



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

November Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 7 November 2023** 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 (Terry Ernst say they'll be serving a "gourmet meal" of **Sloppy Joe's, Lemon-Vinaigrette Coleslaw, Chips and Dessert**) followed by the meeting at 7:00.

October Meeting Minutes

By **Lee Hartley, Secretary**

CALL TO ORDER:

Meeting called to order at 7:05 on Tuesday, 3 October 2023 by James McGhee, President. The meeting was held at the Flight Park Clubhouse, Millstadt, IL.

ROLL CALL:

Officers present: James McGhee, Don Karr, Lee Hartley, Kent Schmidt. We passed a sign-in roster around the room to get a head count and identify those who were present but needed to pay dues. We had 25 folks sign in.

COMMENTS FROM THE PRESIDENT:

James opened up with thanks to the dinner providers, Diane, Mia, Casey and the others that helped.

Visitors to tonight's dinner and meeting included the following:

- Chris Scully. A 19-year-old SWIC aviation student and private pilot trainee. He is also an A&P license if anyone needs anything!
- Casey Gabelli. A visitor from Orlando Chapter 74, Casey is here to complete her aviation A&P training at SWIC. She too is a student pilot, and her goal is to become a warbird mechanic.
- Brandon Roberts. Just came with his little brother who is working on his private license. His dad is a long-time member with a craft hangared at Sullivan (ultra-light).
- Rob Wisner. Although a second-time visitor, Rob is expecting to receive some financial aid to start flight training! (Reported by Diane Earhart)

A follow-up to last month's announcement concerning the new OurChapter.org website and to improve the financial status of the group. James told the group that there were issues found

with the current PayPal account. It seems that payments made during the last year were not forwarded to the chapter. It has since been corrected, and those payments have been accounted for. If you haven't paid your dues, please do.

(Secretary's note: Although James saved this for the end of the meeting, I placed it here for continuity). James announced that with the approval of the current Board of Directors, he has volunteered for the position of Chapter President, while a newcomer, Bob Miller, has accepted the challenge of becoming the new Vice President.

APPROVAL OF MINUTES:

We had some corrections to last month's minutes. Diane Earhart had the following corrections:

- Page 2, Mia's cross-country flight. She did a stop & go at Sullivan, Mo., not Sullivan Field.
- The information from the 99's about two possible candidates for next year's scholarship selection was incorrect. It should be corrected to state the two were wanting to become flight students.
- Flight training with Lilly. Diane reported that she had only flown with Lilly once. Lilly is currently under the instruction of Richard Hehmann.

Motion to approve revised minutes made by Kent Schmidt with a 2nd by Al Bane. Approved by members present.

SECRETARY'S REPORT:

None at this time.

TREASURER'S REPORT:

Reported deposits and withdrawals as:

\$3,949 in deposits, \$2,239; a difference of \$1,700
\$1,650 deposit for Ray Scholarship
\$908 deposit from the Young Eagles Pancake breakfast
\$150 in from sale of 1-ton engine hoist to Frank Dressel
Final payment of Frank Dressel's Lifetime Membership fee

Overall, we started with \$12,656 and ended with \$14,366 in the bank.

The PayPal account had \$435 sitting there for a couple of years because we didn't know how to get deposit reports.

Mr. Karr also reported the Edward Jones account was down \$900, from \$46,858 to \$45,959.

Diane Earhart mentioned that several breakfast goers asked if the breakfast was going to be an annual event.

Liz Schaefer made a comment that the addition of scrambled eggs to the menu was a big hit, and they sold out of them very early on. We should consider them for future events.

OLD BUSINESS:**T-SHIRTS**

Diane has been paid off for her initial purchase of chapter t-shirts. Any purchases made are now all profit to the chapter. If the chapter runs out of shirts, they are still able to be ordered from the supplier.

RAY SCHOLARSHIP UPDATE:

Mia: Mia reported that she is working simulated instrument flying - 1 hour left in training on that topic, adding to her solo flight time, and preparing for her planned check ride on November 2nd.

NEW BUSINESS:

No real "business" to bring up at this time. General information and discussion are annotated below.

FUND RAISERS:

James gave his report on the recent Young Eagles Pancake Breakfast - it was a big success. It was reported that 90 meals were served. John Schaefer and Al Bane cooked up the goods on the new griddle top that Kent Schmidt created. Diane Earhart and crew took the orders and kept things in line.

The winner of tonight's 50/50 drawing was Chris Bohner, who donated his \$25 winnings back to the chapter.

ACTIVITY REPORTS:**YOUNG EAGLES:**

James expanded on the recent Young Eagles event. He first wanted to thank Terry and Marsh Ernst for keeping the ground crews up to date and moving along.

James reported that 38 kids and 5 adults were flown. He also reported that there were some special guests that arrived to see what an event like this looks like firsthand. These folks were part of Ken Kellogg's family.

For a short history, Ken Kellogg's family donated Cessna 2124Y (now known as 123AC) to Aero Careers after Mr. Kellogg passed. Mr. Kellogg was a Master Instructor at the former Scott Air Force Base Aero Club. He was also the driving force in starting Aero Estates subdivision. This was the first time after the donation that the family had seen the aircraft, and some of them even took the opportunity for a flight.

The next event is on October 21, and will be flying from Downtown St. Louis in Cahokia, meeting at the Fire House. Normal briefing time, start time and setup will be followed.

James also wanted to thank Al Bane and Mark Nankivil for the photos that were taken of the

last YE event and posting some in the newsletter.

AERO CAREERS:

Mr. McDaniel gave an update on 142LC, the Lancair Columbia 300 "Spirit of St Louis II". It has gone through 1 to 1 ½ years of maintenance and repairs, but Monday (October 9th) the club is expecting to get the air worthiness inspection approved!

James wanted to thank the following folks for helping on the annual for 123AC: Mark Weido, from the Flying Dutchman, and Tom Murrel.

PROJECTS:

Al Bane started the projects discussion by bringing us up to date with his Fly Baby. Al stated he would accept any help to finish with the covering, which includes stitching. If anyone wants to help, contact Al. He is planning a workday in about 2 weeks.

Kent Schmidt gave updated information on the family and the project that they have been working on. The project consists of identifying and helping the family list 3 different Kit Fox aircraft that were being worked on prior to the person's passing.

Kent has identified 2 sets of wings, 3 frames, tail feathers, jigs and miscellaneous parts. They (the family) have plans to list projects in the Barnstormer magazine.

John Schaefer stated the Corbin Jr. Ace has been re-registered. The seats and cowling are in and on. New controls have been installed. The aircraft is about ready to be covered.

John also stated that the Sopwith Camel's electrical installation is about finished, the instruments are in, and the fuel tank needs to be installed. Once those items are completed, the craft will be put back on its' wheels.

As a note, the Schaefers gave an open invitation to all to obtain flights in their Cessna O-1 Bird Dog aircraft.

Old project - creating a portable wash sink for the chapter. Lee Hartley stated that the sink he was looking at was not suitable for the task and it would not work for us.

EVENTS:

Sullivan's VFR fly-by is scheduled for October 21. (Secretary's note: I did not hear if that was for Sullivan, MO or Sullivan Field).

An invitation from Dave Warner, RAF Coordinator, suggested a workday @ Henderson Field. He also requested that if anyone had ideas for a fly-away camping trip, send them in and let him know.

James asked the group to supply any type of activity that they would like to do and/or see.

Christmas/Holiday party. Liz and John Schaefer volunteered to work the Chapter Holiday Party. The idea was greatly received, to the great excitement of Al Bane.

GUEST SPEAKER:

No guest speaker this month.

FINAL NOTES:

James thanked Mr. McDaniel for the upgraded internet. While streaming AirVenture videos, we had no lag time.

Diane Earhart presented the club with some EAA Chapter 64 stickers. These are about 3 ½” in diameter so small enough for placement on smaller objects.

James volunteered to supply the December meeting dinner.

ADJOURNMENT:

The gathering was adjourned a little past 8:10 pm with folks going out to see the chute deployment mechanism.

Monthly Chapter Meeting Food Schedule

All remaining months this year are accounted for. If you want to start volunteering for next year, 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.

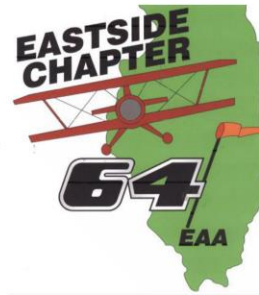
January	Party
February	Paul Visk
March	Diane Earhart
April	Diane Earhart
May	John and Liz Schaefer
June	Diane Earhart
July	Al Bane
August	Diane Earhart
September	Bob McDaniel
October	Mia Petruso/Diane Earhart
November	Terry and Marsha Ernst
December	Paul Visk

Mia Petruso Earns Private Pilot License

Congratulations to our Ray Scholarship recipient, Mia Petruso, who recently earned her Private Pilot status! Now that you've achieved this milestone, we expect more greatness in the future!



EXPERIMENTAL
AIRCRAFT
ASSOCIATION



Trivia Night

When? Saturday March 23, 2024

Where? Millstadt VFW Post 7980

200 S Veterans Dr, Millstadt, IL 62260

(Look for the tank on Highway 158)



Amber, Award
Winner 2019



Kaitlyn, Award
Winner / New
Pilot, Jan 2022



Nathaniel, Award
Winner / New
Pilot, Aug 2022



Mia, Award
Winner / New
Pilot, Nov 2023



Lillian, Award
Winner / In-
Process, 2023

***Help Support our Youth Aviation
Pilot Training Scholarships!!***

Fun – Trophy – Cash Prizes - 50/50 – Fun

\$15 per-person / \$110 for a table of 8

Doors Open at 6 p.m., Game Starts at 6:30 p.m.

Register at: EAACh64Secretary@gmail.com

Or phone @ 618-239-9359 (leave a message)

Food and snacks welcomed, but drinks **MUST** be purchased
on-site (Cash Only; ATM available onsite)



2023/2024 Calendar of Events

Date	Event	Time	Location
7 Nov 23	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (11L4)
5 Dec 23	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (11L4)
23 Mar 24	EAA 64 Trivia Night	6PM	Millstadt VFW Post

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

Photos



Al Bane lays out rib stitch spacing and alignment on the Fly Baby wing using a laser and pencil.



Casey Gabelli stopped by to assist with the rib stitching. Casey did a great job and learned a new skill. Kent Schmidt and Mike Lotz also assisted with the stitching. Much appreciated!



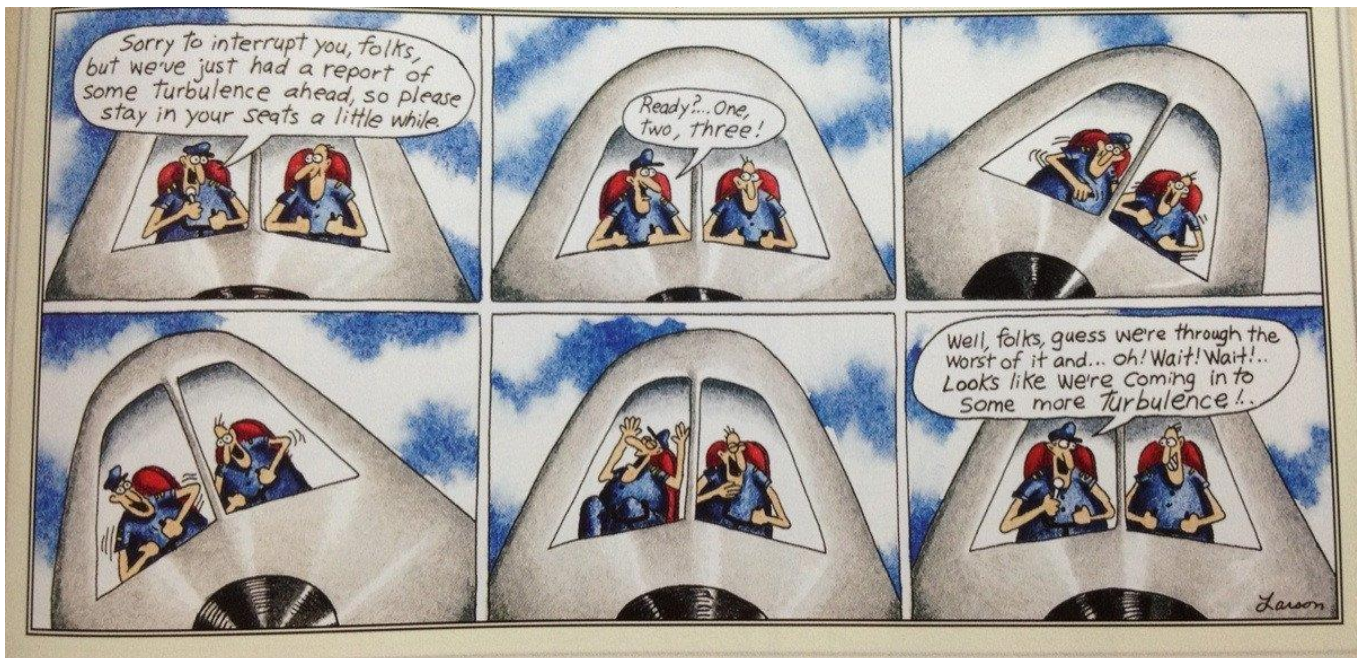
Casey glues finishing tape over rib stitches.



John Schaefer reports continued progress on the Sopwith Camel project.



John and his brother Jim have been working on the wiring system.



Pilot's Tip of the Week

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

Go Around or Not?

Featuring Wally Moran

"How do I know when I should go around? How can I recognize a non-stabilized approach?" –Walter W.

Wally:

"Almost all runway over-runs started with an unstabilized approach.

I think the first sign of an unstabilized approach is that little voice in the back of your head telling you something is not right. We all have made lots of good approaches and it is not too hard to tell when things just don't look right. But the urge is strong to press on and see if we can't get it all together by touchdown.

So, the real question is: *When is it too late to save the approach?*

At the airline I worked for, our policy on visual approaches was to have all parameters where they were supposed to be prior to reaching 500 feet above ground level. In our case the parameters were speed stabilized at proper approach speed, sink rate stabilized at less than 1000 FPM and final flap configuration. I always planned to have all that done at 1000 feet then if I missed a little, I still had time to fix it before 500 feet. Now if we were making an instrument approach then we needed all those things at the final approach fix (FAF). A go-around was mandatory if we were not on those numbers.

That policy worked good for me for many years so that is what I use for my general aviation flying. I try to recognize 500 feet above the ground on all visual approaches and at that time I double check that the green gear light is on, confirm my speed to be within 10 mph of my target and in a position that given my current sink rate I will land where I planned. If I don't have the airplane within those parameters, I go around.

I always plan to land just past the numbers except on very long runways where it may be advantageous to land at a different spot. But I always have a spot planned.



If I am doing an instrument approach, I plan to be stabilized with gear down and landing checklist complete prior to the FAF. I am simply too busy flying the approach to be bothered with changing airspeeds, trimming and checklists inside the FAF.

The pilot who has not thought this through ahead of time will someday find themselves floating down the runway wondering if it's too late to go around or if they will get stopped by the end of the runway. This is a poor time and place to try to make that decision. On the other hand, having already made the decision on approach standards before you takeoff, you simply have to execute the missed approach if you don't meet the standards."

Another Pilot's Tip of the Week

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

Common Go-Around Mistakes

Featuring Wally Moran

"I bought my Cirrus SR22 a year ago and went through the factory training. Yesterday, I went around from the flare when I thought I saw an airplane about to enter the runway. It didn't—but I was shocked how much forward pressure and right rudder it took to keep control. I don't remember it being so hard in training. Any clue what happened there?" — Gary T.

Wally:

"A go-around during the flare or a rejected landing can be a difficult maneuver. Slow airspeed and high power create the greatest amount of left-turning tendencies. Further, adding power causes a pitching up moment which if not corrected can cause the nose to rise quickly and the aircraft could stall. Both of these things need to be corrected promptly. This is why it is so important to include training on these maneuvers into initial and recurrent training. We want to know our skills are sharp in this area so we will never be reluctant to go around if necessary.

First the pitch up. Since the airplane is normally trimmed for the proper approach speed and at low power, when we add full power, the nose will pitch up significantly. We



need to be prepared to counter this with forward elevator. If you add the power smoothly while watching the nose in relation to the horizon by looking out at the 10:30 to 11:00 position of the windscreen, you can keep that nose from climbing more than it should. Then you can begin to get the aircraft slowly back in trim. Follow your POH regarding clean up but be careful not to move flaps or gear until you have good control of the aircraft and then only one thing at a time and re-trim between steps.

Some pilots trim nose up during the flare. Doing this will complicate the out-of-trim condition if a go-around is required.

Now for the left-turning problems. As you mention, these are at their worst at this time because of the high nose attitude. P-factor is at its greatest. So, we need to anticipate a need for lots of right rudder as we are adding power. Again, you will have to watch out the left side of the engine cowling and keep that cowling aligned with the left side of the runway. Another clue to proper rudder control is to check the ailerons. If you are holding a lot of right aileron, you need more right rudder.

When executing a rejected landing there is no reason to add the power quickly, usually just a little power and a slight pitch up will keep you in the air. So, add the power positively but only at a rate that allows you to maintain control of the aircraft.”



EAA Chapter 64 Treasurers Report for October 2023

By Don Karr, Treasurer

Treasurer's Report October 30, 2023

	<u>Deposits</u>	<u>Withdrawals</u>	<u>Balance</u>	<u>Date</u>
General Checking Account Balance			\$ 14,366.48	9/25/2023
Additional Pancake Breakfast late payment	\$ 10.00		\$ 14,376.48	
October Hangar Rent - Dave Phipps	\$ 130.00		\$ 14,506.48	
October 3 ,2023 Monthly Meeting				
50/50	\$ 51.00		\$ 14,557.48	
Food Income	\$ 140.00		\$ 14,697.48	
Soda	\$ 20.00		\$ 14,717.48	
Jeff Nelson Membership	\$ 30.00		\$ 14,747.48	
Casey Gabelli Membership	\$ 30.00		\$ 14,777.48	
September Ray Scholarship Fees for Aircraft Rental (Averbeck)		\$ 636.00	\$ 14,141.48	
September Ray Scholarship Fees for Aircraft Rental (Petruoso))		\$ 552.00	\$ 13,589.48	
August to December Hangar Rent From AeroCareers	\$ 650.00		\$ 14,239.48	
June to September Chapter 64 Share of Project Funds N57172		\$ 1,577.86	\$ 12,661.62	
October Hangar Rent - Matt York	\$ 130.00		\$ 12,791.62	
Hangar Payment to Gene Stumpf		\$ 478.05	\$ 12,313.57	
Donation from Blackbaud Giving Fund (Boeing)	\$ 50.00		\$ 12,363.57	
Kent Schmidt Final Payment for Lifetime Membership	\$ 220.00		\$ 12,583.57	
James McGee Pancake Breakfast Costs		\$ 49.51	\$ 12,534.06	
Kent Schmidt Griddle Cost		\$ 149.00	\$ 12,385.06	
Kent Schmidt Hangar Repair		\$ 231.00	\$ 12,154.06	10/30/2023
Petty Cash			\$ 138.90	9/25/2023
			\$ 149.91	10/30/2023
Gain/Loss			\$ 11.01	
Edward Jones Investment Account			\$ 45,959.28	9/25/2023
			\$ 44,969.35	10/30/2023
Gain/Loss			\$ (989.93)	

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/>

CONTACTS:

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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.



EAA 64 Hangar and Clubhouse

Airport Identifier: 11L4

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.