

# The FLYING WIRE

The Newsletter of EAA Chapter 64

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

**July Meeting:** Due to the 4<sup>th</sup> of July falling on the first Tuesday of the month this year, the next EAA Chapter 64 meeting will be held on **THURSDAY, 6 JULY 2023** 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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## EAA Chapter 64 President, Jeremy Cox 1965 - 2023

Jeremy Raymond Courtney Cox, 57, of Waterloo, Illinois, formerly of Shaftesbury, Dorset, England left this world suddenly on May 25, 2023. He was born on September 24, 1965, in Crawley, Sussex, England.

Jeremy was a self-proclaimed “aviation geek” who became fascinated by aircraft at 9 years old. He held the same fascination for the remainder of his life. He started his career with mowing the runways at Compton Abbas Airfield near his boyhood home - he washed the planes; he asked questions; he learned mechanics; and he learned to fly. He was elected to the Royal Aeronautical Society and worked as a technician for the Royal Navy. He worked in flight refueling and towed targets. He came “across the pond” to learn crop dusting and was invited back to teach the class. He accepted the offer. In the 32 years he spent in the U.S., he proudly became a citizen and worked around the world from the greater Saint Louis area. He was a



mechanic, a pilot, and an author. He sold aircraft and modifications to aircraft. He brokered the sale of business jets and finally found his unique niche in his own business appraising aircraft. He had a special fondness for warbirds and enjoyed the challenge of appraising anything no longer in the pricing guides. He was certified by the American Society of Appraisers as a Senior Appraiser with Machinery & Technical Specialties/Aircraft. He was president of the Greater Saint Louis Business Association, and Chapter 64 of the Experimental Aircraft Association. He enjoyed being a member of countless professional associations. He

also enjoyed world travel. Jeremy never met a stranger. He was a light in this world who could often be heard saying, “I love my life,” “I had the best childhood,” “I love my wife,” “I have the best job in the world,” and/or “I’m the luckiest man on the planet!”

Jeremy is preceded in death by his father, Raymond Anthony Cox, and his first wife, Deborah Ann Cox ne Reimert.

He is survived by his wife Kimberly Cox ne Anusewicz, his mother, Christina Cox ne Clarke, his brother Justin Martin Alan Cox (Poppy, Jack, Henry, Rosie, Daisy), a number of aunts, uncles, cousins, and many, many, many friends.

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## June Meeting Minutes

By Lee Hartley, Secretary

### CALL TO ORDER:

Meeting called to order a little after 7:00 p.m. on 6 June 2023, by James McGhee, Vice-President. Meeting was held at the Millstadt Flight Park Clubhouse.

### ROLL CALL:

Officers present: James McGhee, Lee Hartley, Don Karr, and Kent Schmidt. A quick count gave about 22-25 members present.

### ESTABLISH QUORUM:

We did not need a quorum for tonight’s meeting.

### COMMENTS FROM THE PRESIDENT/VICE PRESIDENT:

James opened with a few comments concerning the passing of our President, Jeremy Cox.

- Opened the floor for President nominations; James clearly stated he was not interested in the position due to his other obligations but was more than happy to help anyone in that position. Email nominations would also be accepted, but the board set a closing date of July 1, 2023.
- No bids were placed for the two aircraft projects. James asked the members present to brainstorm and help develop ways to sell the aircraft. The Schaefer’s are willing to store the projects for a short time if needed.
- The board of directors met last week and the topic of space in the clubhouse came up. As a group, we need to try and clear out unneeded items. It was announced that there was an offer of \$250 for the soda machine.
- The R.C. build program was brought up but our R.C. build coordinator was not present. James stated he would contact him to discuss future plans. It was mentioned by a member present that the Columbia R.C. Club has a large youth program, and they might be interested. P.O.C. for them could be Bill or Mark Dent.
- Introduced Dave Phipps as a new member and hangar lessee.
- Thanked Diane for another great dinner.

### APPROVAL OF MINUTES:

Motion made and a second received. The minutes were approved by vote. Although not part of the minutes, Al Bane did get a shout out for the great newsletter and was identified as the "Pancake Flipper extraordinaire".

**SECRETARY'S REPORT:**

None at this time.

**TREASURER'S REPORT:**

As reported in an earlier month's newsletter, Mr. Don Karr submitted his resignation. However, he has returned, ready to continue the work started. There was no treasurer's report presented but it is public in the newsletter. Mr. Karr did state that the recent Y. E. Pancake Breakfast was a huge success, and that others should be planned.

**OLD BUSINESS:****CHAPTER APPEARAL:**

Diane reported that she had only received one response to the email that went out. She did state that she went ahead and ordered a sample size so that folks can see what they look like.

**RAY SCHOLARSHIP UPDATE:**

Mia Petruso did complete her solo flight on May 13 as planned, even flying in between thunderstorms. She said that she has about 3 hours of solo as of now.

Our other scholar participant failed to meet minimum standards and was removed from the program. EAA Headquarters was gracious enough to let the chapter keep the scholarship and transfer to another student. The board reviewed the applications of 4 candidates and has selected a replacement.

**AIRCRAFT DONATIONS:**

See the Vice President's opening comments.

**REMINDER: JULY MONTHLY MEETING.** The first Tuesday is July 4<sup>th</sup>. After discussion, the meeting was moved to July 6<sup>th</sup>. (Repeat from May Meeting Minutes)

**NEW BUSINESS:****FUND RAISERS:**

With the success of the recent Pancake Breakfast, the momentum is on for the next project. Ideas presented included a Fall Fly-in and a Chili Dinner, both to be held possibly in late September or early October. We would like someone to take the lead on these, but more ideas are always welcomed!

Mr. McDaniel stated that he has a mini-fridge, free for the taking, at the hangar. Still there from last month.

(REPEAT from last month's minutes) Mr. McDaniel also announced that Rick Rehg has a \$2,000 deposit for flight lessons at the St. Charles flying club. If anyone wants/needs more info,

Paul Vorhees is the point of contact.

**ACTIVITY REPORTS:****YOUNG EAGLES:**

The May 20<sup>th</sup> event produced flights for 30 kids.

As a good faith gesture, some of the Chapter 64 pilots went and assisted Chapter 32 at Creve Cour for their rally on June 2<sup>nd</sup>. Of the 48 kids flown, Chapter 64 pilots were able to fly 10 of them.

The scheduled 3<sup>rd</sup> Saturday in June event for Chapter 64 has been cancelled. It appears that conflicts have kept the registration number way down. As an alternate/backup, a new date in August is being looked at in order to support Karen Engelkenjohn's Scout troop.

James also reported that there are "negotiations" for setting up a date for Albert Harold's Strength and Honor mentoring and tutoring group. It is anticipated to be a large group but will most likely be during the week since that is when they are able to obtain bus transportation. More to come.

**AERO CAREERS**

Mr. McDaniel reported that Cessna 123AC has finally made it to the paint facility in Springfield, Mo. It was flown over this morning, but the pilot (James) reported it was a very smoke-filled sky the whole way over.

**PROJECTS:**

Paul Voorhees mentioned that Rick Rehg's CH601 will not meet the anticipated deadline for its flight to Air Venture. It seems that the registration wasn't started in time, and the FAA delays with the DAR will prevent meeting the timeline. The new hope is maybe Sun-N-Fun 2024.

Frank Dresser mentioned that his RV-14 made it back from the paint facility in great condition, however, he still anticipates a long journey to completion.

Although not a project, it was announced that Mr. Hamilton will be selling his Pitts S1-C in the near future.

**EVENTS:** No new events discussed.

**GUEST SPEAKER:** None this month.

**FUND RAISING:**

The winner of tonight's 50/50 drawing was Mr. Karr, who gladly donated his winnings of \$33 back to the club.

**ADJOURNMENT:**

The gathering was adjourned just a little past 8 p.m.



As we reported in a recent newsletter, Mia Petruso successfully completed her first solo flight and is continuing toward her Private Pilot Certificate as our 2023 Ray Scholar.

We recently selected another deserving individual to fill a second vacant scholarship. Lillian Averbeck (picture at right), a 16-year-old Junior at Belleville West High School began her training in the AeroCareers' Cessna with Dr. Rich Hehmann.

Lillian is an energetic highly motivated young lady who excels in everything she does. She is top in her class, plays in the jazz band, is the head drum major in the high school band, and is working as a lifeguard this summer. She's a busy lady, but her parents, her band director, and her swimming coach are all very supportive of her quest for a pilot certificate.

If you see her around the clubhouse, say hello and wish her well.



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## Carson Kalbfleisch Solos

Carson is in Lakeland FL on an Air Force Junior ROTC Flight Academy Scholarship. James McGhee received the following message from him:

“Hi James, I soloed! It was actually last week, but I’ve had a lot going on at my flight school, so I’ve gotten distracted from reaching out. I’m starting my stage 2 portion of training where I will do my cross country flying and hopefully go on to stage 3 and get my PPL.”

Congratulations Carson!



## Dennis Engelkenjohn's Donated Projects Find Homes with Chapter Members

The Chapter received good news this month regarding the aircraft projects Dennis donated to the Chapter when he passed last November. John and Liz Schaefer have acquired the Corben Junior Ace project and Al Bane will be taking on the Pietenpol project.

John and his brother Jim have already started working on the Corben along with his Sopwith Camel project. I (Al Bane) am making room in my garage for the Pietenpol and plan to work on it at home when I'm not at the Flying Dutchman finishing up the Fly Baby project.

I'm sure Dennis would be pleased that these projects are staying in the Chapter so we can all see his work completed.

Corben Junior Ace:



Pietenpol:



## Monthly Chapter Meeting Food Schedule

It's time to schedule volunteers to bring food to the monthly meetings. If you can take 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	Paul Visk
March	Diane Earhart
April	Diane Earhart
May	John and Liz Schaefer
June	Diane Earhart
<b>July</b>	<b>Al Bane</b>
August	Diane Earhart
September	Bob McDaniel
October	?
November	?
December	?

## 2023 Calendar of Events

Date	Event	Time	Location
6 Jul	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
24-30 Jul	EAA AirVenture		Oshkosh, WI
1 Aug	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
27 Aug	Shumway BBQ Lunch and Fly In	11AM - 3PM	Effingham, IL (1H2)
5 Sep	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
7-9 Sep	Midwest LSA Expo		Mount Vernon IL (MVN)
16 Sep	Chapter 64 Chili Feed and Fly In	TBD	Millstadt Flight Park )1IL4)
23-24 Sep	St. Louis Regional Airport Wing and Wheels Fly In and Car Show	10AM - 2PM	Alton IL (KALN)
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](mailto:adb7@att.net))

## Pilot's Tip of the Week

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

### *Confidence in Performance Calculations*

Featuring Bruce Williams

*"I've read in several places that you should add 50 percent to the POH takeoff numbers for an airplane like the 172 I fly. This seems excessive given the airplane was demonstrated to perform to those numbers when new. Why isn't 10 or 15 percent enough buffer?" – Bobby M.*

#### **Bruce:**

"First, understand that performance charts in the POH rarely tell the whole story.

For example, the takeoff distance table for a Cessna 172S at maximum takeoff weight assumes that you'll use the specified short-field technique: extend 10 degrees of flaps, hold the brakes while you set maximum power, and lift the nose at 51 knots. For anything other than a dry, paved, level runway, with dead calm winds, you also must adjust the calculated distances using the notes for the table.

But even if you do all the math correctly, you must consider additional variables. The takeoff performance data assumes that the 172's engine is producing its rated 180 horsepower, adjusted for pressure altitude, and temperature. Unless you're departing from the factory with a brand-new engine, the powerplant probably is delivering less than the book value—and you have no way to know how much less.

And then there's the biggest variable—one that affects every takeoff and landing: You.

Even if you try to follow the short-field technique to the letter, you probably won't lift off or land at exactly the specified airspeed. At 60 knots (roughly the takeoff and approach speed in an airplane like a Cessna 172), you cover 100 feet per second. Delaying liftoff or floating before touchdown—even for just 3 seconds—means you travel the length of a football field.

Pilots often tell me they'd add 10 or 15 percent to the book numbers to compensate for such uncertainties. But for a 172S at sea level when the temperature is 20 degrees Celsius (about 70 degrees Fahrenheit), the basic ground roll is 995 feet. Adding 10 percent to that is just 100 feet—one second at 60 knots.



A better multiplier is 1.5 times the book value. This adjustment is based on tests that the AOPA Air Safety Institute conducted in several types of GA aircraft. That's a factor that leaves a more reasonable margin for error and for the unknowns not reflected in the POH."

## Another Pilot's Tip of the Week

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

### *Old School Glide "Ring"* Featuring Wally Moran

*"I've used the glide ring on both ForeFlight and the Garmin GPS in my panel. They're great at first when I head for an airport or low terrain, but I have trouble knowing if I can make it or not in the last 1000 feet or so. The pretty displays aren't helpful anymore. Is there a visual technique for that last part?" – Dick F.*

#### Wally:

"This is an important question and could be the difference between an incident and an accident.

All aircraft have different glide ratios with the engine off, but a general rule is that you should be able to glide to anything within a 45-degree angle below the airplane. Some airplanes are better, some are worse. Naturally, the wind will have a significant effect on your glide distance as well.

The first thing you need to do is configure and trim the aircraft at its best glide speed. Do you know what that means for the airplane you are flying? Now point the airplane at your intended landing area and while maintaining the proper speed, notice if the area is moving up or down in the windshield. If it is moving lower in the windshield, you should make it. If, however, it is moving up, you need to make alternate plans. Don't wait until you are very low to give up on your field, make those plans early while you still have options.

Be careful about maintaining that best glide speed as there is a great tendency when the landing area begins to move up in the windshield to pull the nose up to try to make the picture look better. This only causes the airspeed to decrease and will actually shorten your glide.



My suggestion is to select a landing area that you can easily make and use the extra altitude to make a pattern around the field. Gliding straight-in to a far-off field can be tricky and rarely works.

My personal technique is to understand that my airplane will glide approximately 2 miles for every 1000 feet I am above the ground. So, if I am cruising at 7000 AGL, I can glide approximately 14 miles - plus or minus the wind. I keep my GPS moving map on the 35-mile scale, so I am aware of airports within that range. If there are no airports on the screen, I realize that if I have an engine failure I will likely not land at an airport.

Even with all those good electronics, I still need to recognize what my intended landing area is doing in relation to the windshield and take action accordingly.”





**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](mailto:kengelkenjohn@gmail.com)



Karen is also selling the pop-up camper. It's a 2005 Coachmen Clipper. Located at Sullivan Airport. She is asking \$1500 as is. Email Karen at [kengelkenjohn@gmail.com](mailto:kengelkenjohn@gmail.com) if interested.



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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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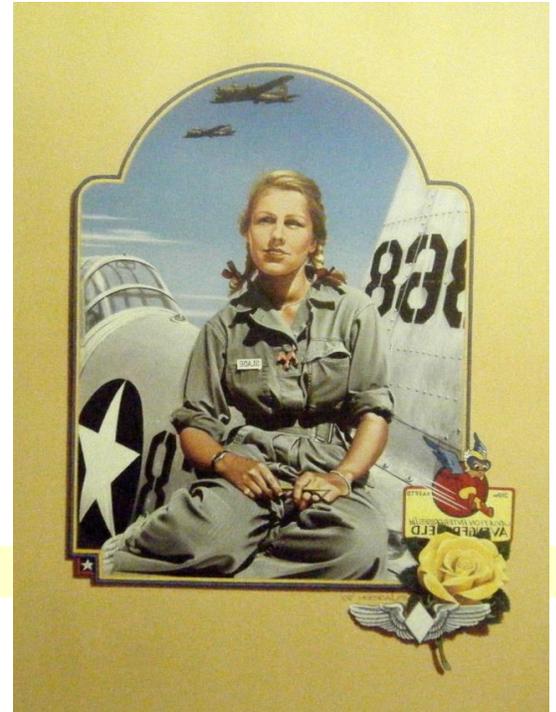
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Visit us on the Internet at: <https://chapters.eaa.org/ea64>. Send your photos, tips, stories, and files for sharing to Isaac Montague to post on the web page and to Al Bane for the newsletter. You can also post information on the Chapter's Facebook 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.