



# The FLYING WIRE

The Newsletter of EAA Chapter 64

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

**August Meeting:** The next EAA Chapter 64 meeting will be held on **Tuesday, 6 August 2024 at the Chapter Hangar/Clubhouse on the MILLSTADT FLIGHT PARK AIRPORT (11L4)**. See last page of the newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

## July Meeting Minutes

By Lee Hartley, Secretary



### CALL TO ORDER:

Meeting called to order at 7:00 p.m. on Tuesday, July 2, 2024, by Bob Miller, Vice-President, sitting in for James McGhee, President. The meeting was held at the Flight Park clubhouse.

### ROLL CALL:

Officers present: Bob Miller, Don Karr, Lee Hartley, Kent Schmidt.

### COMMENTS FROM THE PRESIDENT:

Mr. Miller asked if everyone has been getting the newsletter.

Visitors and new members to tonight's dinner and meeting were:

- Rob. Rob is a new member of the club.
- Steve Weslin. Steve was invited by Tom and is also an Ercoupe pilot from the local area. His plane is based at Sparta.
- Melissa and Mya Spriggs. Both folks have been to several meetings, and Mya has been on several Young Eagle flights.

### APPROVAL OF MINUTES:

Mr. Miller asked for comments and approval of the minutes from the last meeting. It was requested that Mr. Aherns' last name be corrected (was listed as "Herrens"). A motion was made, and seconded, then approved by the group at large.

### SECRETARY'S REPORT:

No report at this time.

### TREASURER'S REPORT:

No discussion at this time. Mr. Miller stated the approximate balances in both the long-term

investment account and the operations account. The board will be making some decisions on how to be more strategic.

From the auction proceeds, about \$2,000 has been used to purchase several different tools for the use of the club.

Motion to approve made by Marsha Ernst. Second was made by Paul Visk and approved by the group.

#### **OLD BUSINESS:**

Mr. Miller made a pitch for the Aero Careers' J-4 Cub raffle. Prizes will be announced during the Labor Day Weekend.

Ray Scholarship nominations and process is still in the works, but will be discussed by the board.

He also made a pitch for the elections to be held in November.

#### **NEW BUSINESS:**

Since multiple people are planning on attending AirVenture 2024, Mr. Miller suggested putting together a text list in order to keep people up to date. Marsha and Terry Ernst volunteered to take the lead.

#### **Upcoming Events:**

- The Kamaroo Crawfish Event went very well.
- Shumway Fall BBQ. Look for further information. (No interest yet in the sale of the facility).
- Sullivan 4<sup>th</sup> of July fly-in
- AirVenture
- Sackman Open House, October 5
- Havana Star Gazing (near Peoria, IL), October 15<sup>th</sup> or about that date (not yet posted on the website <https://www.havanaregionalairport.com/events.html>)
- YE/Strength and Honor Event; 9 July. Pilot brief 8:30, flying starts at 9:00 am.
- YE event 13 July, flying out of Cahokia. It sounds like it is a STEM program and is being sponsored by folks from SWIC.

#### **FUND RAISERS:**

Tonight's 50/50 drawing winnings went to Mr. Aherns.

#### **ACTIVITY REPORTS:**

See the Upcoming Events above.

#### **SPEAKERS FOR THE NIGHT:**

Terry and Marsha Ernst spoke on the camping adventure at Camp Scholler, AirVenture. Terry has been attending AirVenture for the last 52 years, either driving, flying, hitchhiking, whatever it takes to make it work. He has camped under planes, in planes, in hotels and at

the university.

Since retirement, Terry and Marsha have been volunteering services at AirVenture, doing multiple tasks and jobs.

The most heard expression is “You come for the airplanes, but you stay for the people.”

Scholler is the place for campers that don’t have another home. Terry has never seen Camp Scholler full of campers but has seen it flooded on several occasions.

- You can make camping reservations online, but you start paying the day the reservation is made.
- From Marsha, we learned several items. Honeymoon trip in 1975!
- Get the map of both the convention fields and the campgrounds so you can find your way around.
- Always carry some type of rain gear, because it will rain at some point in time.
- Be ready for lots of walking, know the bus routes and schedules, take a hat.
- And thanks to Kent Schmidt for making a Chapter 64 direction arrow for the direction pole.
- There is a Chapter Camping Program where chapters can book and camp together.

You can also stay at the University dorms. They do have food services and bus transportation. BUT bring your own fans! Most rooms have no air conditioning.

#### FINAL NOTES:

Mr. Miller thanked Kent Schmidt for his grilled pork dinner.

Also, if you are interested in participating in chapter fly-outs, either as a pilot or passenger, let Mr. Miller know and he can add you to a newly started text list for that purpose.

He also reminded everyone that the Wednesday build team could always use some extra people.

#### ADJOURNMENT:

With no dissenting objections, the meeting was adjourned around 7:50.

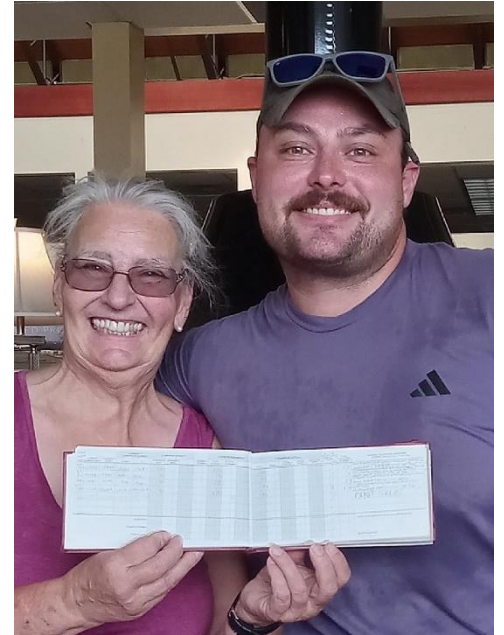


## Congratulations to Carson Kalbfeisch and Devlin Shoppell!

From Diane Earhart:

Congratulations to Carson Kalbfeisch who passed his Private Pilot written on July 27.

Congratulations to Devlin Shoppell on his first solo on July 28. Just made it before the thunderstorms!



## Monthly Chapter Meeting Food Schedule

**Volunteers are needed for the rest of the year to bring food to our monthly chapter meetings.** If you want to volunteer for a month, please let me (Al Bane, [adb7@att.net](mailto: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	James McGhee
March	Al Bane
April	Diane Earhart
May	John and Liz Schaefer
June	Al Bane
July	Kent Schmidt
<b>August</b>	<b>Lee Hartley</b>
September	?
October	?
November	?
December	?

## Photos From Airventure 2024

Thanks to Bob and Becky Miller, Marsha Ernst, Casey Gabelli, and Glenn Crooks for sharing photos.





















**Grand Prize**  
**Piper J-4 Cub Coupe or \$25,000 Cash**  
 2nd Prize: \$5000 Cash  
 3rd Prize: Lightspeed Delta Zulu ANR Headset  
**\$50 per ticket or 3 for \$125**  
**CLICK HERE TO ENTER**  
 AeroCareers' mission is air & space  
 career education & mentoring.  
 All funds support our 501(C)(3) charitable missions.

Enter the raffle at <https://rafflecreator.com/pages/52380/aerocareers-piper-j-4-cub-coupe-raffle> or scan the QR code at right.



## 2024 Calendar of Events

Date	Event	Time	Location
6 Aug 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
10 Aug 24	Ste. Genevieve Jour De Fete		Ste. Genevieve, MO (6MO2)
10 Aug 24	Second Saturday Food Truck Fly In and Cruise In	9AM -1PM	Benton IL (H96)
3 Sep 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
5-7 Sep 24	Midwest Aviation Expo		Mount Vernon IL (MVN)
28-29 Sep 24	28 <sup>th</sup> Annual Wings N Wheels Fly In	9AM -2PM	Alton IL (ALN)
1 Oct 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
5 Oct 24	Sackman Field Open House	9AM -4PM	Sackman Field, Columbia IL (IL91)
5 Nov 24	Monthly Meeting (Officer Elections)	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
3 Dec 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)

Send notice of events to Al Bane ([adb7@att.net](mailto:adb7@att.net))

## Pilot's Tip of the Week

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

### *Intersection Departures*

Featuring Paul Bertorelli

*"If Tower assigns an intersection takeoff, must I accept? Conversely, is it okay to ask for one to save time?" – Tom R.*

**Paul:**

"There's sometimes a good argument for accepting, or even asking for, an intersection takeoff, but this is a classic case of playing the probabilities. Nothing is more useless than runway behind you. But probably, you won't need it, right?"

The compelling reason you might need it is a sudden runway obstruction like a vehicle or animal, a contaminated surface or—worst case—an engine failure.

Engines do quit on takeoff. A research project on engine failure I've just completed revealed that many happen on takeoff, some just off the end of the runway or in the pattern. In that case, the more altitude you have, the more options you have. In any case, there's no good argument for being lower rather than higher once all the pavement is behind you.

But the larger question is what does the intersection takeoff get you? Back home 30 seconds earlier? Or launching ahead of that annoying guy in the old Cherokee? Okay, three minutes maybe. Trade that against giving up altitude you might badly need when what's never gonna happen to you finally does happen to you.

I'd never say never to an intersection takeoff. But aeronautical decision-making is all about habitually reducing even small risk factors. And an intersection departure can be one of those."



## Another Pilot's Tip of the Week

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

### *Engine-Out to a Field*

Featuring Jeff Van West

*"Assume I lost my engine and want to land on a field 3000 feet directly below me. How should I approach this landing?" – Roy P.*

**Jeff:**

"First, slow down and hold between best glide speed and about 10 knots below it. That's because, a) best glide is usually published for gross weight and you'll be somewhere under that unless you just departed, and b) minimum sink speed will actually maximize your time before landing. Minimum sink is roughly halfway between best glide and clean stall speed. Given this is a high-stress moment, holding between best glide and best glide minus 10 is fine.

Assuming you're flying from the left seat, circle to the left with banks of 10-30 degrees. Stay within half a mile of your target field and assess two things. Plan your final approach to steer clear of big obstacles, such as trees, buildings, and—if you can see them—wires. And, plan to land as into the wind as practical. You want to land as slowly as you can, and spread out the deceleration. It's a sudden stop that kills.



If you have time, squawk a mayday with at least your transponder and run through a quick flow to attempt a restart. Just remember "gas, air, spark." If the windscreen is covered with oil, skip the restart part. Also, keep lookout for a secondary field in case your selected site turns out to be unsuitable—such as suddenly seeing those power lines.

The spiral is part one. Its goal is a key position at 1000 to 1500 feet AGL and abeam your target touchdown point. Adjust your last spirals with varied bank angles, or even a slight slip, to reach that key position.

Now level the wings and descend maybe another 200 feet, depending on the wind, before turning back to the field. Adjust your pattern as needed to ensure you make the field. Fly a bit wider, slip on base, or even s-turn a bit if you're too high. Bank up to 45 degrees and head straight for the touchdown target if you think you'll land short.

I like to approach no-flaps in a light airplane until I'm sure I'll make the field. That way I can add flaps from zero to full for maximum slowing and drag on final—so long as I won't overshoot. It also means that if I need to clear one remaining obstacle, I can deploy those flaps at the very last moment and float over the obstacle, even though I might land a bit harder in the field afterward.

This spiral-down plus power-off landing takes proficiency. Go out with an instructor and practice at a sleepy airport so you can try it all the way to landing—making detailed position calls all the way down.”



The poster features a blue background with a white cloud at the top left containing a red biplane. A white wavy line separates the title from the date. A large white circle on the left contains airport details. A teal wavy shape at the bottom left contains fly-in details. An orange classic car is shown on the right. A white cloud at the bottom right contains the rain/wind date and camping information.

# Sackman Open House

Fly-In & Drive-In

Saturday, October 5, 2024\*  
9AM - 4PM

Food, Airplanes,  
Classic Cars, & more

Sackman Field Airport  
11563 Bluff Rd.  
Columbia, IL 62236

Fly-In: Sackman Field (IL91)

CTAF 122.9  
2450' X 150' Grass  
Elevation 420'

Right Traffic Runway 21  
Left Traffic Runway 03

\*Rain/Wind Date: October 6, 2024

Primitive fly-in camping is available Friday, Oct. 4  
Campers please RSVP to [sw317@hotmail.com](mailto:sw317@hotmail.com)



## Recipes from Liz

Liz Schaefer asked me to include the following recipes. She must have gotten several requests after hosting our monthly chapter meeting in May. Thanks Liz!

### Meat Loaf

1 lb hamburger  
1/2 cup milk  
1 egg  
1 cup crushed corn flakes  
1 tablespoon ketchup  
1/2 yellow onion- chopped  
1 stalk celery- chopped  
Salt  
Pepper  
1 tbs. parsley

Mix the above ingredients together and put into greased(pan sprayed ) large bread loaf pan  
Top with ketchup

Then place 4 slices of hickory smoked bacon on top of ketchup coating. Tuck ends of bacon down into loaf pan.

Bake in 350 degree oven for 1 hour. Cool for 10 mins, then slice & serve.

It really is the best meatloaf I've ever had too. Grandma's Meatloaf ENJOY

### Cheesecake Bars

<https://www.mybakingaddiction.com/cheesecake-bars/>

### Key Lime Pie Bars

<https://tastesbetterfromscratch.com/key-lime-pie-bars/>



## EAA Chapter 64 Treasurers Report for July 2024

By Don Karr, Treasurer

### Treasurer's Report July 30, 2024

	Deposits	Withdrawals	Balance	Date
<b>General Checking Account Balance</b>			\$ 22,247.18	6/27/2024
July 2,2024 Meeting				
50/50 Drawing	\$ 20.00		\$ 22,267.18	7/3/2024
Dinner Income	\$ 175.00		\$ 22,442.18	7/3/2024
Membership- Westland,Nelson,Ochs	\$ 90.00		\$ 22,532.18	7/3/2024
Paul Visk - propane		\$ 26.56	\$ 22,505.62	7/3/2024
Blackbaud(Boeing) Donation	\$ 50.00		\$ 22,555.62	7/8/2024
AeroCareers				
AverBeck Flight Time June 2024		\$ 1,020.00	\$ 21,535.62	7/9/2024
Hangar Rent Matt York July 2024	\$ 140.00		\$ 21,675.62	7/12/2024
Hangar Rent David Phipps July 2024	\$ 140.00		\$ 21,815.62	7/12/2024
Hangar Lease Payment to AGCL		\$ 492.40	\$ 21,323.22	7/12/2024
EdSchertz Aircraft Bolts		\$ 25.54	\$ 21,297.68	7/18/2024
<b>CHECKING ACCOUNT BALANCE</b>			\$ 21,297.68	7/18/2024
<b>Petty Cash</b>			\$ 205.71	6/27/2024
			\$ 215.71	7/31/2024
<b>Cash from Clubhouse soda sales</b>			\$ 10.00	
<b>Edward Jones Investment Account</b>			\$ 53,403.53	6/27/2024
			\$ 54,956.83	7/31/2024
Monthly Gain/loss			\$ 1,553.30	
<b>COMITMENTS</b>				
Averbeck Flight Scholarship			\$ 1,795.70	7/18/2024
Hehmann - Averbeck Flight Time			\$ 152.00	4/3/2024
Hehmann - Averbeck Flight Time			\$ 460.00	7/18/2024
Schmidt - Rivet Set & Deburring Bits			\$ 235.65	7/17/2024
Schmidt - July Mtg Dinner Cost			\$ 100.00	7/17/2024
<b>TOTAL</b>			\$ 2,743.35	7/18/2024
<b>Total Funds</b>			\$ 73,726.87	7/18/2024

# Fly Market

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

## FOR SALE: Ercoupe 415-C (Partnership)

**LIGHT SPORT** legal - Great plane, wonderful cross-country flyer, always draws attention everywhere she goes. Fun, economical, great paint, well maintained, current annual, large luggage space, good radio, transponder, ADS-B compliant, Skytec starter, alternator, and much more.

Sips fuel at 4.5 to 5 gph, Current partners are assessed \$5.00 per flight hour payable annually for the engine fund and divide evenly the monthly operating budget which includes the cost of a fully enclosed hangar at KSET (St. Charles Smartt Field) and regular maintenance service.

My partner, now 81 years old, believes his days in general aviation are coming to an end.

**Asking \$14,000** for his half share. Although, he would consider accepting a quality ultralight aircraft (with or without an N number) in partial satisfaction of the purchase price.

Contact Tom Crocco, 314-497-4710





### EAA Chapter 64

(11L4) 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 (1IL4) 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'

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.