



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

December Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 5 December 2023** at the **Chapter Hangar/Clubhouse on the MILLSTADT FLIGHT PARK AIRPORT (11L4)**. See last page of the newsletter for directions. Food will be served at 6:00 followed by the meeting at 7:00.

!! Chapter 64 Holiday Party Information !!

Date: Saturday, 6 January 2024

Time: 6:00 PM - 9:00 PM (Buffet opens at 6:30 PM)

Location: The View - 5th Floor Building 1 - 1000 Eleven South, Columbia IL

Reservations: Contact Liz Schaefer by Text at (618) 973-2800 or E-Mail Johnfarm14@icloud.com. Maximum occupancy is 75 guests so get your reservation early. Past holiday parties had around 50 guests. We need a good count of reservations by 20 December.

Menu:

- Roast Beef
- Roast Turkey
- Gluten Free Vegan Lasagna
- Vegetable Stir Fry
- Mashed potatoes and gravy
- Corn
- Salad
- Rolls
- Variety of deserts
- Soda, coffee, iced tea, and water

Cost: \$30.00 per person

Entertainment: Christmas Gift Bingo

Presentation: Women in Naval Aviation





November Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order close to 7:00 p.m. on November 7, 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 24---- folks sign in.

COMMENTS FROM THE PRESIDENT:

James opened up with information about the OurChapter.org website. He wanted to make sure everyone was getting messages, if not, check the Spam Folders. He reported that of the 133 test messages that was sent out, 72 showed as being delivered/read. Use your Young Eagle site sign-on to get in.

James thanked Al Bane for the great newsletter and the wonderful photos of projects that are going on in the club.

James also announced that the club has another new Lifetime Member - Kent Schmidt. Kent does a lot around the clubhouse including fixing the door frame, creating, and constructing our

new griddles for the grill, and putting together a portable kitchen sink - with running HOT water!

Kent spoke up with a warning: The sink has an electric hot water tank. DO NOT PLUG IT IN until the tank is filled. It MUST BE DRAINED AFTER USE, so it doesn't freeze and bust open.

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

- Jim Hall. Jim is from EAA Local Chapter 32 in St. Louis, the oldest Missouri chapter. Jim's mission tonight was to introduce himself and to make the chapter aware of his efforts to coordinate events so that the chapters can help each other out and share information and best practices. He gave an example of how different chapters pitched in for Chapter 864 (Alton) Young Eagle event. That event few 270 kids with 10 planes, but it was a long day. Jim is hoping to coordinate so long days like this doesn't occur very often.
- Raquel Schuh. Raquel is from Imperial, MO, but she has a Zenith 750 Cruiser she is constructing at Sackman.
- Julie Ann Kent. Julie moved from Florida to Maplewood, MO. She is interested in doing flight lessons and entering the Air Force in some flying capacity.
- Albert White. A long-time member, Albert has been out of pocket for a while, but he is hoping to re-enter the activities of the club. He once had been a prior club president.

APPROVAL OF MINUTES:

No comments on minutes. Motion to approve made by Kent Schmidt with a 2nd made by Liz Schaefer. Minutes approved.

SECRETARY'S REPORT:

None at this time.

TREASURER'S REPORT:

Don Karr gave the report for the evening.

- All the hangar spots have been rented, but he does maintain a waiting list. If anyone requests to be on the waitlist, let Don know.
- The hangar lease between the Chapter and Owner has been renewed and accepted by both parties. We are good for another 5 years.
- The Treasurer's Report has been updated to include visibility for all accounts, including the Chapter's investment account at Edward Jones. (\$44,969 end of the month; \$46,637; November 7, 2023)

OLD BUSINESS:

T-SHIRTS

T-shirts are still available here, or they can be purchased at United Ink in Belleville or online.

RAY SCHOLARSHIP UPDATE:

Mia Petruso is now a new pilot (on her 17th birthday)! As such, Mia received the coveted Ray Scholar Alumni T-Shirt. She thanked the chapter for the opportunity, for the YE flight that got her started. When asked how it felt, Mia replied that she was very, very nervous, but it went very well. She now plans to continue with instrument training.

She was asked what her training timeline was. Her training was from February to November; soloed on May 13th, and currently has 84 hours flight time.

I believe it was Mr. McDaniel who stated, in a review of the FAA pilot database, there are currently only 386, 17-year-old licensed pilots.

NEW 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.

Keep it on your calendar: February 24, 2024. Light Sport Symposium at Granite City's SWIC Campus.

Mr. McDaniel stated that there are plans in the work for the new Switchblade LSA Aero Car to be on display at the symposium. The vehicle just made its first flight but hasn't been announced yet. The President of the Switchblade company will be there to make a presentation.



FUND RAISERS:

Light Sport Symposium at Granite City's SWIC Campus. We have provided both breakfast and lunch at this event for the past two years, with great success. Please volunteer for helping with the off-campus food prep, working a station, or assisting as needed.

Also for the calendar: March 23, 2023, Trivia Night, 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 a mystery to me, but they were kind enough to donate back to the club.

ACTIVITY REPORTS:

YOUNG EAGLES:

James expanded on the October 21 event at St. Louis Downtown. He reported that 38 to 39 kids were flown. He also wanted to thank the folks that managed all the kids. Kayle Martin has teamed up with Ideal Aviation in the past to arrange rides for the kids.

AERO CAREERS:

Mr. McDaniel gave the announcement that 142LC, the Lancair Columbia 300 "Spirit of St Louis II", has received its valid air worthiness certificate! It only took 17 months and 16 days, (but who's counting? Editorial input by the secretary)

PROJECTS:

Frank Dressel opened up the floor. He states that his craft will be flying someday. The craft has had a new exhaust installed and is ready for installation of CHT/EGT (cylinder head temperature/exhaust gas temperature) thermocouples. Frank did state that he had underestimated the installation of the fuel injection system.

Frank also wanted to inform the group of a presentation on Thursday at 5:30 p.m. in the St. Louis History Museum, entitled "Come fly With Me, The History of TWA."

John Schaefer stated the Corbin Ace Jr. has new cowl wood inside and is now ready to cover the fuselage. Engine was put on the engine mount to be worked on.

John also stated that Jim is working with the Sopwith Camel's machine guns. They are being put together, but they are special - they are sized and constructed to hide the two radios from view from the ground. Also, since last month, the axles and wheels have been installed and the plane is permanently on the landing gear. The final wiring is completed, instruments are in, and checklist is being completed. The wings still need ailerons, wing tips and covering.

As a note, the Schaefers gave an update on the repair of Bill Aanstad's Piper Cub. They have found time to rebuild the rudder and cover it (ready for painting), made a new cowling that is ready to be riveted to the plane, and all it needs now is a new wing tip.

SAFETY NOTE: Check for foreign objects! A pen fell through the floorboards and jammed the elevator torque tube, causing the plane to flip on take-off.

Raquel spoke about her Zenith Cruiser. She has been working on it for about 2 years, tail is done, wings probably 80% complete, fuselage and back aft is done. She is currently looking for a Viking 130 engine for installation.

Cessna 172 Rebuild Project, presented by Ed Shertz. The group is looking for some riveters with small hands. The smaller hands make it easier to get inside the wings and hold the bucking blocks. Kent mentioned that they did an engine run and it did well and sounded great.

Julie Ann did ask a question concerning the meaning of an "experimental" aircraft. The technical response from the group was "...not built on an approved assembly line, with 51% being home-made".

And lastly, Dave Sneddon spoke of owning a Legacy Sonex in North Carolina, and later found another that was shipped to them in Jerseyville. He also is working on a Newport 11 in his garage, but it may not be completed due to age.

Dave also brought up his recent event with his aircraft insurance renewal. He recalled the event that with an end of month (November) renewal date, with his current age (79), he was told by the insurance company that they would not renew. However, after the conversation and a little time went by, he received a renewal from the same company, but they raised the rates 40%. He stated that his rates increased 120% in the last 3 years. He just wanted the group to be aware of the changes.

GUEST SPEAKER:

No guest speaker this month.

ADJOURNMENT:

The gathering was adjourned a little past 8:10 pm with folks leaving while watching a video of the Switchblade flying car.

Additional Notes from Lee Hartley, Chapter Secretary

The officers met and completed our chapter renewal process this last week. Due to increases in insurance costs provided by EAA National, we have had to discuss our options, which led to making a change to our hangar rental prices. As we worked out the increases, it was determined that hangar rental would have to be increased to \$140/month. Our Treasurer, Don Karr, will be notifying our current lease agreement holders about this change in the near future.

The officers would also like to remind members that yearly dues are to be paid by the end of January 2024. At this point, the dues are still left at \$30/year, but we are concerned about the ratio of members that are behind in payments versus those who are current. These dues are an important part of helping the chapter meet its financial needs, and remember, we have two ongoing projects that require chapter resources - our Ray Aviation Scholarship portion and the Cessna rebuild project that we fund 50%.

Please let an officer know if you wish to update your past due amount or change your status.

Trivia Night, March 23, 2024. If you are able, please share the flyer that was sent out a few months ago with as many folks as you can and get your tables reserved. If everyone comes by yourselves, it would be a great turnout; if everyone brings just one other person, we will have to move our event upstairs! Let's try to get a good show upstairs. We left the price per person low enough that it should not discourage anyone from attending.

Although we are not planning on serving food as last year, it is not ruled out. If anyone is interested in taking the lead in refreshments, let me know.

Also, we have had some merchandise that has been graciously donated to the chapter in the last month that will make the good beginnings of a Silent Auction. If there is anyone who would like to take the lead of chairing a Silent Auction, please let me know so we can get the word out.

To those who might be leaning on being chair for any of those activities, or who want to volunteer to be runners, judges, scorekeepers, setup, and tear down, or any other odd job, I want to thank you in advance.



Lillian Averbeck Soloes!

EAA Chapter 64's Ray Aviation Scholar, Lillian Averbeck, completed her first solo flight under clear blue skies and calm winds, Sunday morning, November 19th. She has been training in AeroCareers' Cessna 172s under the watchful eye of her instructor, Dr. Rich Hehmann. Lillian is a sophomore at Belleville West High School.



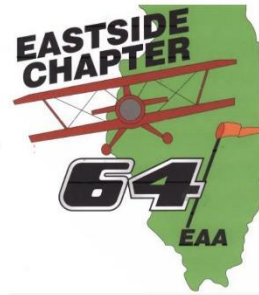
Monthly Chapter Meeting Food Schedule

All remaining months this year are accounted for. If you want to start volunteering for next year, 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	Paul Visk

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)





**MONDAY, DECEMBER 11
6:00 P.M.**

**Meet WWII Combat Veteran,
Captain Ralph Goldsticker**

at

**Martin Luther Evangelical Church
10151 Sappington Rd.
St. Louis, MO 63128**

**Captain Goldsticker will share his experiences as a B-17
Bombardier from his enlistment to flying bombing missions
out of England including his part in the D-Day Invasion.**

**The program is free but we encourage a goodwill offering
which will go to the church. We will also be raising money for
Greater St. Louis Honor Flight.**

There will be a meet and greet reception following the program.

RSVP: bessfitzmaurice4@gmail.com

2023/2024 Calendar of Events

Date	Event	Time	Location
5 Dec 23	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
11 Dec 23	Captain Ralph Goldsticker	6 PM	St. Louis MO
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)

Pilot's Tip of the Week

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

Memorizing Emergency Checklists

Featuring Tom Turner

"How do I keep emergency procedures in my head, so I have them if I need them? I couldn't remember all of them when I was studying for my check ride, let alone now that I fly for fun and travel." – James B.

Tom:

“Although most light airplane POHs don’t make the distinction, there are really two types of conditions addressed in the Emergency Procedures section: abnormal conditions and emergencies. Emergency conditions are those in which quick action is required, in a proper order, to protect lives and/or limit aircraft damage. Abnormal conditions are everything else...nothing that’s immediately life-threatening, but which can potentially become an emergency if not taken care of.

Further, in true emergencies, there are usually only a small number of actions that must be performed from memory. For example, an engine failure in flight requires you to fly the airplane, aim somewhere (in case the engine won’t restart), and then if time and altitude permit, manipulate the fuel, air and ignition controls to troubleshoot the problem.



This process works in any piston-powered airplane. Individual models may have more steps (fuel pump, etc.), but the process is the same.

Contrast this with a failed alternator in flight. There’s no immediate threat to life or the airplane. So, pull out the POH and use the checklist. No memorization is necessary, and in fact, it’s better not to rely on your memory if you don’t have to.

So, take out your POH and look at the Emergency Procedures section. For each checklist ask yourself if lives are immediately at stake, or if the airframe is in immediate peril. If so, pick out those items that address the threat, and commit them to memory. Practice them frequently so you know what to do if it happens. For everything else, read and practice the procedure now and then so you know where to find it and how it works, but if the condition occurs for real, follow the checklist.”

Another Pilot's Tip of the Week

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

Grounding While Fueling

Featuring Tom Haines

"I've seen people ground their airplane for fueling on the gear, the exhaust, and the tie down ring. Is there a right way, or does it just not matter?" –Anna O.

Tom: "Many people ground before fueling with all the concern of hitchin' Bessie to a post before going into the tavern. Grounding deserves more attention.

Airplanes generate static electricity just moving through the air; thus, the static wicks common on the trailing edges of the flight control surfaces—to give the electricity an easy path off the airplane. When the flying stops, so does the wicking away of static charge. You might even generate a charge as you move about the airplane. Dry air and wool fabric, for example, combined with a little friction, can easily build a small charge. This residual charge could arc to the fuel nozzle as you near the filler port—unless you have properly grounded the airplane.

But the location of that ground wire matters. Few GA manufacturers specify in the pilot operating handbook where to attach the wire and even fewer GA airplanes have a grounding lug for this purpose.

To do its job, the wire must have an electrically conductive path to the fuel port. Corroded surfaces should be avoided for connection because they degrade the electrical path. Similarly, painted surfaces are less conductive than unpainted ones, although in most cases clipping to a portion of the painted landing gear or a painted tiedown ring will not present a significant danger. An unpainted portion of the nose gear structure, an unpainted tiedown ring, or an exhaust stack will usually work well. However, the best way to test a location for your airplane using an ohmmeter and a long jumper wire. Clip one end of the wire to your desired location and the other to one of the clips on the ohmmeter. Clip the other connector line from the ohmmeter to the filler neck. The resulting resistance shown on the meter should be less than one ohm. If you're not familiar with voltmeters/ohmmeters, seek the help of your local aviation technician.

Remember that even the movement of fuel through the nozzle and into the filler port can generate static electricity. Keep the metal nozzle in contact with the metal ring on the filler port to prevent a spark."



EAA Chapter 64 Treasurers Report for November 2023

By Don Karr, Treasurer

Treasurer's Report November 30, 2023

	<u>Deposits</u>	<u>Withdrawals</u>	<u>Balance</u>	<u>Date</u>
General Checking Account Balance			\$ 12,154.06	10/30/2023
November Hangar Rent - Dave Phipps	\$ 130.00		\$ 12,284.06	11/9/2023
November Hangar Rent - Matt York	\$ 130.00		\$ 12,414.06	11/9/2023
November 7 ,2023 Monthly Meeting 50/50	\$ 44.00		\$ 12,458.06	11/9/2023
Food Income	\$ 131.00		\$ 12,589.06	11/9/2023
Soda	\$ 13.00		\$ 12,602.06	11/9/2023
Petruso Partial Examiner Fee		\$ 333.50	\$ 12,268.56	11/9/2023
November Hangar Payment to Gene Stumpf		\$ 478.05	\$ 11,790.51	11/9/2023
CFI Fees By Diane Earhart for Petruso		\$ 279.00	\$ 11,511.51	11/10/2023
Paul Visk re-filled 8 propane tanks		\$ 52.16	\$ 11,459.35	11/16/2023
Landing Gear shims for 172 project		\$ 84.81	\$ 11,374.54	11/17/2023
AeroCareers Petruso & Averbeck flighttime July - October		\$ 816.00	\$ 10,558.54	11/17/2023
AeroCareers Petruso & Averbeck flighttime November		\$ 372.00	\$ 10,186.54	11/30/2023
 Petty Cash			 \$ 149.91	 10/30/2023
			\$ 149.91	11/30/2023
Gain/Loss			\$ -	
 Edward Jones Investment Account			 \$ 44,969.35	 10/30/2023
			\$ 48,268.70	11/30/2023
Gain/Loss			\$ 3,299.35	



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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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 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.