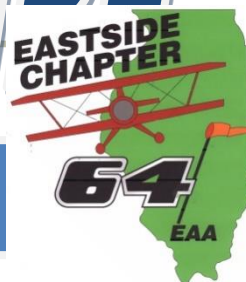




The FLYING WIRE

The Newsletter of EAA Chapter 64

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



September Meeting: The next EAA Chapter 64 meeting will be held on Tuesday, 5 September 2023 at the Chapter Hangar/Clubhouse on the MILLSTADT FLIGHT PARK AIRPORT (1IL4). See last page of the newsletter for directions. Food (see below) will be served at 6:00 followed by the meeting at 7:00.

August Meeting Minutes

By Diane Earhart (filling in for Lee Hartley, Secretary)

EAA 64 meeting minutes August 1, 2023

Board members present: James McGhee, Don Karr, Kent Schmidt

Board member absent: Lee Hartley

Members present: 17

Guests present: 2

James called the meeting to order at 7:02.

Announcements and Information:

- No volunteers as yet to fill the role of President.
- No secretary's report.
- General clean up of the hangar continues.
- Thanks to Al Bane for the excellent job on the Flying Wire.
- Thanks to Diane Earhart for providing the meal.

Minutes of July meeting:

Minutes were reproduced in The Flying Wire. One correction is Bob Miller, not Bob McDaniel, is working with the Strength in Mentoring group. Motion to approve minutes as corrected made by John Schaefer, seconded by Bob Miller. Unanimously approved.

Secretary's Report:

Lee is still traveling, therefore, no report.

Treasurer's Report:

Report is as included in the Flying Wire. Additional comments: There is no information on current balance in Edward Jones account; still working on updating names and signatures on the account. Boeing is giving funds--donations keep coming--unsure what is the source. End

of the month club balance is about \$11,000. Diana Votaw is moving her J-3 out of the hangar, and there is no one currently on the waiting list for hangar space.

T-shirt update:

Diane Earhart has received t-shirts and are available for \$10 each. More can be ordered as necessary. Money will go directly to Diane until the payment is covered; excess will go to Chapter. Any t-shirts not sold to Chapter members may be used as fundraisers at future events. Meanwhile, James has made an order for a polo from United-Ink.com. They have the logo on file, and anyone can buy his/her own apparel as desired. United Ink is located in Belleville off Frank Scott Parkway near highway 15 by East High School. (It is or was also the archery place.) They can do embroidered shirts or printed shirts. (James modeled a printed polo.)

Scholarship update:

Mia Petruso reported she is working on cross countries and training is going well. Diane reported Mia is doing great. Mia will take her written this month. Bob McDaniel reported the second 2023 scholar Lillian Averbek has been approved from EAA Headquarters, but HQ has been a little backed up due to Oshkosh and will send funds soon. Lilli has been flying with Rich Hehmann and is about halfway to solo.

Visitors:

Ryan Thompson, Belleville, has been communicating with Diane about flight training and is looking into a sport license.

Chris Bohner, holds SEL and SES and had interesting anecdotes about his previous Champ on floats. He is retired railroad, former locomotive engineer.

Project updates:

Frank Dressel gave a report on his RV14A (tricycle). Kent cut the battery box. Frank needs a welder and is looking for an O₂ sensor. The airplane is in Paul Voorhees's hangar, which is a long commute, so Frank will be moving it back to his garage soon.

Young Eagles:

August 19, 6-20 kids expected. James will provide a link for more information and to sign up.

Fundraisers:

Lengthy discussion took place regarding the date for possible chili fly in or pancake fly in. Decision made for a pancake drive-in/fly-in on September 23.

Other:

- Light Sport Symposium will be February 24, 2024, in Granite City on SWIC campus (same as last February). The administrator who worked with us last year is retiring after 20 years. Bob McDaniel would like input for suggested speakers, topics, and sponsors.
- Several members went to Oshkosh. James again worked in the tower and bragged about a ride in the P51 Old Crow, a Cirrus Vision Jet, and a Breezy. Congratulations to

James for being awarded the Manager of the Year award. There was conversation about the two accidents, and James stated the LSA pattern and helicopter pattern are not tower controlled. The chapter Adirondack chairs will go to the blue barn, and if Chapter64 wants to create one, Kent will print one up. Bob Miller shared pictures of the Pietenpol fly-in at Brodhead. Oshkosh attendance was a record with 677,000, more than 10,000 aircraft with 21,883 operations, and over 13,000 campsites.

- 50/50 was won by Bob McDaniel, who indicated the \$28 would be going to AeroCareers.
- There are openings for November and December for a member to provide food for the meeting. Please consider sharing your culinary (or purchasing) skill with your fellow members. (The chapter reimburses.) Contact Al Bane to volunteer.

Motion to adjourn at 8:15 was made by Kent Schmidt, seconded by Frank Dressel.

Minutes respectfully submitted by



Diane Earhart

Monthly Chapter Meeting Food Schedule

There are still two open months for 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 the Chapter Treasurer to ensure you are reimbursed.

January	Party
February	Paul Visk
March	Diane Earhart
April	Diane Earhart
May	John and Liz Schaefer
June	Diane Earhart
July	Al Bane
August	Diane Earhart
September	Bob McDaniel
October	Mia Petruso/Diane Earhart
November	?
December	?

2023 Calendar of Events

Date	Event	Time	Location
5 Sep	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
7-9 Sep	Midwest LSA Expo		Mount Vernon IL (MVN)
15-16 Sep	Zenith Aircraft Homecoming: Open Hangar Days and Fly-In		Mexico MO (KMYJ)
16 Sep	Sackman Field Airport Open House and Fly In		Columbia IL (IL91)
23 Sep	EAA Chapter 64 Pancake Fly/Drive In	9AM - 12PM	Millstadt Flight Park (1IL4)
30 Sep - 1 Oct	St. Louis Regional Airport Wings-N-Wheels Fly In and Car Show	9AM - 2PM	Alton IL (KALN)
30 Sep	EAA Chapter 770 Wings and Wheels	11AM - 3PM	Springfield IL (KSPI)
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)

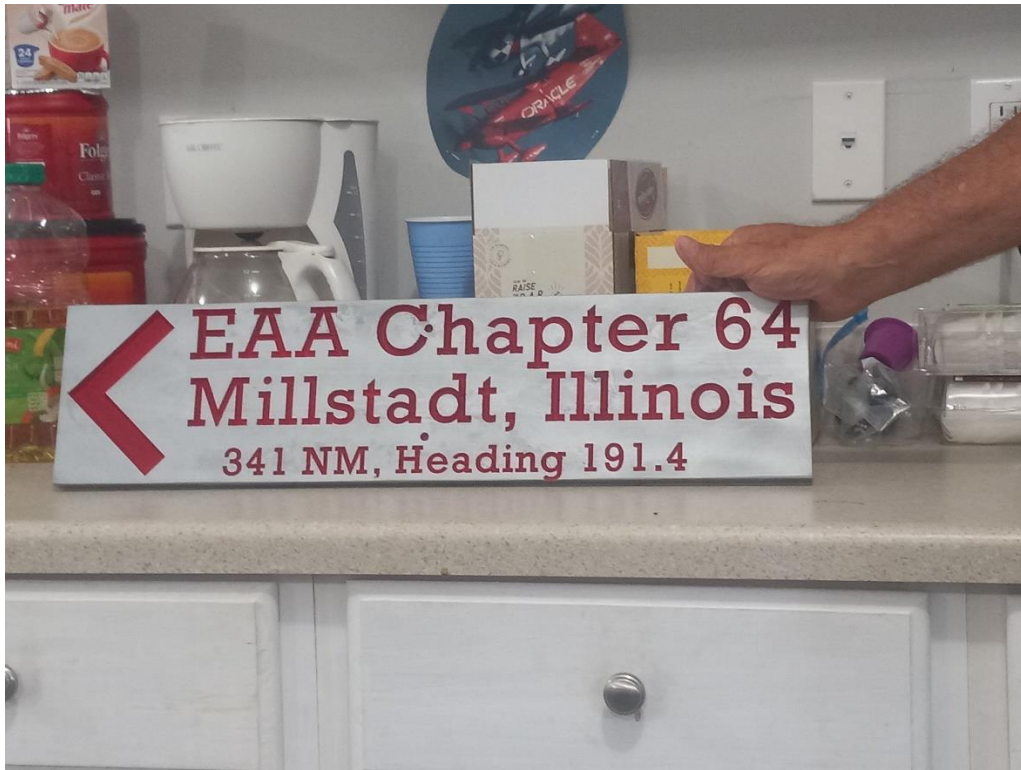
Send notice of events to Al Bane (adb7@att.net)



Photos



Mia Petruso getting some hands-on maintenance experience.



New paint for AeroCareers N123AC



Pietenpol project moved from the Schaefer's garage to Al Bane's garage. This is the project that Dennis Engelkenjon donated to Chapter 64.



I took the Corvair motor to Brodhead and after consulting with William Wynne, I decided to go ahead and use it on the Pietenpol project.

John Schaefer and his brother Jim continue to make progress on the Corben Junior Ace and the Sopwith Camel projects.







Pilot's Tip of the Week

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

Forced Landing Priorities

Featuring Bob Martens

"I had an engine failure on downwind. I spent too much time trying to restart the engine and ended up in a plowed cornfield instead of on the runway. To my credit, once I realized I blew it, I concentrated on landing the airplane. But I forgot to block the door open, tighten my seatbelt, kill the master, and shut off the fuel. I broadcast on UNICOM, but nobody paid attention because I didn't say 'Mayday.' I walked away unscratched, but the airplane was eventually totaled. At what point is it useless to try and restart the engine?" – Fred R.

Bob:

“Always insightful to hear from one who’s been there. Yes, there is certainly a point where you must stop trying to restart your failed engine and prepare for the landing. (Notice I didn’t say ‘crash.’)”

There are certain priorities in every emergency. For engine failure, **aircraft control and proper airspeed management are your priorities**. As conditions permit, running a checklist to attempt restart will come into play.

Finding a safe landing area is also crucial. Hopefully, with an engine failure on downwind, we can still make it safely back to the runway. Keep that downwind leg tight enough to make that happen.

Once committed to a landing, getting the door opened and fuel shut off are very important. Removing ignition sources would also be helpful. Mayday calls would certainly enhance your rescue prospects as would a transponder change—but these items should not in any way compromise your aircraft control.

Sounds to me like you handled your situation in a safe manner with good priorities to prepare for the landing. Practice makes perfect since, during the real thing, you only get one shot at it.”



Another Pilot's Tip of the Week

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

Partial Power Loss

Featuring Wally Moran

"Do you have any tips for a partial power loss in flight? I just read that's more common than total power loss, but I've never practiced it." –Tim R.

Wally:

"Well, I guess we can say at least that a partial power loss is better than a total power loss. At least we have a few more options.

My first thought is to undo whatever it was that you most recently did. If you just switched fuel tanks, switch back. If you just leaned, enrich the mixture ... you get the idea. The next step is to try all the troubleshooting items on your engine failure checklist. You need to develop a flow pattern that covers all the items. This is not the time to start looking for the checklist. These items must be in long-term memory.



Remember as you lose power the nose will drop as the airplane wants to maintain its trim speed, so you need to start applying back pressure on the elevator and begin slowing to best glide speed. Don't give away a bunch of altitude while you are doing your checking. Altitude means options and at a time like this, options are good.

If you have been playing the *what if* game, you already know what direction the nearest airport is, so turn in that direction as you are troubleshooting and trimming. If you are not always thinking about where you would go if you developed an engine problem, you are not doing your job as PIC.

If you can't solve your problem, hold your altitude until the airplane slows to best glide speed and see if you have enough power to maintain altitude. If so, limp along to the nearest airport. Even a little bit of power will extend your glide significantly, so maintain best glide and conserve as much altitude as possible. Of course, that engine could quit at any time, so as you progress, keep picking out forced landing possibilities.

Arrive over your airport as high as you can, then maneuver to set yourself up for a normal pattern with a downwind leg at approximately 1000 feet above field elevation. Now if you have previously practiced power-off landings from this position you are in good shape. Be careful

not to get too high and fast on the approach, but also remember that once you close that throttle, you may not get any power back.

Naturally, getting help from ATC and declaring an emergency, time permitting, is helpful; but most of the work is up to you.

So, in summary, know your flow pattern for troubleshooting your engine problems, maintain situational awareness, be able to trim and fly your aircraft at best glide speed and practice power-off landings from the downwind leg. Doing these things will significantly improve your odds of a safe landing.”

Thur. - Sat. Sept. 7-9, 2023
Mt. Vernon Outland Airport, Mt. Vernon, Illinois

FREE:
Admission
Camping
Parking

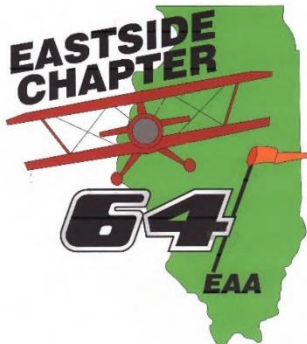
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And AGAIN in 2023.
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Exhibits, Demonstrations & Exhibitions
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NEW Daily Demo Derby



Fly-In / Drive-In

Pancake Breakfast



SEPTEMBER 23, 2023
9 a.m. to NOON

\$8.00
 Pancakes, Sausage
 Coffee & Orange Juice

**Come support our Ray Aviation Scholarship winners
 and other EAA Chapter 64 educational opportunities**

Visit our EAA Chapter Clubhouse & Workshop

See aircraft under construction – Talk to the builders
 Learn about our youth aviation programs and activities



DRIVE IN

4 miles south of Millstadt, Illinois
 at 5941 Bohleysville Road, Millstadt, IL 62260
 From Route 158: Drive 1-3/4 miles south on Roenicke
 Road, then turn right on Bohleysville Road. The gravel
 airport entrance is ¼ mile ahead on the left.

FLY IN

Millstadt Flight Park (ID: 1IL4)
 N38°25.12' / W90°07.87'
 CTAF: 122.9 (Call "Flight Park Traffic")
NOISE SENSITIVE AREA: Avoid overflight of all homes!
 See 1il4.com for airport information.

Friday - Saturday, Sep 15-16, 2023

Zenith Aircraft Homecoming: Open Hangar Days and Fly-In

**Mexico Memorial Airport (KMYJ)
Mexico, MO**



Join us for Zenith Aircraft Company's annual Homecoming Open Hangar Days and Builder Fly-In at the kit airplane factory in Mexico, Missouri. This will be Zenith Aircraft's 32nd annual event and promises to be another activity-packed gathering of Zenith builders, owners and enthusiasts, with two full days of educational and fun activities! Plan to spend a couple of days at the Homecoming! All aviation enthusiasts, and especially builders and owners of Zenith Aircraft kit planes, are invited to fly or drive in. Starting on Friday September 15, a number of educational workshops and seminars are scheduled, including engine and avionics seminars, and maintenance and building workshops. Join us for the informal Zenith banquet dinner outdoors on the Zenith Aircraft ramp with the planes, with some great guests and door prizes! on Friday evening, and for an outdoor BBQ dinner on Saturday evening! Check out the planes, tour the kit airplane factory, meet with fellow Zenith builders, flyers and enthusiasts, gain hands-on aircraft building experience, see STOL flying demos, and more! 2022 highlights video: <https://bit.ly/43vsNki> Details Schedule coming soon: Check out last year's event: <https://bit.ly/zen22-homecoming>



Columbia Airport
OPEN HOUSE
Fly-In & Drive-In

*Food,
Airplanes,
Classic Cars,
Motorcycles*

Saturday, September 16, 2023*
9 AM - 4 PM

Sackman Field Airport
11563 Bluff Rd.
Columbia, IL 62236

*Rain/Wind Date: September 17, 2023

Fly-in: Sackman Field (IL91)

CTAF 122.9
2450' X 150' Grass
Elevation 420'

Right Traffic Runway 21
Left Traffic Runway 03

Primitive fly-in camping is available Friday, Sep. 15
Campers please RSVP to sw317@hotmail.com

27th ANNUAL FLY-IN

WINGS-N-WHEELS

St. Louis Regional Airport

Saturday September 30 and Sunday, October 1



SATURDAY

SEPTEMBER 30TH

9 am to 2 pm

- Walk the Tarmac and Tour the Planes
- Speed Demons Car Show (\$20 Registration Fee)
- Live Music by Cruise Control
- Food
- KIDS Zone: Bounce Houses, Activities, and Barrel Car Rides



SUNDAY

OCTOBER 1ST

9 am to 2 pm

- Free Flights For Youth Ages 8-17
- Bethalto's Farmers Market
- Food Trucks
- Artisans and Vendors
- KIDS Zone: Bounce houses, Activities, and Barrel Car Rides



Fun For the Whole Family • Spectators Free

St. Louis Regional Airport
Highway 111
East Alton, IL 62024

For information visit
bethaltochamber.com/eaafly-in
618-259-2531



11am - 3pm • Sept 30, 2023 • Abraham Lincoln Capital Airport
Special AV gas discount @ KSPI for fly in!


 Chapter 770 presents

Wings & Wheels

CAR SHOW & FLY IN



Burgers or hotdog, sides, and drink for \$10 benefiting

 Aviation Scholarship

Free entry for participants and spectators

No outside food or alcohol permitted



EAA Chapter 64 Treasurers Report for August 2023

By Don Karr, Treasurer

Treasurer's Report August 31, 2023

	<u>Deposits</u>	<u>Withdrawals</u>	<u>Balance</u>	<u>Date</u>
General Checking Account Balance			\$ 11,100.19	7/27/2023
Jeffrey Nelson Membership	\$ 30.00		\$ 11,130.19	
Blackbaud Giving Fund From Boeing	\$ 50.00		\$ 11,180.19	
August 1,2023 Monthly Meeting				
50/50	\$ 28.00		\$ 11,208.19	
Food Income	\$ 105.00		\$ 11,313.19	
Hangar Rent - DianaVotaw	\$ 130.00		\$ 11,443.19	
Hangar Rent - Matt York	\$ 130.00		\$ 11,573.19	
Hangar Rent - David Phipps	\$ 130.00		\$ 11,703.19	
Hangar Payment to Gene Stumpf		\$ 478.05	\$ 11,225.14	
Terry Ernst - Project 172 Aircraft Parts		\$ 86.00	\$ 11,139.14	
Diane Earhart - Mia Petruso CFI Fees for July, 2023		\$ 678.20	\$ 10,460.94	
EAA Scholarship for Averbeck	\$ 3,300.00		\$ 13,760.94	
AeroCareers Aircraft Rental July, 2023 for Averbeck and Petruso		\$ 1,104.00	\$ 12,656.94	8/22/2023
Petty Cash Balance				
Petty Cash Balance			\$ 138.90	7/27/2023
No Change			\$ 138.90	8/22/2023
Edward Jones Investment Account			\$ 46,858.00	8/24/2023



Fly Market

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

For Sale: Karen Engelkenjohn would like to sell Dennis's Lincoln TIG 175 Square Wave welder. She is asking \$1,000. Email Karen if you are interested. kengelkenjohn@gmail.com



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/>

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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 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.