



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

September meeting: The next EAA Chapter 64 meeting will be held on Tuesday, 3 September 2024 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.

August Meeting Minutes

By Lee Hartley, Secretary



CALL TO ORDER:

Meeting called to order at 7:00 p.m. on Tuesday, August 6, 2024, by Bob Miller, Vice-President, sitting in for James McGhee, President. The meeting was held at the Flight Park clubhouse.

ROLL CALL:

Officers present: Bob Miller, Don Karr, Lee Hartley, Kent Schmidt. 24 people were in attendance at the start of the meeting.

COMMENTS FROM THE PRESIDENT:

Mr. Miller asked if everyone has been getting the newsletter.

Thanks to Lee Hartley for a wonderful dinner.

Visitors and new members to tonight's dinner and meeting were:

- William - A retired Air Force Master Sergeant. He is a local who watches flights from his back yard. Wanted to get back into the aviation world since he has been out for a while. He is glad that we are able to provide the opportunities to kids that we do. He is here to check out our operation to see if we met his expectations and needs.
- Brandon. A recent Sport Pilot certificate holder (January 2024) and is currently building a 750 Cruiser. He is also checking out chapters to see which one fits him better.
- David. Recently started classes at SWIC for an aviation degree, and also reported he just attended his first AirVenture this year.

APPROVAL OF MINUTES:

The Secretary announced two corrections to last month's minutes that he had received via email. Those corrections were: 1) from Diane Earhart that Maya Spriggs name was misspelled and needed correction, and 2) from Marsha Ernst, that she and Terry were married in 1995,

and that was the beginning of their anniversary trips to AirVenture. Mr. Miller asked for approval of the minutes with corrections. A motion was made, and seconded, then approved by the group at large.

TREASURER'S REPORT:

Don Karr reported the following information concerning the chapter funds:

- \$12000 from the recent auction would be moved into the Edward Jones account
- There is still some spending required to fulfil current obligations for scholarship expenditures.
- Reminded the group of Kent Schmidt's offer to create custom plaques and signs for a donation to the club.

OLD BUSINESS:

Mr. Miller made another announcement for Aero Careers' J-4 Cub raffle. It is a 1940, side-by-side frame with less than 200 hours on the engine. Prizes will be announced during the Labor Day Weekend.

Since AirVenture ended, and several members attended, Mr. Miller gave the floor to anyone who wished to tell any stories that they had concerning their experiences. Here are the ones that were expressed:

- Frank Dressel spoke of the Wednesday night airshow
- The funny photo of a club member in a Speedster small plane. The member spoke of the plane: it was like a GB with better proportions. Radial engine with carbon cowl.
- Bob Miller discussed the Jessica Cox presentation. This lady, who has a black belt in Tae Kwon Do, achieved her pilot's certificate despite her disability of being armless. She is able to fly her Ercoupe using only her legs and feet. The discussion also covered an effort to modify an RV-10 with upgraded flight controls to make it easier to fly.
- There were reports of the glitches with the chapter's text chain, but it sounded like it worked well overall.
- Terry Ernst, who with his wife Marsha, volunteer as workers for the event, had a few stories of interest. The first he gave related to picking up a few pilots and taking them to their lodging. In their discussions, he discovered that they flew in from Scotland on 43 gallons of gas, flying a new design of the Risen Super Velocity aircraft.
- His second story related to meeting a local Oshkosh pilot who had personally flown over 10,000 Young Eagles. However, the pilot, instead of talking about his flying all these people, gave credit to all the behind-the-scenes people (ground crew, register people, mechanics and everyone else) who do all the "hard work" to make it possible for the kids to show up.

NEW BUSINESS:

Upcoming Events:

- The St. Genevieve fly-in on Saturday
- The Abel Island (near Dubuque, IA) Annual Fly-in on August 17th
- Sackman Open House on October 5th

- Zelmer Memorial Airpark Inc (Palmyra, IL) Pancake Breakfast/fly-in on September 15th, (7 a.m.,)
- The Henderson Field (95IL) Star Gazing Campout on October 11-12. (for info see their website https://theraf.org/inspire_events/il-2024-henderson-field-stargazing-campout/)
- Last Saturday in February 2025, LSA Symposium at SWIC Granite City

Cody Jackson asked if we were having a pancake breakfast or chili dinner as we did last year. After a brief discussion Cody decided to lead that event with more information to follow.

Marcia Ernst brought up the fact that this year is the chapter's sixtieth anniversary in November. She wanted to know if there were any special arrangements being made. It was discussed that that event might be rolled into the pancake or chilly dinner.

ACTIVITY REPORTS:

Bob miller Announced that the Young Eagle event on the 13th of July was a great event. This event, held at St. Louis Downtown airport, had a total of eighteen children and a few extras. Kelly, the Aviation Camp Coordinator, was looking for about 48 kids next year.

FINAL NOTES:

Diane Earhart wanted to let everyone know that a young member, and student pilot, Carson passed his written test last Saturday and has scheduled his check ride for this coming Thursday.

She also stated that Katie has a soft target for a 16th birthday solo date in December with a 17th birthday check ride.

Bob McDaniel passed out the following information concerning club members and recent accidents:

- Larry Fry broke his back the same day as Bob while cutting his grass. He is doing ok at the present time, not bad for an 88-year-old.
- Bill Florich also broke his back about 6 weeks ago.
- Sandy Wade, wife of Jerry, fractured her hip and broke a vertebra in a small accident she had about 2 weeks ago.

Mr. McDaniel stated that they were not able to get the Spirit of Saint Louis II to AirVenture as planned; it did not return from the avionics shop as planned.

He also shared information concerning a speaker for one of our upcoming meetings in September or October. I am posting the text of his message that was relayed at the meeting:

“Gentlemen,

Gregg Maryniak is planning to visit our Flight Park facility to see the good things going on here sometime in the next few weeks. I've encouraged him to visit on a Wednesday when our project team is working. I'll let you know whenever his visit gets scheduled.

He has also agreed to speak at one of our meetings, preferably in September or October. He is happy to speak in our clubhouse or he suggested we might want to hold the meeting

somewhere at St. Louis Downtown Airport where we could invite others to join us and have the New Spirit of St. Louis on display. That would require some coordination to find an available and suitable facility such as the fire station or Parks Hangar. (We've used the fire station conference room and the truck bays for separate events in the past under previous administrations.)

Gregg is currently the Vice Chairman of the Lindbergh Foundation (see <https://lindberghfoundation.org>) that is currently focusing their efforts on sustainable aviation and alternative propulsion systems including electric flight. As co-chairman of the X-Prize Foundation, he was the Flight Director supporting Erik Lindbergh's historic flight in 2002 as he retraced his grandfather's New York to Paris flight on its 75th anniversary. He also served for many years as the director of the McDonnell Planetarium and later as the President of the St. Louis Science Center. He is internationally recognized as an expert and innovator in the aerospace industry.

Gregg was instrumental in transferring ownership of the New Spirit of St. Louis from the Lancair Corporation to the St. Louis Science Center. In addition to coordinating the ferry permit and insurance coverage for the flight, Gregg and our own Chapter member Bill Florich flew the aircraft from Oregon to St. Louis Downtown Airport in 2008 where it remained in storage until AeroCareers began the restoration effort in 2022.

Not only will Gregg tell us about all those fascinating things he has been involved with in the past, but he will also share future plans for X-Prize events being planned for the 100th anniversary of Charles Lindbergh's flight coming up in less than 3 years."

(Secretary's note and repost) Also, if you are interested in participating in chapter fly-outs, either as a pilot or passenger, let Mr. Miller know and he can add you to a newly started text list for that purpose.

FUND RAISERS:

The 50/50 drawing was \$26, which Bob Miller won; then donated back to the club.

ADJOURNMENT:

Motion made by Kent Schmidt to adjourn, and with no dissenting objections, the meeting was adjourned at approximately 7:55.

Monthly Chapter Meeting Food Schedule

Volunteers are needed for the rest of the year 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	James McGhee
March	Al Bane
April	Diane Earhart
May	John and Liz Schaefer
June	Al Bane
July	Kent Schmidt
August	Lee Hartley
September	James Popejoy
October	?
November	?
December	?

2024 Calendar of Events

Date	Event	Time	Location
3 Sep 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
5-7 Sep 24	Midwest Aviation Expo		Mount Vernon IL (MVN)
15 Sep 24	Zelmer Memorial Airpark Inc Pancake Breakfast/Fly-In	7AM	Palmyra IL (5K1)
28-29 Sep 24	28 th Annual Wings N Wheels Fly In	9AM -2PM	Alton IL (ALN)
1 Oct 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
5 Oct 24	Sackman Field Open House	9AM -4PM	Sackman Field, Columbia IL (IL91)
11-12 Oct 24	Henderson Field Star Gazing Campout	12PM	Rosiclare IL (95IL)
5 Nov 24	Monthly Meeting (Officer Elections)	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)

Larry Loiseau Celebrates 95th Birthday



Longtime Chapter 64 member, Larry Loiseau, celebrated his 95th birthday on Sunday, September 1 with a party organized by his family at the Crossroads Trinity Church in East Carondelet. Bob McDaniel and Kent Schmidt collaborated on the design and creation of the beautiful plaque pictured, recognizing Larry for a lifetime of service to the aviation community, particularly for his U.S. Navy and Civil Service careers and for his support of the Young Eagles program since its inception. Congratulations Larry and thank you for your many years of service!

Photos

Liz Schaefer sent me the following photos. Liz said: "John and I stopped at Oshkosh Air Museum today. Then we are heading up to my sister's place in Door County for a week. Thought I would share some pics from the museum today."





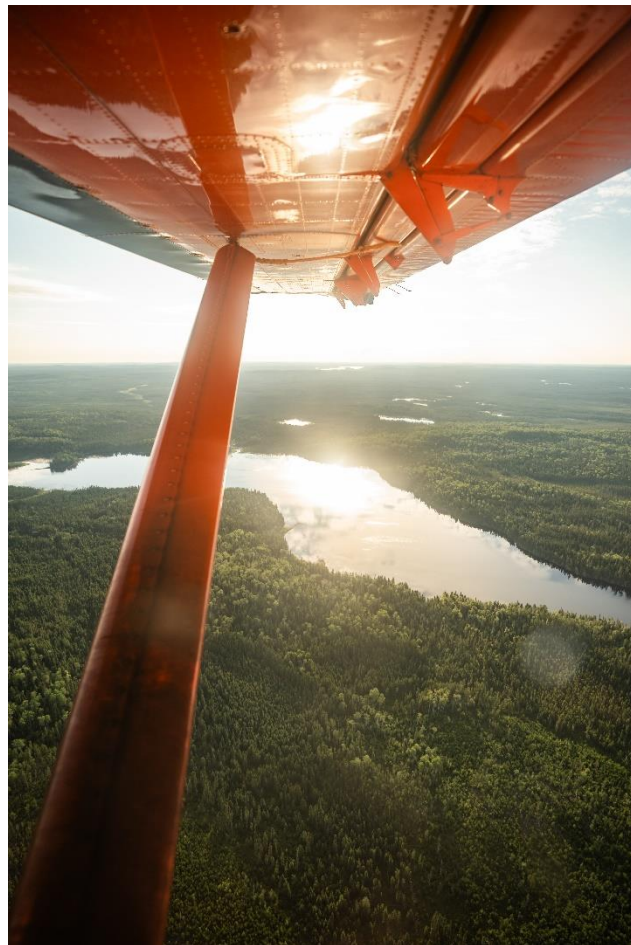


Liz: "And this one reminded me of us moving the airplane out of Dennis's basement."

Here are a few photos from my (Al Bane) recent fishing trip to Canada. Our group of 7 flew into the remote Whitewater Lake in northern Ontario on a DeHavilland Turbo Otter. That's a Beaver in the background.









This was the biggest fish caught in our group, a 38-inch Northern Pike.

Pilot's Tip of the Week

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

Alternator Failure at Night

Featuring Ryan Koch

"How should I respond to an alternator failure at night?" – Geoff V.

Ryan:

“When your only alternator fails at night, it’s an emergency. Declaring buys you extra ATC attention and priority handling. That’s exactly what you need, so don’t hesitate. Then, land as soon as practical.

How much battery time you have depends on the health and size of your battery, as well as how quickly you notice and respond to the failure. Get the most out of what juice you have left by turning off as much as you reasonably can. Your checklist will tell you that, but



probably doesn't offer specific guidance for which items to turn off. It might be more items than you think.

Newer LED lights don't draw much power but turn off nonessential ones anyway. Older lights, especially strobes, draw much more. Consider turning them all off. Pitot heat uses a lot of power, but don't turn it off if you need it. You have enough problems without losing your airspeed indication.

You can likely turn off one radio, and possibly your transponder if you're not being vectored by ATC. If you have an iPad you can navigate with, turn off the GPS too. Keep radio transmissions to a minimum—they're a significant power draw—and consider using a handheld radio proactively.

Autopilots use electricity for both the computers and servos. Even when disengaged, many autopilots consume some power to monitor the situation. So, turn it off, pull the breaker, and hand fly.

Dim the backlighting on glass displays as low as possible. If you have instruments with internal battery backups, like Garmin G5s or Aspen displays, understand how to make them switch to their internal batteries. Some sense the voltage drop caused by an alternator failure and automatically switch. Others don't, which means you must pull a breaker to force them to use their internal batteries. Consider figuring all this out on the ramp someday and making a custom checklist you can pull out in flight if this ever happens to you for real.

If you need more range than the battery alone will provide, you still have an option: Turn off the master switch and fly by iPad or dead reckoning until you're in range of an airport. Then turn the master back on and you'll have power to spare when you need it most. This is even an option in IMC on an IFR flight plan. This is an emergency, and you won't be able to fly an approach if the battery runs dry. Let ATC know when and where you plan to turn your radios back on, and they'll provide a frequency to call, and the controllers there will be expecting you.

Remember that you need electrical power to activate pilot-controlled lighting, as well as for electric flaps and landing gear. Play your cards wrong, and you might be making a manual gear extension, followed by a no-flap landing to an unlit runway in a NORDO, unlit plane. Stack the odds in your favor by diverting to an airport with a tower. Tell ATC your plan and ETA before the battery dies. Even if the Tower controllers can't see you to send light gun signals, they can keep other traffic away until you arrive.

So, know your aircraft, and do what it takes to get on the ground while you still have some juice left.”

Another Pilot's Tip of the Week

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

Can a VFR Pilot Survive in IMC?

Featuring Ryan Koch

"I've heard that an experiment determined that private pilots survive an average of three minutes after accidentally entering IMC. Is that right?" – Graeme P.

Ryan:

"There's no question that non-instrument rated pilots should stay out of the clouds. Year after year, accidental flight into IMC is the leading weather-related killer of general aviation pilots. But the often-cited *178 seconds to live* (a.k.a., three minutes) is misleading.

The 178 seconds number comes from a University of Illinois study done in 1954. It's worth a read. However, the study wasn't designed to test how long a typical pilot would survive an accidental IMC encounter. Instead, it was to test how successfully a particular escape method could be taught under very difficult conditions.



Twenty low-time pilots were selected, all with zero instrument time. They were put in a Bonanza with the attitude, heading, and vertical speed indicators covered. None of them had flown a Bonanza before, the plane was loaded to maximum gross weight and maximum aft center of gravity, and a number of other things were done to make the scenario especially difficult. The pilots had to maintain control and execute a 180-degree turn to escape the simulated IMC conditions. None were successful, and the average time to loss of control was 178 seconds.

It should be no surprise the pilots failed under those conditions. They did much better after a short period of instruction: All but one maintained control and made a successful 180.

The takeaway from this study shouldn't be the hopelessness of accidental IMC encounters. Instead, it's that even minimal instruction on escape techniques can make a massive difference in the odds of survival. A private pilot can and should develop solid instrument skills, so this scenario doesn't end in disaster."



Sackman Open House

Fly-In & Drive-In

Saturday, October 5, 2024*
9AM - 4PM

Sackman Field Airport
11563 Bluff Rd.
Columbia, IL 62236

Food, Airplanes,
Classic Cars, & more

Fly-In: Sackman Field (IL91)

CTAF 122.9
2450' X 150' Grass
Elevation 420'

Right Traffic Runway 21
Left Traffic Runway 03



*Rain/Wind Date: October 6, 2024

Primitive fly-in camping is available Friday, Oct. 4
Campers please RSVP to sw317@hotmail.com

EAA Chapter 64 Treasurers Report for August 2024

By Don Karr, Treasurer

Treasurer's Report August 28, 2024

	Deposits	Withdrawals	Balance	Date
General Checking Account Balance			\$ 21,297.68	7/18/2024
Rich Hehmann Averbeck CFI Cost May and June		\$ 460.00	\$ 20,837.68	8/2/2024
Wrong Acct Mistake by Treasurer	\$ 43.00		\$ 20,880.68	8/5/2024
Cash From Auction Transferred to Edward Jones		\$ 10,000.00	\$ 10,880.68	8/6/2024
August 6 ,2024 Meeting				
Dinner Income	\$ 138.00		\$ 11,018.68	8/7/2024
50/50 Drawing	\$ 56.00		\$ 11,074.68	8/7/2024
Donation for Plaques	\$ 80.00		\$ 11,154.68	8/7/2024
Membership -Brandon Belvin	\$ 30.00		\$ 11,184.68	8/7/2024
AGCL Hangar Lease		\$ 492.40	\$ 10,692.28	8/8/2024
AeroCareers Averbeck July Flights		\$ 684.00	\$ 10,008.28	8/8/2024
Lee Hartley - Dinner cost		\$ 63.79	\$ 9,944.49	8/9/2024
Refund to Don Karr for incorrect Deposit		\$ 43.00	\$ 9,901.49	8/12/2024
David Phipps Hangar Rent - August	\$ 140.00		\$ 10,041.49	8/14/2024
Matt York Hangar Rent August	\$ 140.00		\$ 10,181.49	8/14/2024
Terry Ernst Engine Mount Washers for N57172		\$ 23.36	\$ 10,158.13	8/16/2024
Terry Ernst soda for EAA Chapter 64		\$ 47.07	\$ 10,111.06	8/16/2024
Terry Ernst parts for N57172		\$ 190.21	\$ 9,920.85	8/16/2024
Membership - Schaumleffel	\$ 30.00		\$ 9,950.85	8/19/2024
Paul Visk Ultralite Symposium Food		\$ 79.66	\$ 9,871.19	8/22/2024
CHECKING ACCOUNT BALANCE			\$ 9,871.19	8/22/2024
Petty Cash			\$ 215.71	7/31/2024
			\$ 230.71	8/28/2024
Cash from Clubhouse soda sales			\$ 15.00	
Edward Jones Investment Account			\$ 54,956.83	7/31/2024
			\$ 66,825.33	8/28/2024
Monthly Gain/loss			\$ 11,868.50	
COMITMENTS				
Averbeck Flight Scholarship			\$ 1,111.70	8/28/2024
Hehmann - Averbeck Flight Time			\$ 152.00	8/5/2024
Schmidt - Rivet Set & Deburring Bits			\$ 235.65	7/17/2024
Schmidt - July Mtg Dinner Cost			\$ 100.00	7/17/2024
Ernst - Water - EAA Chap 64			\$ 19.67	8/28/2024
Schmidt - Parts for N57172			\$ 100.00	8/28/2024
TOTAL			\$ 1,719.02	8/28/2024
Total Funds			\$ 75,208.21	8/28/2024

Fly Market

Listings are free for EAA64 members-- Sell, Trade, Wanted.

FOR SALE: Ercoupe 415-C (Partnership)

LIGHT SPORT legal - Great plane, wonderful cross-country flyer, always draws attention everywhere she goes. Fun, economical, great paint, well maintained, current annual, large luggage space, good radio, transponder, ADS-B compliant, Skytec starter, alternator, and much more.

Sips fuel at 4.5 to 5 gph, Current partners are assessed \$5.00 per flight hour payable annually for the engine fund and divide evenly the monthly operating budget which includes the cost of a fully enclosed hangar at KSET (St. Charles Smartt Field) and regular maintenance service.

My partner, now 81 years old, believes his days in general aviation are coming to an end.

Asking \$14,000 for his half share. Although, he would consider accepting a quality ultralight aircraft (with or without an N number) in partial satisfaction of the purchase price.

Contact Tom Crocco, 314-497-4710



FOR SALE:

Various RC model aircraft, motors, parts, controllers, odds and ends. Lots of hardware and some modeling tools and jigs included.

Some plans and books for aircraft that are not here are also included.

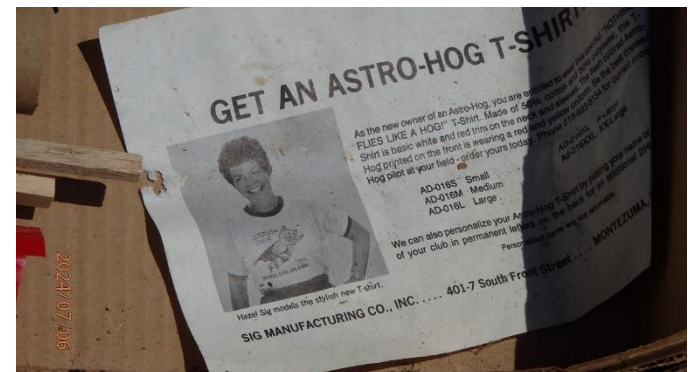
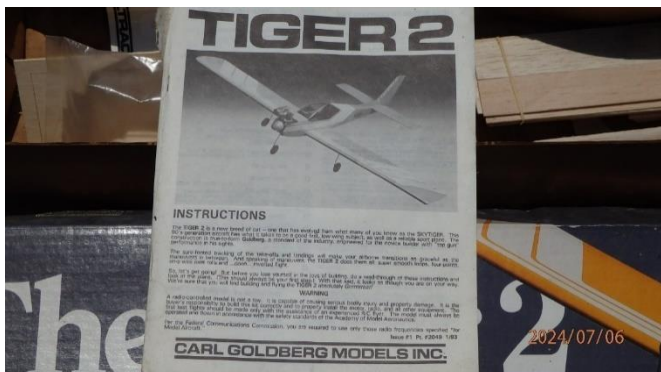
The two on-filed carry carts with charging systems, gas carriers and supply caddies are a nice to have item.

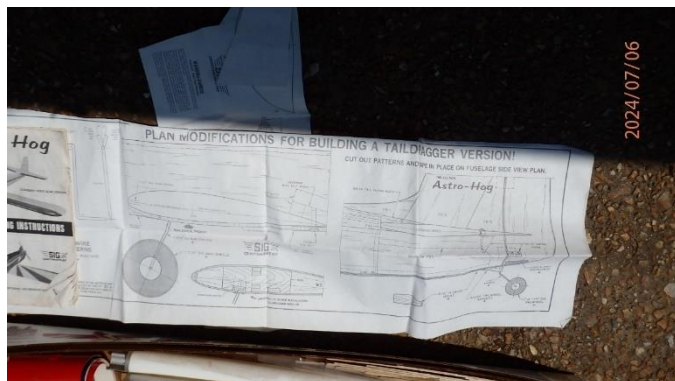
I have no skills or knowledge to test out the assembled aircraft to see if any of the equipment works.

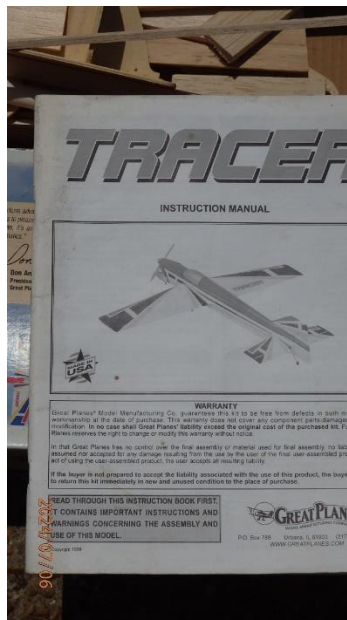
AS IS for the lot MINUS the new LT-40 kit, motor, and transmitter (not pictured because I forgot to take a picture of it).

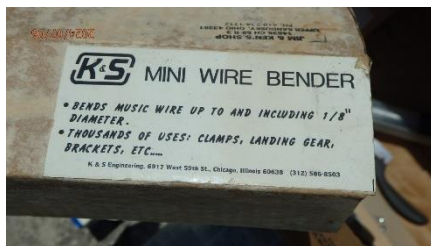
Sig Kadet LT-40, O.S. motor and 4-channel controller I would like to sell as a complete set. LT-40 online sale price new is \$335, the motor has price tag of \$119 still on it, and the Futaba Skysport 4 doesn't even look like the box was opened.

If interested, contact Lee Hartley at lehartley1@juno.com or text at 618-972-7688.









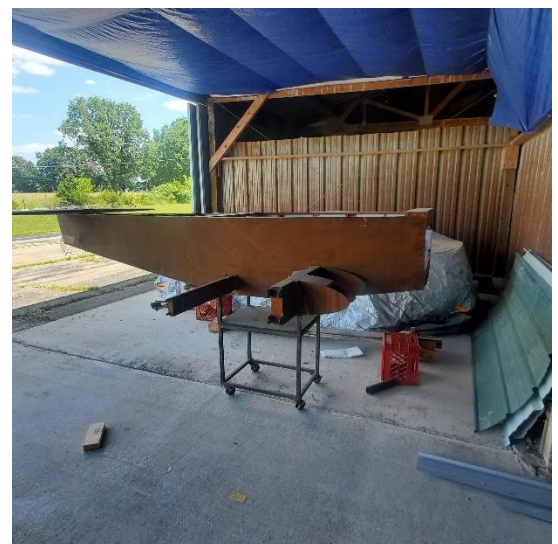
For Sale (Donation): KR2 Project

EAA Chapter 1402 had a KR 2 and many parts to go with it donated to the chapter. This is too big of a project at this time.

N88JN not sure how many hours it has on it but over 100. It was disassembled to out wing tanks in and not completed. 65 hp runs well. We would like to get a donation for all of it. It is hangered at Cuba UBX along with most of the parts.

Thank you,

Blue Skies
Tim Dempsey
EAA Chapter 1402
636.667.9242







EAA Chapter 64

(11L4) Millstadt, IL

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

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

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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 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.