



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: Due to our annual holiday party to be held on **Saturday, 6 January 2024 at The View, 5th Floor Building 1, 1000 Eleven South, Columbia IL from 6-9PM**, there will be no regular EAA Chapter 64 meeting this month.

December Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order at 7:00 p.m. on Tuesday, 5 December 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 20 folks sign in.

COMMENTS FROM THE PRESIDENT:

James opened up with thanks to Terry and Marsh Ernst for last month's dinner meal, with a follow-up thanks to Paul Visk for providing tonight's dinner.

James wanted to let everyone know that the chapter had renewed its national membership, and also let the group know that a major portion of the renewal fee was for insurance coverage. This increase in insurance coverage (\$552 for liability that covers all chapter events, and \$1278 for Hangar Keeper insurance) was the driving factor in the increase in hangar yearly rental fee of \$140 for those that rent a spot for their aircraft.

Visitors to tonight's dinner and meeting were:

- Stacey and Colin Schmiege. Stacey is a co-worker with our secretary, but Colin is a 13-year-old, who was a recent Young Eagles participant and is an aviation enthusiast. They came out to see what opportunities our chapter can provide for a young person looking into the future of aviation.

APPROVAL OF MINUTES:

With no changes to last month's minutes, a motion to approve was made by Kent Schmidt with a 2nd made by multiple members. Minutes approved.

SECRETARY'S REPORT:

None at this time.

TREASURER'S REPORT:

No report given tonight.

OLD BUSINESS:

CHRISTMAS/HOLIDAY PARTY. Scheduled for January 6, 2024, 6 - 9p.m., at the VIEW, 11 South Event Center, Columbia. Cost is \$30, pay at the door, buffet dinner. Dinner is catered by Schnider's Markert. Sign-up deadline is December 19, 2023. You can reserve your spot by calling Liz at 618-973-2800. You can email your reservation to: johnfarm14@icloud.com. This will be our January monthly meeting. James also announced that HOPEFULLY, we will have a Zoom presentation on "Women in Naval Aviation", presented by the author of the book, Beverly Weintraub. Lee Hartley will be checking on requirements to make sure everything works.

LIGHT SPORT SYMPOSIUM at Granite City's SWIC campus. Keep it on your calendar for February 24, 2024.

Mr. McDaniel needs to know the menu and pricing for advertising purposes. Lee Hartley will be providing that information.

Topics brought up from last year's event:

- Make sure to have some sort of Lenton meal available
- Need to get regular size water instead of the 4oz bottles
- Lee volunteered to purchase sodas again this year
- James has already purchased plates and will get things as they show up on sale
- Don and Ed volunteered to be cashiers/money handlers
- Don't forget to send out reminder emails and volunteer sign-up list
- James would like to get a committee to help setup and run the program since he will be out of town on a charity event
- Need about 10 folks to help the process work smoothly

Mr. McDaniel stated that the plans to have the new Switchblade LSA Aero Car on display at the symposium are still on track. The President of the Switchblade company will be there to make a presentation.



NEW BUSINESS:

James announced to the group that one of our members, Chris Bohner, was very ill, and has moved away to be closer to friends and his caretakers.

As an avid outdoorsman, adventurer, and aviation pilot and enthusiast, Chris has made a generous (significant) donation to Chapter 64 in order to help us promote aviation to others, and to help the chapter to progress in our ability to help others with their own building projects. It was the expressed wish from Chris that the chapter utilize his donation to the best extent possible in any and all of the chapter's activities.

Lee Hartley, Kent Schmidt, James Schaefer and Mark came (but I gave him the wrong address) and brought back 3 truckloads of donation materials.

Due to the time constraints, these were the only items we could retrieve. For those who are able, we are looking for a time in late January when we will have a single weekend to completely empty out the rest of the donation. When we are advised of the date, an email will be sent so we can get all the bodies and trucks we can to get it done.

Chris' donation included aviation books, tools, materials, parts and equipment. Once these have been cataloged, an announcement will be made on how the chapter will put them to work. Stay tuned for more information.

FUND RAISERS:

Light Sport Symposium at Granite City's SWIC Campus. See above information.

2nd Annual Trivia Night, March 23, 2023, 6 p.m. until done. Millstadt VFW Post 7980. Reserve your tables! Plan to keep it simple, not thinking about serving any food. The questions will be "normal" questions! Please pass out the flyers that came to you via email.

The winner of tonight's 50/50 drawing was Frank Dressel, and who kindly donated it back to the club.

ACTIVITY REPORTS:

No activity reports tonight.

PROJECTS:

James wanted to give plenty of time for the members to give us an insight into their own projects and builds.

- Ed Shertz was first up to speak about the chapter's Cessna build project. Ed let us all know that they have 1, and sometimes 2, teams that are riveting the wings together. It is a slow project and could always use more folks. Ed also stated that the tail wheel assembly is pretty much done, but they did find some added damage in some of the control surfaces that wasn't seen before the paint was removed.

- Frank Dressel gave an update on the new wiring harnesses that have been completed. He also let the group know that they can follow most of his progress by viewing his builder's log on the EAA website. (Secretary's added link: <https://eaabuilderslog.org/?blproject&proj=7fjfyJk6l>) Frank also stated that he has over 3,500 hours into his project, that the spark plug wires and engine are completed. Frank also added that Van's company is in Chapter 11 bankruptcy, but hopefully that will not affect his completion any.
- Bob Miller congratulated his nephew for graduating from the A&P program he was attending. He then spoke about his work on the Pietenpol. He removed some parts, sanded, and repainted them, but I wasn't able to hear which parts were worked on. He also completed the upgrade on the air breather (but I wasn't able to hear the brand used) and has started work on installing a new front seat cover.

EVENTS:

None.

GUEST SPEAKER:

Our own Al Bane gave a talk and presentation on the process he has used to fabric cover his Fly Baby project. Although it was a great presentation, it was hard to take notes that would do it justice. Just a few tidbits to take-away. Al used the "Super Flight" fabric (same used on Pietenpol that was donated) and Stewart's System Glue (a ready-to-use type of glue system). The Super Flight glue is a U-500 which requires mixing with MEK, but Stewart's is compatible with all fabrics.

Prior to putting the fabric on, he had to completely assemble the aircraft to make final adjustments to the cables and control surfaces.

Al described the process of applying the glue (paint on the glue, apply the fabric, paint another layer of glue, then wipe off the excess), where the seams should be (top or bottom of wing), and the process he used to "iron" out the wrinkles and make the fabric tight.

He also showed us the chart used to determine the placement and spacing of the rib stitching, all based on the aircraft speed, prop-wash area, and outside of slip stream area.

He had plenty of pictures of the process, the wing "rotisseries" and jigs that he used and some of the members who helped stitch afterwards.

FINAL NOTES:

- Mr. Karr verbally introduced us to Brandon Schad. If someone wants to become a pilot, Branden is rated as a Private, Commercial, and as a CGI (Certified Flight Instructor) and multi-engine with over 500 hours of flight experience. Currently he operates out of Columbia, MO, but he helped on our Cessna project and would like to come back. James threw in some information that Branden has posted many of his flight training videos online for anyone to view, but couldn't remember where he saw them (Facebook, Instagram, etc.). (Secretary's Note: I think this is his posting, but you will have to judge

since I don't remember him:

<https://www.instagram.com/brandonschad/> or
<https://www.instagram.com/columbiajet/>

- Mike Merkan announced that Sullivan Field is now under the new ownership/management of Steve Hayes, a tricycle pilot. He said that he would like to make Sullivan a "real" airport. Bob McDaniel stated that Mr. Hayes did come up to the hangar on Saturday and he invited the chapter down for any event we want to do. There is a lot of parking space, and it would be a great place for a fly-in.

ADJOURNMENT:

With no further discussion, a motion was made and passed for adjournment at 8:00 p.m.

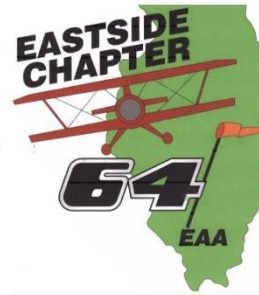
Monthly Chapter Meeting Food Schedule

It is time to start volunteering to bring food to our monthly chapter meetings. If you want to volunteer for 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	?
March	Al Bane
April	?
May	?
June	?
July	?
August	?
September	?
October	?
November	?
December	?

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)



2024 Calendar of Events

Date	Event	Time	Location
6 Jan 24	Chapter 64 Holiday Party	6-9 PM	Columbia IL
6 Feb 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
24 Feb 24	Illinois Light Sport Symposium		SWIC Granite City IL
5 Mar 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
23 Mar 24	EAA 64 Trivia Night	6PM	Millstadt VFW Post
2 Apr 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
9-14 Apr 24	SUN n FUN Aerospace Expo		Lakeland FL
7 May 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
4 Jun 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
2 Jul 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
22-28 Jul 24	EAA AirVenture		Oshkosh WI
6 Aug 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
3 Sep 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
1 Oct 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
5 Nov 24	Monthly Meeting	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)



Photos

The Cessna crew continues to make progress.





Pilot's Tip of the Week

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

Where Does Tower Expect You to Land

Featuring John Krug

“If Tower simply clears me to land, where does the controller expect me to touch down and where am I expected to exit the runway?” – Jim B.

John: “These are two separate questions. Let’s address one at a time.

When the tower issues a landing clearance, you own the entire runway unless the controller says otherwise (such as with a Land-and-Hold-Short clearance). There is nothing in the AIM or the FAA Controller Handbook that specifies a particular spot. The Pilot/Controller Glossary describes the touchdown zone as the first 3000 feet of the runway beginning at the threshold, but it doesn’t say you must land there.

For a day VFR arrival in a light GA airplane, most controllers would expect a touchdown somewhere in the first third of the runway, or between the numbers and 1000-foot markers.

If you want to land beyond the touchdown zone, say to avoid wake turbulence from a departing jet or shorten taxi time on a long runway, request a ‘long landing’. This gives the controller a heads up which helps keep a smooth sequence of arrivals and departures.

Now that you’ve landed, where are you expected to exit the runway?

The AIM says to exit the runway without delay at the first available taxiway or on a taxiway as instructed by ATC, once the aircraft has reached a taxi speed. An aircraft is expected to taxi clear of the runway unless otherwise directed by ATC. In the absence of ATC instructions, you should ensure that all parts of the aircraft are past the holding lines associated with the landing runway—even if that requires the aircraft to protrude into or enter another taxiway or ramp area. However, you should not exit the landing runway onto an intersecting runway, or cross a taxiway, unless authorized by ATC. At airports with an operating control tower, pilots should not stop or reverse course on the runway without first obtaining ATC approval.

One of my pet peeves is controllers who issue turnoff and taxi instruction to a pilot still in the flare or rollout. That is not the time for a pilot to take attention away from aircraft control to



talk to a controller. If this happens to you, focus on the landing and deceleration. Only reply to ATC when it's safe to do so.

Lately, I have been advising the controller of my destination on the airport when receiving the landing clearance. This helps the controller to plan where I should turn off the runway."

Another Pilot's Tip of the Week

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

Checking for Leaks After an Oil Change

Featuring Dean Showalter

"What's the best way to check for leaks after I change my engine oil?" – Mark M.

Dean:

"Any time the engine oil and filter are changed, extra care should be taken to verify there are no leaks. Before starting the engine, pull the dipstick one final time and verify the proper oil level. I've heard of an airplane engine being started with no oil in it after an oil change.

Start the engine and watch for oil pressure. Be prepared to shut the engine down if oil pressure does not come up (into the green band) within the recommended time for your engine, which will likely be 30 seconds in warm weather and 60 seconds in cold weather. However, keep in mind this may be too long to wait if you normally see oil pressure within 10 seconds after start.

After verifying oil pressure, taxi forward and make at least a 90-degree turn and look behind the airplane to make sure you're not leaving a trail of oil. If so, shut down and find out why. If you have an oil leak after the oil change, it's better to find it right after starting the engine rather than after you've done the complete runup and potentially made a big mess.

If the runup goes well and everything is normal, be sure to taxi back to the ramp, shut down, and check the engine closely for any leaks, especially the oil filter and the oil drain plug or quick drain. If you removed the oil suction screen, check for leaks there too. If everything is dry and you have no leaks, you're ready to close it up and go fly.

Remember, never fly an airplane after an oil change until the engine has been run and checked for leaks, and an appropriate maintenance record entry has been made."



EAA Chapter 64 Treasurers Report for November 2023

By Don Karr, Treasurer

Treasurer's Report December 31, 2023

	<u>Deposits</u>	<u>Withdrawals</u>	<u>Balance</u>	<u>Date</u>
General Checking Account Balance			\$ 10,186.54	11/30/2023
EAA Payment - Ray Scholarship - Averbeck	\$ 1,650.00		\$ 11,836.54	12/5/2023
December 5, 2023 Monthly Meeting				
50/50	\$ 66.00		\$ 11,902.54	12/6/2023
Food Income	\$ 104.00		\$ 12,006.54	12/6/2023
Soda	\$ 8.00		\$ 12,014.54	12/6/2023
2024 Memberships - M Ernst ,M & T Petruso ,Karr,Hartley,Crook	\$ 180.00		\$ 12,194.54	12/6/2023
December Hangar Rent - Phipps	\$ 130.00		\$ 12,324.54	12/6/2023
Paul Visk Dinner Cost		\$ 100.00	\$ 12,224.54	12/6/2023
AeroCareers Flight Time Ray Scholarship Averbeck		\$ 216.00	\$ 12,008.54	12/7/2023
Project N57172 Taildragger		\$ 116.48	\$ 11,892.06	12/7/2023
December Hangar Rent - Matt York	\$ 130.00		\$ 12,022.06	12/8/2023
Trivia Table Payment - Anthony Johnson	\$ 110.00		\$ 12,132.06	12/11/2023
James McGhee Re-imbusement for Chapter Renewal		\$ 1,910.70	\$ 10,221.36	12/12/2023
Secretary of State - Illinois Annual Report Filing		\$ 10.00	\$ 10,211.36	12/15/2023
December Hangar Payment to Gene Stumpf		\$ 478.05	\$ 9,733.31	12/18/2023
2024 Memberships from PayPal to Checking	\$ 271.47		\$ 10,004.78	12/26/2023
2024 Memberships - Moise, Burnworth, Jim Schaefer	\$ 90.00		\$ 10,094.78	12/26/2023
Hemann CFI Fees Averbeck July, Aug, Sep,Oct		\$ 954.00	\$ 9,140.78	12/27/2023
Ernst - Soda, wire shelves, nametags		\$ 188.89	\$ 8,951.89	12/29/2023
Ernst - parts for N57172 taildragger project		\$ 498.89	\$ 8,453.00	12/29/2023
Petty Cash			\$ 149.91	11/30/2023
			\$ 149.91	12/31/2023
Gain/Loss			\$ -	
Edward Jones Investment Account			\$ 48,268.70	11/30/2023
			\$ 50,721.45	12/31/2023
Gain/Loss			\$ 2,452.75	

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:

President: James McGhee jmcghee@htc.net

Vice President: Bob Miller arjrmiller@gmail.com

Secretary: Lee Hartley EAACh64Secretary@gmail.com

Treasurer: Don Karr donkarr6@gmail.com

Young Eagles: James McGhee jmcghee@htc.net

Webmaster: Isaac Montague idmontague@gmail.com

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.



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.