



# 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, 2 August 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.

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## July Meeting Minutes

By **Lee Hartley, Secretary**

### CALL TO ORDER:

Meeting called to order a little after 7:00 p.m. on June 5, 2022 by Mike 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 28-30 people present at the start of the meeting. We did not operate Zoom tonight. Dennis Engelkenjohn (Pres.) is still out recovering.

### ESTABLISH QUORUM:

We did not consider numbers for tonight.

### COMMENTS FROM THE VICE PRESIDENT:

Mr. Lotz didn't have a lot to mention:

- A question was asked, and answered, by a member of the group as to when Chapter 64 was started. The answer given was November 1964.
- Dennis is out for another procedure today, but he (Mike) didn't have an update. I believe it was Marsha Ernst who read a statement from Mrs. Engelkenjohn, from the EAA Chapter 64 Facebook page, that all went well.
- Please sign in using the provided attendance sheet so we know who was present. Also used for inter-communication among the group.
- Mr. Lotz talked about referring to the EAA64 Facebook page for updates, and asked if everyone was receiving e-mail messages and notices. He did mention that Larry required hard mailings.
- He welcomed back John and Liz Schaefer after their extended vacation.

He introduced tonight's visitors:

- Will Clark, a new member to the group. He is a retired Air Force member with 26 years piloting experience.
- James and Amy Hopkins, visitors who would like to get back into aviation again. James is a private pilot but hasn't flown in about 17 years. He is thinking of going back to flight training and being rated again.

**APPROVAL OF MINUTES:**

The minutes received a 1<sup>st</sup> from Liz Schaefer and a second from Bob McDaniel. Passed

**SECRETARY'S REPORT:**

The recommend by-laws have been sent out via e-mail and the secretary is waiting for responses/discussion topics. As approved at the last meeting, if quorum is not achieved at the remaining meeting, the proposed by-laws will become effective 1 August.

As of yet, no responses have been received by the secretary concerning the updated proposed by-laws. Previous comments have been addressed in this updated version.

**TREASURER'S REPORT:**

Mr. Lotz mentioned the Pancake breakfast and it was stated by a club member that we picked the same day as Mt. Vernon's fly-in breakfast. We need to check other postings and make sure we are not competing.

It was reported that we had 40 paying customers, \$53 in donations, \$104 in expenses with a profit of \$229.

Motions made by Bob McDaniel and Terry Ernst to approve the treasurer's report. Passed.

**OLD BUSINESS:****CHAPTER ELECTIONS:**

Elections are this fall. Mr. Lotz put out an earnest plea for members to get involved with participating in the affairs of the chapter. He made a dire request for candidates for the position of Treasurer, but the other offices also need to be filled.

Anyone wishing to make a nomination can forward them to the Nominating Committee (James McGhee, Jeremy Cox, and Don Karr) or to the Secretary, who will forward them to the Nominating Committee.

**HANGAR PARKING:**

Events of the last month has postponed any changes on parking. Delayed/extended maintenance on the Pietenpol has made the issue less of an issue at this point.

**WARBIRDS OF AMERICA:**

No changes from last month.

A question from one of the members concerned how to contact other members of the club. The Secretary stated that when members are added to the roster, they are given viewing rights

to the web-based management system from EAA. If anyone was interested in seeing how it works, stay after for a short presentation.

**NEW BUSINESS:**

To start with, on Monday, Nathaniel Young will be taking his check ride, which also happens to be his birthday.

James McGhee has passed his Instrument Rating check ride. He stated that it was one of the hardest things he has done, and it gives new meaning to him as an ATC when he is talking to the pilots.

James McGhee mentioned that he is putting together an Oshkosh Text Group. If you plan on going to Air Venture, let him know and you will be added to the list. This is useful for coordinating meetups and gatherings.

**ACTIVITY REPORTS:**Young Eagles:

James McGhee officially starts as new Coordinator while at Oshkosh when he accepts the chapter's award plaque for continuing Young Eagle flights since 1992. According to Mr. McDaniel, there are about 102 chapters that have flown without missing any years that will be getting this plaque.

Chapter 64 has flown roughly 5,000 plus kids in a Young Eagle flight since starting the program.

Starting in later August, Isaac Montague will be coming back from his military TDY and will become the Young Eagles Co-Coordinator.

Aero Careers:

Ecoupe winner took the plane. He is a 6-year sport pilot, multi-aircraft, multi-hour flyer. After a few glitches, it left the airfield this last weekend at 3:15 heading to Arizona.

The Lancair made its first appearance at the recent Teacher Aviation Day Symposium. It still waiting for FAA to clear up registration issues with a mid-winter time frame to have things cleared up. The engine still needs to be checked out.

Mr. McDaniel gave a quick overview of the Lancair history in response to a request from another member. (Secretary's note: You can get a rundown in last month's newsletter or visit [www.aerocareers.org](http://www.aerocareers.org)).

**PROJECTS:**

Randy Brammer is looking for a red lens navigation light for his Sky Sport aircraft.

Mike Lotz's RV-6: Reconstruction is complete, and the selected test pilot is ready to go. It has been a little over a year since repairs started. Just needs the wash, wax, and put the stick

back in.

John Schaefer's Sopwith: Mounted upper wings and measured out for lower wing struts. After the wings, wing tips, leading edges, and ailerons and instrument panel will need to be finished prior to covering. Jim did say that they have to configure a motor mount since they have a different motor. Although a full-scale aircraft, it should be able to fall under light sport guidelines. Jim stated that the plane is bigger than they thought, the cockpit is about even with his nose. The prop is coming from Culver Props.

Ray and Bob Ochs' '54 Tri-Pacer: They gave a pretty intensive overview of the work they are doing/have done on their aircraft. They have done engine work on two engines, brakes, and cabling. They also supplied the chapter with a USB to C adapter for the borescope unit. They said it worked great for hooking up to cell phones for easy recording, picture taking, and easy use. Also working on the ADSB, finding torque specs for bolts, and a lot of little items that pop up while working on the big projects.

It was found out that for brake bleeding, it is easier to push the fluid "up" from the brakes than from the top down.

Mike Brenner's Zodiac 601HDS: To the point of just needing a new gas tank and fuel line. Electrical has been redone. His old engine smoked out while flying; replaced with a new Suzuki Aero Momentum air cooled engine.

C-172 Project: Normal working hours are 9 - 5 on Wednesdays, with lockup around 4:30 to 5:00. They have different hours when it gets too hot or too cold.

#### **FUND RAISING:**

The winner of tonight's 50/50 drawing was able to take home \$47 but was donated back to the chapter. (James McGhee)

#### **ADJOURNMENT:**

The gathering was adjourned at 8:06.

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## Chapter Officers for 2022, and beyond... **Nominations Committee**



**Please Email Your Nominations To:**

**James McGhee:**    [mcghees3622@gmail.com](mailto:mcghees3622@gmail.com)  
**Don Karr:**        [donkarr6@gmail.com](mailto:donkarr6@gmail.com)  
**Jeremy Cox:**      [jeremy@jetvaluesjeremy.com](mailto:jeremy@jetvaluesjeremy.com)



## 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](mailto: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
<b>August</b>	<b>Jeremy Cox</b>
September	Bob McDaniel
October	Don Karr
November	Tom Murrell
December	????

## 2022 Calendar of Events

Date	Event	Time	Location
2 Aug	Chapter Meeting	7PM (Food at 6PM)	Millstadt Flight Park (1IL4)
28 Aug	Shumway BBQ Lunch	11AM - 3PM	Shumway IL (IL05)
1-5 Sep	Antique Airplane Association Invitational Fly In		Blakesburg IA (IA27)
6 Sep	Chapter Meeting	7PM (Food at 6PM)	Millstadt Flight Park (1IL4)
8-10 Sep	Midwest LSA Expo		Mt. Vernon IL (MVN)
10 Sep	Food Truck Fly In and Cruise In	9AM - 1PM	Benton IL (H96)
24-25 Sep	St. Louis Regional Airport 26th Annual Fly-in		East Alton IL (ALN)
4 Oct	Chapter Meeting	7PM (Food at 6PM)	Millstadt Flight Park (1IL4)
1 Nov	Chapter Meeting (Officer Elections)	7PM (Food at 6PM)	Millstadt Flight Park (1IL4)
6 Dec	Chapter Meeting	7PM (Food at 6PM)	Millstadt Flight Park (1IL4)

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





## **BBQ Pork Lunch**



**Sunday, Aug. 28, 2022  
11 AM – 3 PM**

**Fly-in or Drive-in**

**Shumway International  
Airport - IL05  
19260 N 700<sup>TH</sup> St.  
Shumway, IL 62461**



### MIDWEST LSA EXPO

The Annual MIDWEST LSA EXPO is Thursday, Sept 8, 2022, through Saturday, Sept. 10, 2022 from 9am-4pm daily at the Mt. Vernon Outland



**Saturday - Sunday, Sep 24-25, 2022**

## **St. Louis Regional Airport 26th Annual Fly-in**

**St. Louis Regional Airport (ALN)  
East Alton, IL**

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Now two days of fun! Visit St. Louis Regional Airport on Saturday, September 24th for the annual fly-in, car show, kids zone, food, music, and Global War on Terror Remembrance Wall. Sunday, September 25th, kids aged 8-17 can participate in the Young Eagle program and receive a free demonstration flight. There will also be the local farmer's market, food trucks, and kid zone on site. Definitely a family friendly event that always draws a crowd!

**Phone:** 618-259-2531

**Email:** [airportdirector@stlouisregional.com](mailto:airportdirector@stlouisregional.com)

**Website:** <https://img1.wsimg.com/blobby/go/d91be6f5-c990-419c-b66f-bf59e8728bad/Fly20In20Flyer5B217305D-0001.pdf>

Airport.



Presents **2<sup>nd</sup> 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



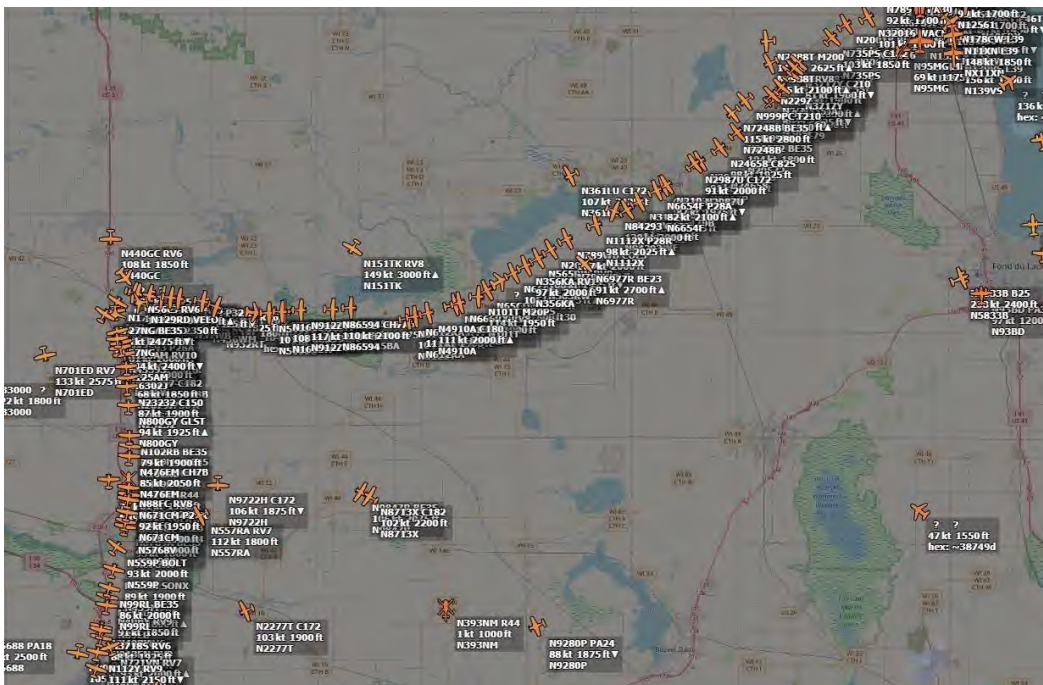
Take a Selfie with  
George Harrison

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](mailto:bentonmunicipalairport@gmail.com) or Like us on Facebook. Benton Municipal Airport address is 1 Airport Lane, Benton, IL 62812

## Photos From Oshkosh

Chapter 64 was well represented at Oshkosh this year. Here are a few photos.



ADSB on Sunday (photo from James McGhee)



James McGhee receives Young Eagles plaque for the Chapter.





Scrappy was a popular attraction (photos from Glenn Crooks)







Several members had dinner at Parnell's in Oshkosh on Tuesday evening (photo from Liz Schaefer)

## Some Oshkosh Air Show Photos (posted on EAA Facebook)

















## Recent Fly Out to Highland-Winet Airport



John and Liz Shaefer (Bird Dog), Diana Votaw (Cub), Mike Merkan (RV-4), Bill Aanstad (Cub) and Al Bane (Champ)









## Pilot's Tip of the Week

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

### *Survival Essentials*

Featuring Elaine Kauh

*"I want to fly with a survival kit, but I'm tight on space. What are the bare essentials for summer and winter?" – Stephen Z.*

**Elaine:**

"The must-haves can be in two locations. The first is on you. Wear a jacket or vest that can hold your cell phone, small flashlight, a small signaling device like a mirror, a whistle, and a pocket knife or seat belt cutter. If you're trapped inside the aircraft, you'll first need a way to get out of the seatbelt, then through a door or window. The knife or cutter can also be used to break a latch or window to get out.

If you don't have a GPS-enabled ELT, add a personal locator beacon. These are compact, reasonably priced, super-accurate in pinpointing your location, and can be a backup should the aircraft ELT fail. Then put a handheld radio in the cockpit pocket next to you or even in the jacket. Any transmission on CTAF or 121.5, even from the ground, can help another aircraft locate you.

On the right seat or just behind it, stash a small backpack. Not camo; make it blaze orange or pink. It'll be easier for you to locate in the dark and make you more visible if outside. The pack can hold items like a canteen of water, energy bars, fire starters, a first-aid kit, and your choice of a space blanket, a large trash bag, or extra clothing. A night outdoors can be chilly in some regions, even in the summer and especially if it rains.

For summer, add in bug spray, a foldable brimmed hat, and a small tube of sunscreen. For winter, have a wind-resistant, neon-colored hooded coat with a good hat and mittens. Add in disposable hand warmers. Even if you only fly locally, it can take a while to locate downed aircraft. So carry what you'd want to have if you ever had to wait a few hours until help arrives."



## Another Pilot's Tip of the Week

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

### *Common Preflight Omission*

Featuring Tom Turner

*"What's something people routinely overlook on preflight?" – Sophie S.*

**Tom:**

"The most dangerous thing I see pilots do incorrectly—or skip altogether—is: 'Controls: FREE and CORRECT.'

Obviously, it's important to check for damaged control cables or even reversed controls due to improper maintenance, as well as foreign objects or a forgotten gust lock preventing motion. But that's not all. I've seen iPad mounts, or items on the copilot's seat, block movement of a yoke. I've seen a dropped water bottle jam the right-side rudder pedals. I've seen a cable to a strap-on push-to-talk switch prevent the control wheel from moving all of the way back, and installation of a new device on the instrument panel prevent motion full forward. Even a large right-seat passenger can be an issue.



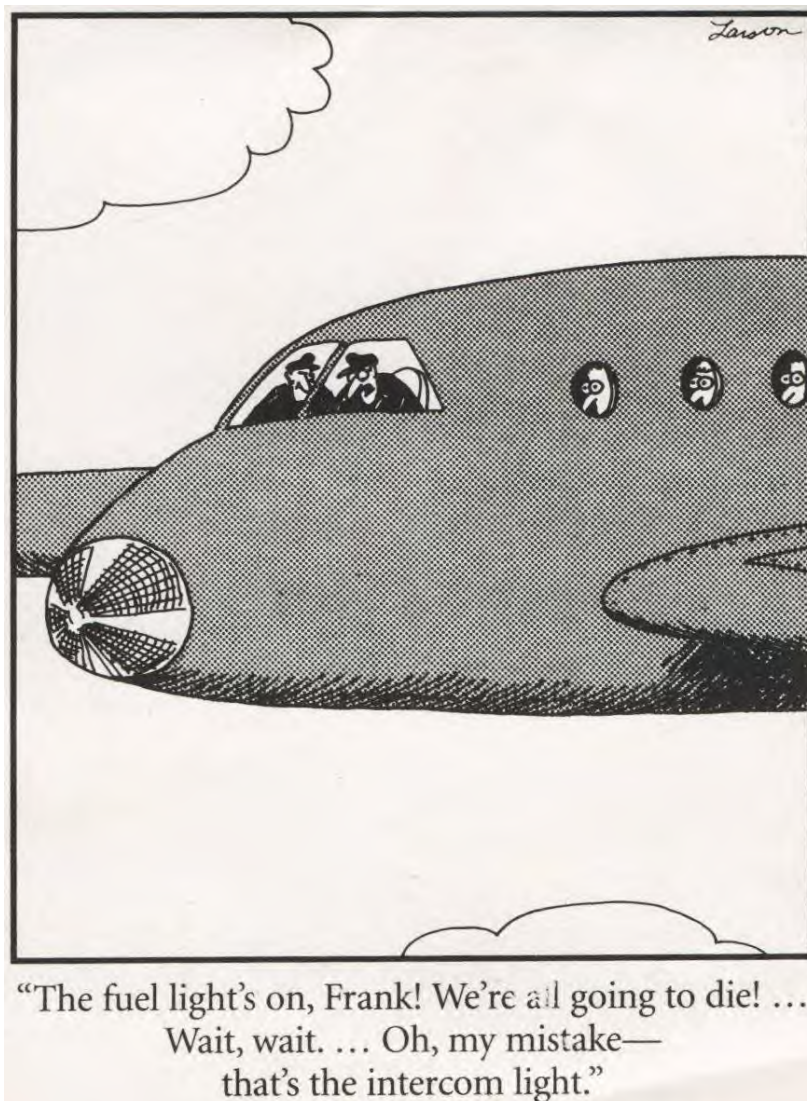
All of these are discoverable by checking that the controls are *free*, that they move smoothly to their full limits, and that they are *correct* in their response to control inputs.

The best method is a 'box check.' Move the controls in a rectangular 'box' through their entire range of movement, visually checking the stick or yoke position *and* the control surface outside. It's best to do it in the same sequence so the combination of aileron and elevator positions are the same: stick left and forward is left aileron up, right down, and elevator down; stick left and back keeps the ailerons steady and puts the elevator up; and so on. The controls must move smoothly without binding or hanging up at any point in the box check. Here's a tip: Whichever hand you're using to hold the controls, if you extend that thumb upward it will point at the aileron that should be fully up.

Some airplanes with a steerable nosewheel or tailwheel, and most with a free-castering one, allow full rudder motion while stationary. Others might require checking rudder motion where you can do an S-turn during taxi.

If you can't see a control surface, like the elevator, from the pilot's seat you might be able to see its shadow on the ground. In extreme cases, especially when picking up an airplane after maintenance, have someone outside the airplane verify proper control movement. I've lost two friends who took off with elevator cables hooked up backwards, in two separate accidents.

I do the control check first thing upon entering the airplane, so I can address issues before engine start. I do it again just before entering the runway for takeoff to ensure nothing has blocked or bound up the controls during taxi."



## EAA Chapter 64 Treasurers Report for August 2022

By Paul Visk, Treasurer

### Checking Account

≡	Accounts	🔍	+
Ⓢ	Hangar 5901 x5901 - Just updated	\$2,552.00 Available	
Ⓢ	General 6701 x6701 - Just updated	\$744.85 Available	

### Edward Jones Account

Accounts

Accounts

Total Current Value **\$51,732.48**

EAA Chapter 64  
\*\*\*\*0474

\$51,732.48



**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

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Dennis Engelkenjohn informs us that he was contacted with regard to the availability of the following items:

- Two Lycoming O-145 engines
- Plans and metal kit for a Hummel Bird
- Plans for Focke Wulf 190 replica
- Some instruments

If you are interested or can use any of these items, contact David Rayburn 314-971-3433



**EAA Chapter 64**

(1IL4) Millstadt, IL

Web: <https://chapters.eaa.org/ea64>

Facebook: <https://www.facebook.com/EAA64/>

**CONTACTS:**

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Treasurer: Paul Visk [ppaulvsk@gmail.com](mailto:ppaulvsk@gmail.com)

Young Eagles: Bob McDaniel [dusterpilot@charter.net](mailto:dusterpilot@charter.net)

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Membership: Bill Aanstad [aanstadw@yahoo.com](mailto:aanstadw@yahoo.com)



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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.