, push the stick forward slightly before and during the flap retraction. You probably won't get it right the first time or two, but don't worry. You'll soon get the timing of the forward stick pressure just right. And that sinking feeling—for you and your mom—will be a thing of the past.”

EAA Chapter 64 Treasurers Report for January 2023

By Don Karr, Treasurer

Due to the construction of the clubhouse, etc being essentially complete, the hangar checking account has been closed and funds transferred to the general checking account.

As of January 1, 2023

Checking Account balance.	\$2720.10
Pending transfer of Edward Jones Funds	\$2000.00

Total	\$4720.10
Young Eagle Payments re-imburement	\$1162.32
January 2023 Hangar Lease	\$478.04
EAA Chapter Renewal	\$1525.00
Aircraft Parts For Cessna 172 Project	\$448.20
AeroCareers	\$135.63

Total Payments Due	\$3749.19
Balance	\$ 970.91



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/>

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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 (1IL4) is located 4 miles SW of Millstadt at 5949 Bohleystown 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 Bohleystown 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 Bohleystown Rd—the Farmers Inn will be on your left. Turn right onto Bohleystown 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 Bohleystown 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.