



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

April Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 2 April 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.

March Meeting Minutes

By Lee Hartley, Secretary



CALL TO ORDER:

Meeting called to order at 7:00 p.m. on Tuesday, March 5, 2024, 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 40 folks sign in.

COMMENTS FROM THE PRESIDENT:

James jumped right into the meeting by going to the approval of the minutes (see below).

He then introduced our visitors for the night:

- Tim Dempsey from Ch 1402, Sullivan
- Sebastian Valenzuela, Ch 1402
- Darren Mushkin, Ch 1402 and 352 of Pheonix, Az).
- John Heilmann, Ch 1675, Chesterfield, MO.
- Kirk Wallon, Ch 1675.
- We also had a refresher on visitors Sophia and Robert Wangon, daughter/father combo who are taking flight lessons together. Robert was identified as being a new chapter member.

Tim was thanked again for helping get the shelving units.

James also announced that the chapter would only be able to sponsor one (1) Ray Scholarship for this coming year. There are three candidates, and the selection needs to be in by the end of the month.

It was also announced that our own Diane Earhart has made it to a finalist in the Nexstar Media's St Louis' Most Remarkable Women award. You can see her story Tuesday, March 19 on Ch 2. Winner will be announced April 2, 2024.

James wanted to pass along a "thank you" to the folks who worked at the Light Sport Aircraft Symposium. This year, the chapter made a little over \$700 in food sales. Next year's date has been set for February 22, 2025. .

1ST GUEST SPEAKER:

Introducing Matt from Sullivan Chapter 1402, along with his teammates Sebastian and Darren from the St. Louis University Flight Team (Flying Billikens; <https://groups.sluconnection.com/organization/flyingbillikens>). They came to introduce the club to an event that Sullivan is hosting, the VFR Navigation Challenge event, scheduled for April 20. They have invited any flyer who would like to participate in this event in order to help hone everyone's navigation skills. (ADSB required for scoring, but anyone can participate.)

The flying team hosted, and placed 3rd in regional competition last October and is going to the national finals competition in Jamesville, Wi. in May 2024. (They will compete against 32 teams. This will make the 2nd appearance in the last three years. (Added by Secretary: <https://www.slu.edu/news/2023/october/intercollegiate-flying-regional.php>)

APPROVAL OF MINUTES:

James asked if there were any comments or questions about the minutes. Bob McDaniel made the motion to accept with a 2nd by Jim Schaefer. Approved by vote.

SECRETARY'S REPORT:

None at this time.

TREASURER'S REPORT:

No report given tonight.

OLD BUSINESS:

TRIVIA NIGHT: 2nd Annual Trivia Night, March 23, 2023, 6 p.m. until done. Millstadt VFW Post 7980. A general request went out for the members to help advertise the event.

The Schaefer's volunteered for decorations. There will be a silent auction and some of the items are stacked on the table against the wall.

NEW BUSINESS:

ELECTION SEASON: James put out a verbal reminder of elections at the November general meeting. Please consider how you may be able to help by running for office.

ACTIVITY REPORTS:

Y.E. Events: As of right now, there is a small event planned for the month of July at Parks. There is also some investigation of having an event in September at Sackman's Open House

(IL91,Columbia), but needs lots of coordination.

PROJECTS:

Matt talked very briefly about converting his 1960 Tri-Pacer to a tailwheel. Has a lot of controls run and just located an engine this afternoon.

Tim Dempsey has a KR project that he is willing to part with.

Frank and his RV; should have wings on it this month, with the help of Paul Vorhees.

EVENTS:

Creve Cour Civil Air Patrol has announced their open house for April 18.

GUEST SPEAKER:

Tonight, we had a special presenter who knows a few things about the insurance business. He has provided coverage for private owners, non-owners, airports, club aircraft, space equipment, business and airliner jets. He is an EAA member, a published author, and graduate of Embry-Riddle Class of '72. Introducing Mr. Clyde Ehrhardt.

Mr. Ehrhardt's biggest topic tonight was "EXCLUSIONS"; read them!

He also brought up a new changes in coverage clause that should be looked for: "Coverage hereunder will not be invalidated by a lapse in currency of the pilot in command's FAA medical certificate or bi-annual flight review as long as the FAA medical and VFR was current at the time you took the policy out."

Mr. Ehrhardt also spoke about spreading the risk when dealing with insurance. Many companies are not writing policies in several states because they didn't spread the risk.

A new item that is having an effect on insurance pricing is on the horizon, removal of leased aircraft from carriers. When airlines leasing aircraft, they need insurance. Insurance must contain "war coverage". In some cases, leased aircraft have been pulled out of international service. Lease companies are paying for canceled lease agreements, which the lease companies are calling theft. This means insurance companies are now preparing to pay out claims for theft of aircraft.

Night flying thoughts: Most pilots do not fly at night. It is normally smoother, there is less traffic, and better for instrument training.

Ownership in Trusts: Mr. Ehrhardt does not recommend putting the aircraft in a trust with other assets. If something happens to the craft that involves a legal battle, those other assets are in danger. He recommends putting them in an LLC or similar entity.

Recurring losses: A big rise in losses is due to stalls. Practice a lot of low speed flying at near stall speed. Get the practice!

Keep your eyesight clear - cataracts: Your mind will slowly adjust for your vision, but soon will

go away. Keep checking so you can see other aircraft and instruments. (His experience was that he could not focus on what he was looking for).

Off airport landings: Landing off airports is something that is not excluded in policies but be aware of other events surrounding the area. Underwriters don't like it, but they know it may be needed for emergencies.

Age: If over 70, most companies will say no. But most will do the following: if you own it before age 70, they will continue to insure. No problem with non-owner policies. IF you are going to buy, his recommended best practice is to have the plane put in someone else's name/address with an Open Pilot Clause on THIER insurance policy.

Question on Open Pilot Clause: Carry your own insurance? YES! Don't rely on others to be up to date.

Minimum flying time. Most companies want to see at least 50 hours a year, but don't do it all at the same time frame. Fly in all conditions and times, otherwise, throughout the whole year.

FINAL NOTES:

- James introduced the current board members to all the group.
- James announced that he will be gone to train new air traffic controllers for about 4 months
- James thanked Al for the venison stew dinner
- April meeting at the hangar, May meeting at the Schaefer's Farm, June meeting at the Flying Dutchman at Al's hangar.
- Aero Careers update on the Spirit of St Louis 2: Flew to Houston on a shake down flight. A maintenance crew member at the airport noticed it and introduced himself, who as a 12-year-old kid, watched Eric Lindburg's flight, and recognized the plane.
- Aero Careers announced that the 1940 Piper J-4 Coupe, side by side with higher load capacity, is up for this year's raffle. Price is \$50/ticket with the drawing on Labor Day. (aerocarrer.org/)
- Sullivan Ch 1402 regular meeting, 2nd Monday of the month, 6 p.m. Mr. Dempsey invites anyone to come.

The winner of tonight's 50/50 drawing was Diane Earhart.

ADJOURNMENT:

With no further discussion, a motion was made and passed for adjournment at 8:11 p.m.



HISTORY OF THE J-4 CUB COUPE

By Bob McDaniel

Piper's J-3 Cub was first built in 1937. A year later, a second-generation Cub, the much-improved J-4 Cub Coupe, went into production alongside the J-3 production line. The J-3 sold for \$1,470 and the J-4 was priced at \$1,995. Both sold well with 1,251 J-4s being sold over the next three years.



With the cloud of World War II approaching, the U.S. Army needed aircraft for the Civilian Pilot Training Program and contracted with Piper to produce nearly 6,000 of the less expensive J-3s. To meet the contract's demands, Piper stopped production of the J-4 so they could ramp up production and turn out a new J-3 every 10 minutes.

More than 300,000 pilots trained in J-3s and because they were familiar with them, the J-3 remained in high demand after the war. J-4 Cub production never restarted and less than 100 of these great planes are still flying today.

Although none were painted yellow, the J-4 is definitely a Cub. It flies like a Cub and has all the great J-3 flying characteristics, but with many improvements.

It features side-by-side seating and is significantly wider than Taylorcrafts, Luscombes, early Cessnas and other two-place aircraft of the era, making it more comfortable. With wide doors, windows, and steps on both sides, it is very easy to get in and out.

To complement the improved comfort and convenience, the J-4 Cub's performance exceeds that of the J-3 in all areas. The J-4 is faster and has a higher gross weight, with more range and useful load. Here is a comparison of the two aircraft's capabilities.

	<u>J-3</u>	<u>J-4</u>
EMPTY WEIGHT	765 lbs	741 lbs
GROSS WEIGHT	1,220 lbs	1,300 lbs
USEFUL LOAD	455 lbs	559 lbs
MAX SPEED	87 mph	100 mph
CRUISE SPEED	75 mph	92 mph
RANGE	191 miles	360 miles
RANGE WITH AUX TANK		500 miles



You could celebrate Labor Day as the proud owner of very nice J-4 Cub Coupe, N35001. AeroCareers recently purchased one and is offering it to the lucky winner of their current raffle.

N35001 has flown approximately 3,100 hours over the past 83 years but has had many improvements. Its 85-horsepower engine has flown only 200 hours since a major overhaul. It sips a miserly 4-1/2 gallons each hour, giving the aircraft over 5 hours of endurance and a range of over 500 miles, using fuel from its 16-gallon main tank and 9-gallon auxiliary tank.

The aircraft was completely renovated with Stits Polyfiber in 1991 and has been hangared ever since. It has a Sensenich aluminum propeller, sealed struts, Slick magnetos, new Grove disc brakes, and inertia reel shoulder harnesses. New leather upholstery was added last month.

Although it does not have an engine-driven electrical system, no hand propping is needed! It has the safety and convenience of an electric starter and plenty of power available to operate the Sporty's PJ-2 portable radio (included) and your tablet or smartphone for navigation. The permanently installed external antenna connects to the PJ-2 to greatly extend its communications range. Simply hook the aircraft battery to a charger every few flights to keep it at peak performance.

The J-4 Cub Coupe is a Light Sport Aircraft (LSA) so it can be flown by a Sport Pilot without an FAA Medical Certificate. And, without an engine-driven electrical system, it is exempt from transponder and ADS-B requirements.

Raffle tickets are available on-line for as little as \$37.50 each for a group of 10. Single tickets are \$50. If you don't need the aircraft, the winner can elect to receive \$25,000 cash instead. (The odds of winning \$25,000 in the *Powerball* lottery if you buy \$50 worth of tickets are 1 in 115,509. The odds of winning the \$25,000 Jackpot or the beautiful Piper Cub Coupe are 29 times better—only 1 in 4,000, or even less if not all the tickets are sold!)

Enter the raffle at <https://rafflecreator.com/pages/52380/aerocareers-piper-j-4-cub-coupe-raffle> or scan the QR code at right.

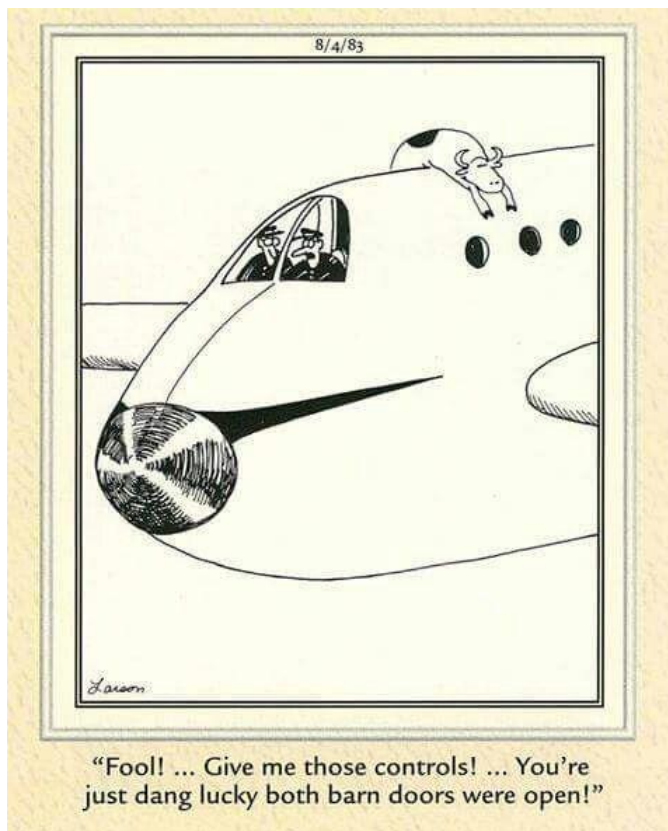


Monthly Chapter Meeting Food Schedule

It is time to start volunteering 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	?
August	?
September	?
October	?
November	?
December	?

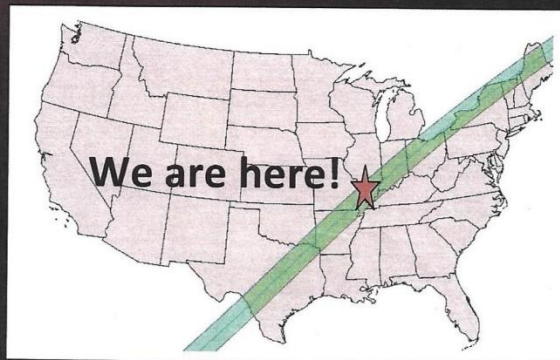




Join Us!
Great Eclipse of 2024
Watch Party

When: Monday, April 8, 2024
12pm-3:30pm

Where: Sparta Community Airport
1800 N. Market Street, Sparta, IL



Food trucks will be on site to provide refreshments.



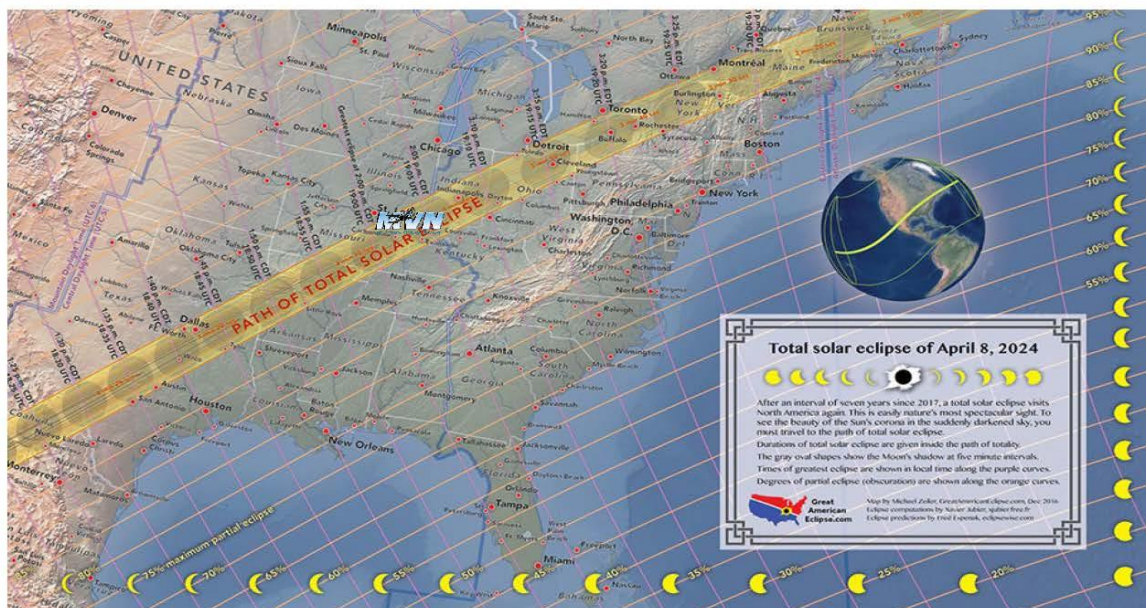
Calling all Midwest LSA Expo Attendees, AirVenture Cup/Air Race Classic Racers, KR/Ercoupe/Fly-Baby Builders/Flyers, Bonnie Aviator Club Members, CAA Members, and all Area Aviators!

Mother Nature will provide an airshow at **KMVN** not to be seen again until 2044. Join us at **KMVN!** At approximately **2:00pm on Monday, April 8, 2024** the **4-minute solar eclipse** will take place.

You are invited to return to **Mt. Vernon Outland Airport (KMVN), Mt. Vernon, Illinois** to experience nearly four minutes of totality with other aviators. And bring your families and friends!

All the amenities of your previous visit(s) will remain: **Free Admission, Free Camping, Free Parking, and Free Shuttles (to/from local hotels). Showers are available on site.**

Food and fuel discounts will be extended by Bonnie Café and SRT Aviation. Come be part of the fun!





JOIN US FOR SOLAR ECLIPSE 2024!

Hi Area Aviators,

Perryville Airport (KPCD) is planning to welcome any and all aviators who want to join us to watch the exciting Eclipse on Monday, April 8. See this Link for more information: <https://www.cityofperryville.com/FormCenter/Airport-10/Eclipse-2024-45>

There will be Food Services all day Monday - including EAA Chapter 1635 Pancake Breakfast from 8:00 to 10:30 PM.

DISCOUNTED 100LL Fuel!!!!

We advise that you plan to arrive early and leave later in the afternoon, as the "PATTERN MAY BE FULL" in the middle of the day.

- Partial Eclipse begins: 12:42 PM
- Totality: 1:58 PM
- Partial Eclipse ends: 3:17 PM

Overnight CAMPING is welcome Sunday night and Monday night. If you plan to FLY-IN CAMP, please help us plan the camping area:

Call the Airport Manager, Barb Maxwell, at (573) 605-1856 OR,
Register at: <https://www.cityofperryville.com/FormCenter/Airport-10/Eclipse-2024-45>

Thanks, and Fly Safe, Greg Gremminger, 314-540-0367

Perryville Regional Airport Advisory Board



**ONCE A PILOT, ALWAYS A PILOT
...BUT IF YOU'RE FEELING
A LITTLE RUSTY...**

We'll help you brush up on your aviation knowledge and understand what's changed since you last took the controls. You Can Fly Rusty Pilots seminars, held in partnership with local flight training providers, are the easiest way to get current again and rejoin general aviation in YOUR community.

It's easier than you think!

This Rusty Pilots seminar hosted by:

Sparta Aero Services

Sparta Airport (KSAR)

Saturday, April 20th, 2024

9:00 a.m. – 12:00 p.m.

To sign up, go to: <https://webforms.aopa.org/rustypilotsSAR042024>
To learn more, go to <https://www.aopa.org/destinations/event/482>

Photos from Trivia Night

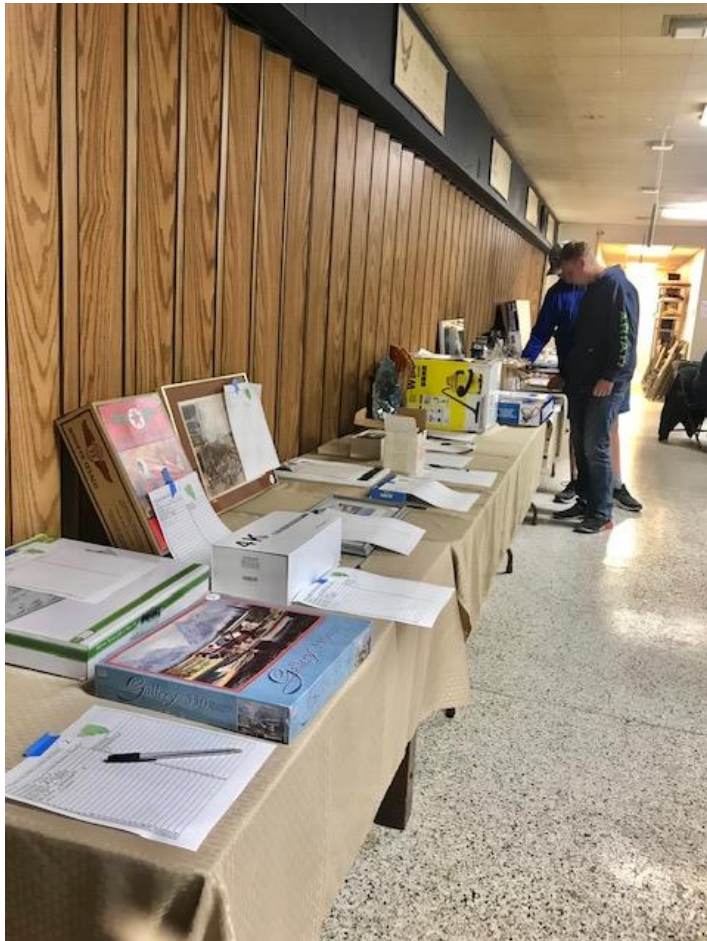
Thanks to John and Liz Schaefer, Lee Hartley and Terry Ernst for sending me the following photos.



The Winners!







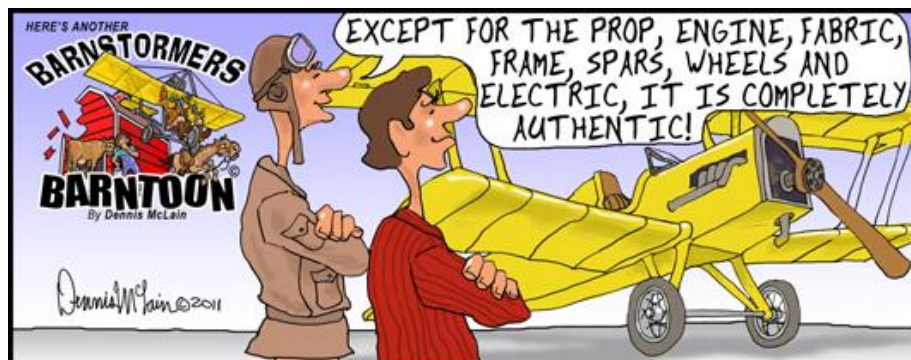




2024 Calendar of Events

Date	Event	Time	Location
2 Apr 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
8 Apr 24	Solar Eclipse Fly Ins		Mt. Vernon IL (MVN) Perryville MO (PCD) Sparta IL (SAR)
9-14 Apr 24	SUN n FUN Aerospace Expo		Lakeland FL
20 Apr 24	Rusty Pilot Seminar	9AM - 12PM	Sparta IL (SAR)
20 Apr 24	VFR Navigation Challenge (EAA Chapter 1402)	8AM -12PM (breakfast at 7AM)	Sullivan MO (KUUV)
7 May 24	Monthly Meeting (at John and Liz Schaefer residence)	7PM (food at 6PM)	Waterloo IL
4 Jun 24	Monthly Meeting (at Al Bane's hangar at Flying Dutchman (2IL7))	7PM (food at 6PM)	Flying Dutchman (2IL7), Belleville IL
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)
5-7 Sep 24	Midwest Aviation Expo		Mount Vernon IL (MVN)
1 Oct 24	Monthly Meeting	7PM (food at 6PM)	Millstadt Flight Park (1IL4)
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)



Pilot's Tip of the Week

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

Windshield Cleaning Mistake

Featuring Dean Showalter

"Is it worth using a special window cleaner, or should I just use water and a clean rag to clean my windshield?" –Tobias M.

Dean:

"This is a great question, but there's a much more important thing to consider

If the windshield is significantly dirty or dusty, flush it with clean water *before* spraying any cleaner on it. This will help loosen and remove the layer of dirt and dust that you definitely don't want to rub into your windshield—especially if it's plexiglass. That dirt and dust could scratch the windshield, even if you use a brand-new perfect microfiber cloth.

After you've flushed the loose dirt and dust off, *then* you can consider cleaning the windshield with your favorite cleaner and a clean microfiber cloth, using swiping motions in the direction of flight. If you're in a situation where a special cleaner is not available, a little clean water on an appropriate clean cloth will work just fine.

Also, don't use a shop towel from the maintenance shop to clean windows and windshields; These shop towels are often cleaned by a cleaning service and returned to the shop. That's fine for cleaning up oil and grease, but there could be residual particles of grit and dirt, as well as an occasional metal shaving, in these towels."



Another Pilot's Tip of the Week

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

Runups With a Carburetor

Featuring David Gagliani

"Three different instructors have told me three variations on checking carb heat during runup. What do you suggest?" –Ellie Z. "

David:

“My preferred method for checking the carb heat during runup is to combine it with a check of the mixture control.

At runup RPM, apply full carb heat. You should see a drop in RPM which indicates that heat is being added. Wait 15 seconds or so. If there is no rise in RPM, there’s no carb ice.

Then slowly lean the mixture. You should see an RPM rise as the overly rich mixture caused by carb heat is reduced. Continue leaning until you start to see an RPM drop, then go back to full rich mixture, and reduce the throttle to idle. The engine should idle smoothly. Increase the RPM to 1000 RPM, or as specified in the POH, and turn off the carb heat. You have now checked that the carb heat is working, there is no ice, the mixture control is working, and the carburetor idle adjustment is correctly set.

Of course, follow all POH guidance but I think you’ll find the above procedure will not be contrary to any guidance in the POH for the average single-engine piston aircraft with a carbureted engine.

One note of caution though: Always move the mixture control slowly. You should never lean so much the engine starts to quit as, this risks a backfire from unburnt fuel, which is death on muffler baffles.”



EAA Chapter 64 Treasurers Report for March 2024

By Don Karr, Treasurer

Treasurer's Report March 31, 2024

		Deposits	Withdrawals	Balance	Date
General Checking Account Balance				\$ 11,998.08	2/26/2024
PayPal Transfer Memberships -Ray Ochs,Kate Jones, David Phipps, Robert Wagnon, Sophia Wagnon		\$ 150.49		\$ 12,148.57	3/4/2024
Lee Hartley Bought Food From Ultralight Symposium		\$ 35.00		\$ 12,183.57	3/4/2024
Lee Hartley Ultralight Symposium food costs			\$ 152.00	\$ 12,031.57	3/4/2024
Blackbaud Giving Fund (Boeing)		\$ 50.00		\$ 12,081.57	3/5/2024
Hangar Rent David Phipps		\$ 140.00		\$ 12,221.57	3/6/2024
Memberships - William Ahrens, Andrew Ahrens,		\$ 60.00		\$ 12,281.57	3/6/2024
Monthly Meeting March 5,2024					
50/50		\$ 47.00		\$ 12,328.57	3/6/2024
Food Income		\$ 193.00		\$ 12,521.57	3/6/2024
Food Cost			\$ 118.00	\$ 12,403.57	
Trivia Table - Curt Lindauer		\$ 110.00		\$ 12,513.57	3/6/2024
AeroCareers Averbeck January Flights			\$ 132.00	\$ 12,381.57	3/8/2024
AeroCareers Averbeck February Flights			\$ 396.00	\$ 11,985.57	3/11/2024
March Hangar Lease Payment to AGCL, Inc.			\$ 492.40	\$ 11,493.17	3/11/2024
Cash Withdrawal for Change at Trivia Night			\$ 500.00	\$ 10,993.17	3/14/2024
Kent Schmidt Purchase of parts for N			\$ 234.94	\$ 10,758.23	3/15/2024
Kent Schmidt Sink for Hangar			\$ 300.00	\$ 10,458.23	3/15/2024
Trivia Night Use of VFW hall for Trivia Night			\$ 200.00	\$ 10,258.23	3/26/2024
Stan Delcor Trivia Entrance Fee		\$ 30.00		\$ 10,288.23	3/27/2024
Rich Hehmann-Lillian Averbeck Instruction Jan & Feb 2024			\$ 176.00	\$ 10,112.23	3/31/2024
Petty Cash				\$ 149.91	3/31/2024
				\$ 149.91	2/29/2024
Edward Jones Investment Account				\$ 51,299.17	3/31/2024
				\$ 51,299.17	2/29/2024

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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Treasurer: Don Karr donkarr6@gmail.com

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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.