



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, 1 November 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.

October Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order a little after 7:00 p.m. on 3 October 2022 by Pres. Dennis Engelkenjohn. Meeting was held at the Flight Park Clubhouse, Millstadt, IL.

ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres.), Paul Visk (Treas.) and Lee Hartley (Sec.), Club house had around 28 - 30 people present at the start of the meeting. We did not operate Zoom tonight.

ESTABLISH QUORUM:

We did not consider numbers for tonight.

COMMENTS FROM THE PRESIDENT:

Mr. Engelkenjohn opened the meeting with asking a few of the members to describe recent individual activities that they had participated in. Some of those persons included:

- Thanks to Don Karr for the dinner he provided.
- Bob Miller and the Havana Regional (910) Fly-in. This is an event that is held every September, and this year it was September 16th. Activities included a dinner, laser-sighted star gazing, and breakfast. This is an EAA Chapter 1420 and Recreational Aviation sponsored event. (secretary note: https://theraf.org/inspire_events/fly-in-and-star-gazing-at-havana-regional-9i0-illinois/)
- James McGhee and the Young Eagles software update. A little recap of the presentation that James gave last month, and some training that he did last week, highlighting the new YEDay.org website. This site allows registration and updates to both pilot and ground crew persons who wish to participate. James also refreshed the group that Y.E. pilots need both background check and Youth Protection training while ground crew do not.
- Terry and Marsha Ernst's visited Alton and Springfield for Young Eagle rallies. They

expressed how each organization prepared for and executed their own rally. Springfield used the new web-based program for processing the flyers, had sections set up for “de-brief and follow-up”, a snack area, and a place for general questions and waiting area.

The trip to Alton was totally different. They still used the paper registration method, no real elaborate setup as did Springfield, and still managed to fly about 300 participants. The Ernst’s did say that Alton only does one event a year.

That lead directly to Mr. Engelkenjohn opening it up to the Young Eagles briefing from Mr. McGhee. It was reported that in order to make the real-time web processing procedure work, we would need a printer that can accept wireless requests from an Apple iPad. The printer we have on hand will not accept those inputs.

For the 2022 year, the chapter had earned roughly \$1,495 in Young Eagles credit. This money needs to be spent and EAA headquarters notified of spending by December 31 of this year to be reimbursed.

As an incentive, all Young Eagle flights flown between January 1st and March 31st, 2023, will earn a \$10 credit vs the current \$5 credit.

Mr. McGhee then spoke of the last event held at St Louis Downtown Airport on September 18. Due to sudden, unplanned aircraft breakage, two aircraft were rented to keep the event from being canceled. One aircraft was rented by James while the other was rented by Cody Jackson.

Next Young Eagles event to be held at the Flight Park on October 22, 2022, with about 20 kids registered. As usual, safety meeting around 8:30 with flying to start close to 9:00.

Two other events are tentatively scheduled for November 19th and December 17th. More to come on these later.

Aside from the actual flying, Mr. Bob McDaniel and Mr. James McGhee presented the chapter with an EAA plaque recognizing 30 years of continuous Young Eagle flights. Of the over 900 chapters in national, just over a hundred or so earned this distinction.

After the above discussions, Mr. Engelkenjohn introduced tonight’s visitors:

- Bob Miller introduced his nephew, Abel, who started his A&P studies at Southwest Illinois College.
Jeremy Cox, President of the Greater St. Louis Business Aviation Association (GSLBAA), put in a quick plug for the scholarship opportunities that are available.
- Ray Ochs introduced his father, Bob, who recently moved down from Roseville, Minnesota. Mr. Ochs Sr. was a former KR2 pilot. (Ray Ochs also gave some information on the closure/sale of the Festus airport. It seems that the James Hardie Siding company bought the facility to convert it to a manufacturing plant for their siding products.)

APPROVAL OF MINUTES:

There were no minutes from last month since there was no meeting. However, a motion was made by Jeremy Cox with a second from Mr. McDaniel to approve minutes from the August meeting. Motion made by Jeremy Cox and second from Al Bane. Approval was granted by the members.

SECRETARY'S REPORT:

The only item brought up at this time is the scheduled elections at next month's meeting. No nominations were received by the Secretary during the open season. The Secretary asked the Nominating Committee to make a presentation.

The Nominating Committee spokesperson, James McGhee, also stated that no other nominations were received. He also presented, with concurrence of the other committee members, the following:

- Jeremy Cox volunteered (nominated) for President
- James McGhee volunteered (nominated) for Vice President
- Lee Hartley volunteered to remain as Secretary
- Don Karr volunteered (nominated) for Treasurer

Bob McDaniel made motion to accept the nominations. No other nominations from the floor were made.

TREASURER'S REPORT:

Our Treasurer, Paul Visk, sent a statement through the President, stated that funds were removed from the chapter's investment account in order to cover expenses for the month.

OLD BUSINESS:**CHAPTER ELECTIONS:**

Elections are next month.

CHILI COOK-OFF

A date has not been determined. Al Bane stated that the Flying Dutchman will not be doing their cook-off as normal so no date conflict with them.

Other dates that have known conflicts are:

October 8 - 9: Belleville Chili Cook-Off

October 8: 331 Fly-in from 9:00 am to 3:00 pm.

October 9: St Genevieve Fly-in Picnic

October 10: Sullivan Field, 6 pm normal meeting. It is their 10-year anniversary

NEW BUSINESS:

Mr. McDaniel called the question as to the reimbursement for the unplanned plane rentals. Al Bane made the motion that the chapter reimburse out of pocket expenses for the plane rental.

Mr. Engelkenjohn made the 2nd.

There was a question from a group member if this action will require a policy. Mr. McGhee answered the question in this matter "Is the chapter ok with that?" Mr. McGhee is not against rescheduling if needed but must be limited. Mr. McDaniel also stressed that this type of situation can cause FAA issues by reimbursing pilots.

After some in-depth discussion on how this type of reaction cannot become standard operating procedure, a motion was made by Al Bane, with a second from Dennis Engelkenjohn, to reimburse the rental costs. The group agreed to reimburse the rental cost.

ACTIVITY REPORTS:

Young Eagles:

See above comments.

Aero Careers:

123AC Updates:

- The craft is scheduled for a full paint job starting October 31. This job is scheduled for 10 days.
- The craft has also been certified for IFR flights effective this afternoon.
- Mr. McDaniel restated that the cost for the club members for use of 123AC is \$100 wet. He did want to state that the actual cost of operation is roughly \$120 to fly (not counting insurance).

N142LC LancAir Updates:

- The latest is that there is still about 1 months to go from the FAA on registration issues (staying experimental exhibition), but about 4 months on FISDO.
- Nose gear assembly has been sent off to the manufacture for refurbishment. It was better to have them complete the work due to it being a high-pressure system.
- The prop has been sent off for rehab.
- For updated information, go to <https://www.facebook.com/AeroCareersNFP>

Aero Careers has obtained a fully restored Piper Cub that will be awarded to the winning raffle ticket holder on July 4th of this year.

Nic Turk, James McGhee, Diane Earhart and Bob McDaniel presented Aviation Career Information at the Career Center of Southern Illinois (the old Beck Vocational Campus). Six (6) 30-minute sessions were conducted, presenting to 585 8th graders attended. Several students and teachers were very interested in pursuing further activities.

PROJECTS:

Al Bane and his Fly Baby is moving right along. He has started the fabric covering process. He was hoping to be completed this year but is pretty sure it will be flying next summer.

EVENTS:

Bob Miller brought up a fly-out possibility. He has set up a trip to the Mike Herran Bess Hollow (LL77) airport. This is a private field with a 3,000' grass strip, located about 20 miles north of Grafton. The owners of the strip are operating an exotic animal farm/zoo and think this will be a good way to get exposure. The planned date is 15 or 16 October. Talk to Bob Miller if interested.

Mr. McDaniel brought up the anticipated Light Sport/Ultra-Light Safety Symposium. It will be back open next year at the SWIC Granite City Campus, the last Saturday of February (in this case, the 25th), 2023. The last symposium was a great fund raiser for the club, and the members have agreed to participate in food prep again. If anyone has any inputs on speakers for the day, please contact Mr. McDaniel.

It was brought up by Bill Florich that 2027 is Lambert Airport's 100th year birthday. Any information about the airport would be greatly appreciated for inclusion in a memory book that is being developed for the occasion. There is also a group of people who are setting up a dinner party for the event.

GUEST SPEAKER:

No guest speaker tonight, but Bill Florich also spoke of his trip to the Imperial War Museum, Cambridge, England. It is a WWII air base where the opening shots of the Battle of Britain movie was filmed there.

He spoke of the many aircraft that are housed in the eight hangars, consisting of two show, two restoration, an American hangar, and a Ground Armor Hangar.

FUND RAISING:

The winner of tonight's 50/50 drawing, James Schaefer, was able to take home \$27.

ADJOURNMENT:

The gathering was adjourned a little past 8:00 pm.

Young Eagles on November 19

A Young Eagle event is currently scheduled for Saturday, November 19 at the Millstadt Flight Park (11L4). As always, pilots and ground crew help will be needed and appreciated. Mark your calendars!

2022 Calendar of Events

Date	Event	Time	Location
1 Nov	Chapter Meeting (Officer Elections)	7PM (Food at 6PM)	Millstadt Flight Park (1IL4)
19 Nov	Young Eagles	TBD	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)

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) 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
August	Jeremy Cox
September	Meeting cancelled
October	Don Karr
November	Bob McDaniel
December	????

Photos

Bob Miller provided several new photos again this month. Bob: "Kamaroo Farms and Hardin IL. Kamaroo is an awesome little fly in spot (call and get permission first). Randy, Ivan and Bob visited -- Ivan only one to fly in. Picture of camel bolting when Ivan gunned his gyro. Ran into Bill Florich at lunch in Hardin IL."







More photos from Ste. Genevieve







Young Eagle Plaque presented to the Chapter

Pilot's Tip of the Week

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

Steep Turn Secret Featuring Bruce Williams

"I have my first Flight Review coming up and I'm terrified the CFI will ask me to do steep turns. I never really understood them and barely passed my check ride because of them. How do I master these things?" – Wiley T.

Bruce:

"The key to performing a steep turn—and other training maneuvers—is to remember the purpose of the exercise, and not just learn a rote procedure that meets the ACS standard.

There's a lot going on in a steep turn: division of attention, orientation, comfort with higher G-forces, overbanking tendency, and learning the control inputs required to maintain altitude at a constant airspeed during the turn. All of these lessons can be introduced by flying a steep turn incrementally, with gradually increasing bank angles.



First, establish straight-and-level flight at the correct maneuvering speed. About 2000 RPM will yield 90 knots for a Cessna 172 or similar fixed-pitch single. Clear the area in the direction you'll turn and roll into a 20-degree bank. Hold that shallow bank until you can clearly see the slight pitch-up required to maintain altitude—without adding trim. Adding maybe 50 RPM is all that's needed to maintain airspeed. Hold this shallow bank through 90, 180, or even 360 degrees to get the picture (while looking for traffic, monitoring the airplane, and maintaining your orientation).

Next, without returning to wings-level, increase the bank angle to 30 degrees. Note the slight additional pitch up required—without adding trim—to maintain altitude as the vertical component of lift changes with the steeper bank angle. Add power as necessary to hold airspeed—perhaps another 50 RPM. Stay at that bank angle until you can hold the new pitch attitude and maintain altitude, even if one or more 360s is required.

When you're ready for a 'real' steep turn—again, without rolling wings level and without adding nose-up trim—smoothly increase the bank angle to 45 degrees. Add back pressure to hold the attitude required to maintain altitude. Increase power as necessary.

Practice slightly decreasing and increasing the bank angle—plus or minus 5 degrees—to help you hold altitude. Note the pitch attitude and power setting required. You'll find that you're flying a steep turn within standards without all the fuss usually associated with the maneuver.

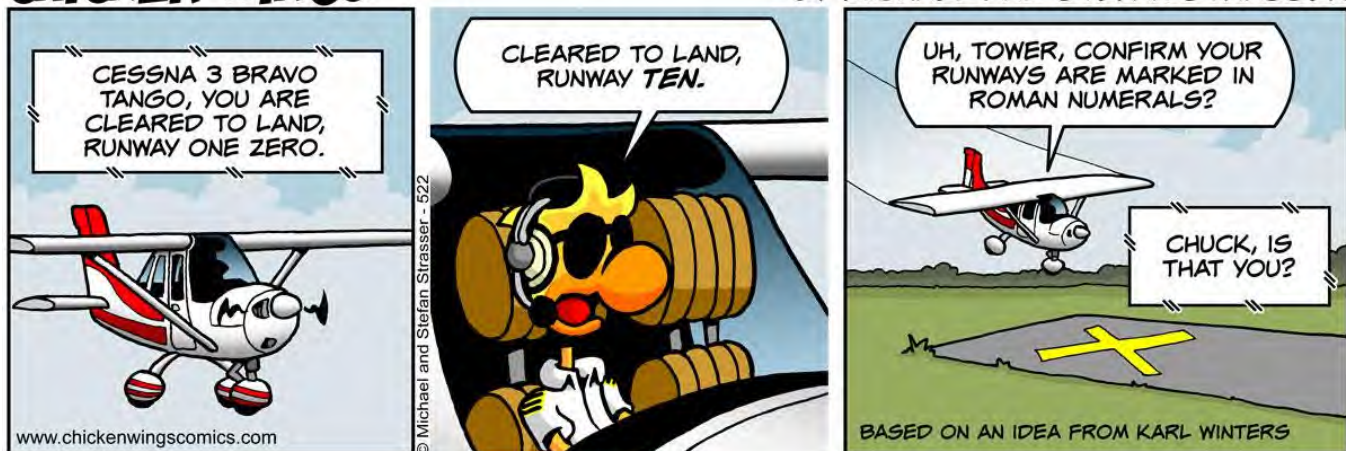
To roll out, reverse the process and pause at 30 degrees, and then 20 degrees, before returning to wings-level, all the while decreasing pitch and power to maintain altitude and airspeed. At first, don't obsess about your target heading. Focus on the sight picture, power settings, and feel of the control pressures.

After flying a few of these incremental steep turns (if necessary, with intervals of straight-and-level to let your inner ear and stomach settle) go directly from wings-level to 30 degrees and back. Then try wings-level to 45 degrees and back. Because you know the pitch, power, and control feel targets, you'll roll in and out of steep turns on heading, without diving, ballooning, slowing, or accelerating. You'll master the maneuver more quickly because you feel less rushed. The gradually increasing control forces are easy to manage without resorting to trim.

And you'll understand the purpose of practicing steep turns—rather than obsessing on the standard by which they're judged."

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Another Pilot's Tip of the Week

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

Best Glide Simplified Featuring Dave Hirschman

"I just read that best glide speed varies with aircraft weight. How am I supposed to calculate that in an emergency, especially when I have to find a place to land without delay?" — Daniel Y.

Dave:

"The one and only engine on your airplane just quit in flight. One of your first and most pressing tasks is to find best-glide speed. In the heat of battle, the exact number can be hard to remember—and the single number published in most flight manuals is only valid for gross weight.

So, here's a shortcut to reach your airplane's actual best-glide speed right away: Fly level.

That's it. A flat pitch attitude will yield something close to best-glide speed in just about every piston single. Raising the nose two or three more degrees can fine-tune it. Once you've found a level pitch attitude, full nose-up elevator trim usually keeps it there.

Try it out on an upcoming proficiency flight. Pull the power, pitch for level flight, and watch where the airspeed indicator settles.

Then roll in full nose-up trim and see how close it comes to holding the desired airspeed.

If the emergency happens in visual conditions, you'll match the chord line of the wing to the horizon. For an engine loss in the clouds, use the attitude indicator to find level pitch. This lets you focus on troubleshooting the engine while heading for an emergency landing site—without being distracted by a search for best-glide speed."



EAA Chapter 64 Treasurers Report for November 2022

By Paul Visk, Treasurer

Checking Account

Accounts

Hangar5901

x5901 - Just updated

\$565.61

Available

General6701

x6701 - Just updated

\$1,575.35

Available



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



EAA Chapter 64

(1IL4) Millstadt, IL

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

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

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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.