



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

October Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 3 October 2023** at the Chapter Hangar/Clubhouse on the **MILLSTADT FLIGHT PARK AIRPORT (1IL4)**. See last page of the newsletter for directions. Food (see below) will be served at 6:00 followed by the meeting at 7:00.

September Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order at 7:03 by James McGhee, Vice 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 24 folks sign in.

COMMENTS FROM THE VICE PRESIDENT:

James asked the group to please sign in on the roster. He spoke of the need to get the dues payment, or lack of payment, under control and to a reasonable level.

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

- Allison Loughlin. A SWIC Aviation Management student and pilot trainee. Would like to get a commercial rating.
- Rob Wisner. A SWIC student pilot, 4th time around. He would like to build a Bush Cat to fly.
- Dave Krause. 26-year pilot who came to check us out. Wants to get into gyrocopter flying.
- Doug Peck. A 12 - 13-year Ideal Aviation A&P mechanic. He works with Aero Careers.

James is starting a new campaign, with the use of EAA's new OurChapter.org website, to impress the group to pay up on past due dues.

Lifetime chapter dues are \$250.00. You can pay by cash, check, or PayPal. The PayPal account has been adjusted to take in the service charge.

APPROVAL OF MINUTES:

Bob McDaniel and James Schaefer made 1st and 2nd motions to accept the minutes. The minutes were approved.

SECRETARY'S REPORT:

None at this time.

TREASURER'S REPORT:

Reported here as "All is good".

- The treasurer can now log into the chapter's Edward Jones online electronic account.
- The chapter received another Ray Scholarship payment from EAA.

Mr. Karr gave a special shout out to Diane Earhart for her generous donations to the multiple dinners she has provided and donating her CFI payments back to the club.

OLD BUSINESS:**T-SHIRTS**

Diane has brought in some chapter t-shirts, and they are ready to be purchased. The ones presented (plain with the chapter logo on the front) are for sale for \$10. They will also be available for the pancake breakfast.

United Ink (formerly the Belleville Archery Range) has the logo on record and can also produce embroidered shirts without making a quantity order.

RAY SCHOLARSHIP UPDATE:

Mia: Diane, Mia and Lilly flew to Springfield, MO to pick up Aero Careers' N123AC. Mia flew her first solo on the return trip, with a touch and go at Sullivan field. November 2nd is the target check ride date.

Lilly: Diane reported that Lilly is catching on and digesting the material, understanding what is going on and doing well in her studies.

Diane reported that the 99's group contacted her about two possible candidates for next year's selection.

NEW BUSINESS:

Hangar rental- the hangar is fully rented at this time. The rental rate is \$130/month. To go along with that, the lease between the chapter and the property owner has been extended for 5 years as stipulated in the current lease.

The Leese holder has been informed of the maintenance needed around the entry door and front corner. It was also brought up about adding a bi-fold door to the list.

FUND RAISERS:

See Young Eagles below for pancake breakfast. Need people to come early to set up, cook, clean during the day and clean up afterwards. Al Bane will be bringing over the griddle from the Flying Dutchman. We hope to have some new black-stone type griddle tops for our large grill, which Kent Schmidt has agreed to build.

Also, need ground crew to park any transient flyers that will be coming in for breakfast.

Lee Hartley will send out volunteer sheets for both the meal and ground crew.

Re-addressed the LightSpeed associate program. Still working on getting set up, but any purchases with

the chapter's code earns the chapter 10%.

YOUNG EAGLES:

Last event had 19 kids and 1 adult take an intro flight.

The next event is on September 23rd in conjunction with the pancake breakfast. James thanked all the crew that participated and helped. Flying will be from 9 - 12:00.

Young Eagles received a \$100 donation she had received from as a result of a posting in Jeremy's memorial.

Another Y.E. event is scheduled for October 21st at the Downtown Airport Firehouse. This is for a group of underprivileged kids.

PROJECTS:

We are starting a project to create a portable sink that can be used during our food events to wash kitchen wares. There were many ideas put out, but everyone liked the idea of being able to connect it right to the water hose. Lee Hartley stated that he might be able to obtain a utility sink for use.

Hangar clean-up. We have started to make strides in cleaning up the hangar and removing surplus items. However, before anything is removed, please check with someone in charge to make sure it is not needed.

The workbench from the clubhouse will be going to Al Bane's workshop for aircraft wing building.

Excess books upstairs will be put out for the next Y.E. event. There were other ideas that have been thrown out.

John Schaefer will speak with Bill Aanstad about the RC equipment.

Kent Schmidt presented a new marker sign that will be used during AirVenture.

Bob Miller spoke about the Pietenpol status. He stated that there were still communication issues between the seats. It doesn't work well with Y.E., but it is still a good project. If anyone wants a ride, if they weigh less than 170 lbs, let Bob know.

AirVenture Adirondack Chair program. Does the chapter want to do something like this? Plans found at Lowe's.com.

EVENTS:

Diane Earhart brought up that September 23 is also slated as "Girls in Aviation Day". She asked if a booth or table could be set up during breakfast. James passed it back to her to head up the project. Might be able to get Fox 2 News to come out as a follow-up news article.

GUEST SPEAKER:

Doug Peck, Cirrus Chute Rigger presentation. An explanation of the chute deployment mechanism. The mechanism contains a small explosive charge, that when activated, counts down 8 seconds. At the end of the 8 seconds, it sends a small guillotine blade down the tube, cutting the chute release cords. The mechanism is good for 2 years and then it has to be replaced.

The winner of tonight's 50/50 drawing was Don Rob Wisner.

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

There are still two open months for volunteers to bring food to the monthly meetings. If you can take 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	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	?

2023 Calendar of Events

Date	Event	Time	Location
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)

From Diane Earhart

EAA Chapter 1402

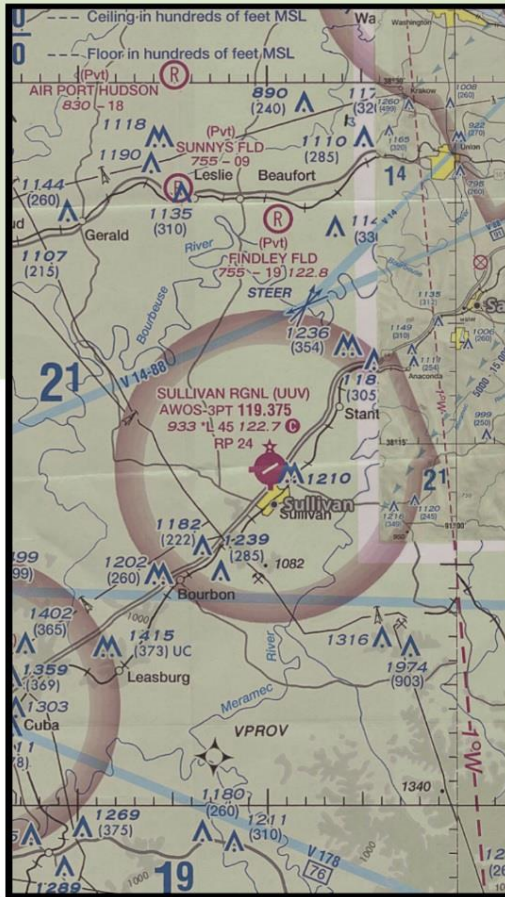
VFR Navigation Event

Join us for a VFR navigation event and free bbq in **Sullivan, MO**
Saturday, October 21
10:00-2:00

Scan QR code to Register



Scan QR code for more details



This is an event Sullivan, MO, chapter is hosting. No electronics allowed. They will provide a sectional and participants will plan a route they assign. The closest one to time and fuel they have pre-calculated will win a trophy. This is what we dinosaurs live for! I was ready to go with a couple of students, and super excited to do so, but SOMEONE has both AeroCareers planes booked! If anyone needs a refresher using a plotter and E6B, see me!

Diane

Photos From Young Eagle/Pancake Breakfast Fly In 23 September 2023

From Liz Schaefer





From Diane Earhart







From Mark Nankivil













Al Bane's Fly Baby Project

Progress continues with the fabric covering process. Here are photos of a wing being covered. Ailerons, rudder and elevators are finished. I'm using Superflite fabric and Stewart Systems glue.







Pilot's Tip of the Week

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

Forced Landing at Night

Featuring Bob Martens

"How can you prepare for nighttime forced landings?"— Wayne A.

Bob:

“Great question! With the loss of most of our visual references, this situation creates some real challenges. I’d like you to approach the answer from several perspectives.

Because of the additional challenge, I recommend planning your flight differently. Do a careful route study and plan your route with the maximum number of alternatives. It might take a little longer, but why not fly from airport to airport to improve our landing options.

How about flying a little bit higher than normal? It will give you more time and options in case of an emergency.

Hopefully, you already use flight following, but using it for night flights is great insurance. It’s very reassuring having someone to talk to.

Regular practice will help you be more comfortable when the real thing occurs. Few of us get as much real emergency practice as we should, and this will only increase the anxiety factor when it happens at night. Remember the big three: Maintain aircraft control, analyze the situation, and take positive action.

Few of us practice emergency procedures enough, but how many of us EVER practice them at night? With a CFI on board, see how different an engine failure feels and looks at night. It may very well cause you to approach night flying a bit more carefully.

Slow down! Rushing or panicking may contribute to spatial disorientation. That’s never good. Spatial disorientation is a BIG problem at night!

One of our first challenges in a forced landing is identifying a landing location. Parking lots and roads might appear attractive, but personally, I don’t think we have the right to endanger others because of our emergency. Big fields are ideal, but without good moonlight, they might



not be obvious to us. Frozen lakes in the winter might be attractive, but unless you know they can support you, they are very problematic.

While a tree landing is never an ideal solution, landing under control in the trees is very survivable! Wherever you choose to land, maintain a safe airspeed right down to the ground. Fly the plane all the way down!

Think about the things that make an engine stop running and be really proactive about making sure none of them occur. At the first sign of trouble, land while you still have power.”

Another Pilot's Tip of the Week

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

Changing Altitude With Flight Following

Featuring John Krug

"Do you need to tell ATC when you change altitude if you're getting Flight Following?" – Frank W.

John:

“The short answer is yes.

Guidance is contained in the AIM (Aeronautical Information Manual) under paragraph 4-1-15 (b)(2). It states that when receiving VFR radar advisory service, pilots should inform the controller when changing VFR cruising altitude.

VFR advisories, also known as Flight Following, are a service provided by radar-equipped ATC facilities. Pilots receiving this service are advised of any radar target observed on the radar display which may be in such proximity to the position of their aircraft or its intended route of flight that it warrants their attention. The controller may issue a turn or altitude change to help the pilot avoid conflicting traffic.

The avoidance vector or altitude is based on the current or projected path of both aircraft. It makes sense that the controller must be aware of any altitude changes you plan to make.

The controller may also assign an altitude that is contrary to the normal VFR altitudes for traffic avoidance—especially in Class B or C airspace. ATC is required to advise the aircraft when to resume appropriate VFR altitudes.”



EAA Chapter 64 Treasurers Report for September 2023

By Don Karr, Treasurer

Don is currently out of town and unable to provide the treasurer's report for the newsletter. He will present the report at the next monthly meeting on 3 October 2023.

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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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.