



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

November Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 2 November 2021 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. If you would rather participate using Zoom, use this link: <https://maryvilleu.zoom.us/j/6560737363>

October Meeting Minutes

By Lee Hartley, Secretary

Special Note: Since the Secretary was not present, our former Secretary, Jim Schaefer, was kind enough to record the meeting and send it to the Secretary, Lee Hartley, for preparation and presentation to the group at November's meeting.

Since it was a recording, not all aspects of the conversations, nor identities of persons speaking are known. Also, there may be omissions in context due to the quality of the recording.

The Secretary would like to thank Mr. Schaefer for providing this recording.

CALL TO ORDER:

Meeting called to order at 7:00 pm, Tuesday, October 5, 2021 by Dennis Engelkenjohn (Pres.). Meeting was held at the airpark facility. There was no internet connection for the Zoom interface.

ROLL CALL:

Officers present: Dennis Engelkenjohn (Pres.).

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

Dennis' opening comments included thanks to the following folks:

- Thanks to Mike Lotz for the chili dinner, getting all the equipment to the venue
- Larry Louiseau for stirring the pot while Mike was out and about
- John and Liz Schaefer who made the honey corn bread
- Bob McDaniel for the cooler of lemonade

- KC Robinson for the pulled pork dinner for tonight

Mike Lotz made a recommendation at the Chapter 64 Chili Cookoff that the proceeds from the chili dinner be donated to the HEROES charity, an organization designated by Lance Corporal Jared Schmitz's parents. A quick survey of the officers present agreed to match the raised funds and make the donation. Mr. Engelkenjohn did not have the dollar figure handy.

As a side note, Mr. Engelkenjohn announced that Mike Lotz was, besides all else, a Patriot Guard cycle rider. The Patriot Guards do procession escorts for fallen service members.

Mr. Engelkenjohn apologized for not being able to get out a flyer for the Chapter 64 chili cookoff. Although he had seen one, and the Secretary had seen one, nothing made it out to the public.

New members/visitors:

- o David Bates, who has been at a meeting once right before Covid. He's looking to get back into things. He is a guest of Bill Aanstad.
- o Joe Weissert, who just found out about the organization, and is close to home. He came to check us out and maybe learn some things.
- o Jeff Jones, who has been around the for a couple of months.
- o Kent Schmitt, a first timer. He is looking to start a project, maybe a Sting Ray. He has several other projects stacked up.
- o Bill Loesch, an older member who has come to get back into the swing of things after CoVid.

Mr. Engelkenjohn made mention about our loaner tools so that the new folks know what we have. He also talked about our chapter project, working on Wednesdays starting about 8:30.

Our guest speaker, Diana Votaw, is under the weather so there will be no slide show and presentation of her trip back from Florida with her new Cub aircraft.

APPROVAL OF MINUTES:

Bob McDaniel made notice that the date for the Flying Dutchman Chili Dinner was incorrect; should be October 17th. There were several people over several meetings that had different dates. Motion was made, with correction, by Mr. McDaniel to approve with a second by Mike Ziemann.

SECRETARY'S REPORT:

No Secretary report for this meeting.

TREASURER'S REPORT:

In the absence of our Treasurer, Mr. Engelkenjohn stated that the report is in the current newsletter.

OLD BUSINESS:

Mr. McDaniel and the Light Sport Expo on September 9th. He stated that he had heard that

attendance was down this year, but in his opinion, he thought it was up from previous years. He reported that there was a good number of suppliers and exhibits. He also spoke of a question that is often asked, "Do they sell any airplanes?" The Bush Cat 2, a two-seat tailedragger, had six (6) sold over the weekend. Ivan even bought one for delivery early next year.

Mr. McDaniel talked about hosting his Miata club a couple of weeks ago; 23 cars and some SUVs were in attendance with their drivers. He and his Cesena 172, John Schaefer and his Bird Dog, and Paul Visk with AeroCareers' 172 provided rides to the club members. He stated that they thoroughly enjoyed the afternoon, and the power parachute at sunset was a good way to end the day. At the end of the day, the club members donated some cash to offset fuel costs, but they also provided enough for an hour of flying time for Nathaniel, who was also present and helping out. With these donations, Mr. McDaniel thinks that they have about 5 hours of flying time paid up for Nathaniel.

See the ACTIVITY REPORTS for updated info on scheduled events.

NEW BUSINESS:

There was no new business presented.

ACTIVITY REPORTS:

Young Eagles events presented by Bob McDaniel:

- Young Eagles at Downtown Airport on Oct 2 was canceled due to weather conditions. October 23rd is new date. This is a follow-on group of the E. St Louis kids with about 50 currently scheduled to fly. The Wade family will have their Zenith on static display during the event, and there may also be a Lindberg Lance Air Columbia for display. 8:30 brief, fly at 9 a.m., location is the old museum at Downtown Airport.
- Nov 5 - 7 - Boy Scout campout at the flight park with about 30 kids. Scout troops from South St. Louis and Millstadt should be there Friday to set up, with a full itinerary of events for the weekend, including Saturday's Young Eagle flights. They but will break camp on Sunday. There will also be a 3rd troop coming in for Saturday's training but will not be camping.

PRESENTERS:

Mr. Engelkenjohn opened a conversation about welding and the oxygen that is used. He asked the question "Why can't I use the welding oxygen to fill my breathing oxygen since they come from the same source?" This question was answered by one of our speakers for the night, Mr. Terry Ernst. Mr. Ernst worked at Air Gas for many years (23 years teaching people how to do it right) in both production and safety and has been a presenter as a gaseous materials expert (and not as an A & P) at FAA sponsored events. He gave a brief explanation of aviator oxygen and the safety that goes into making this product.

Here are some notes from his presentation:

- Aviator's breathing oxygen is designated as such for a reason, and that is what you need

to use - period.

- He stressed the point of TRANS-FILLING oxygen bottles. He pointed out that it can be very dangerous if you don't know what you are doing, AND, in some cases could be illegal for doing it.
- Oxygen is produced from several different types of processes, and these processes create the three outputs of nitrogen, oxygen, and argon.
- You purchase gas by grades, starting with Grade 4 at the plant (99.9999%) and then going down. Purity is reduced by the number of transport tanks, storage tanks, conversion systems, pumping stations, etc.
- People think that medical oxygen is the best to use (99.0%) but that is not the case; the purity is down.
- Aviator's breathing oxygen is included in the Industrial class of gases.
- Specialty gases or refined gases
- Oxygen used for breathing is manufactured in accordance with military specifications and must be tested at each transfer point. Industrial gases do not fall into that requirement.
- Medical grade oxygen tanks must be vacuumed at each fill, where welding tanks are not.
- Medical oxygen is manufactured as a drug; it cannot be tested into a drug. They also have special valves to maintain quality and identity.
- Note: It is a good practice to put check valves on your gas welding equipment to prevent sucking back gases. An empty oxygen tank acts as a vacuum and will pull items into the tank when empty.
- Question asked to Mr. Ernst, "How do you test oxygen for purity?" Oxygen is a strongly magnetic gas. Tested by reading magnetic fields obtained from special meters.
- Question asked to Mr. Ernst, "How do you know if you are getting aviator's air from the FBO?" Check the cylinder - it must be marked and documented.
- He also gave a good talk about cylinder markings and what they mean, and hydro-static testing.

Jeremy Cox:

Has 20 years of jet brokerage experience in St. Louis before starting his own business. He went to visit his mom in the United Kingdom September 11-16.

Before his trip, he visited the Richard Ira Bong Museum, Superior Wisconsin. Mr. Bong fought in WWII, went to be test pilot for Lockheed Martin, died in a crash. A static P-38 Lightning appraised 19 years ago at \$900,000 now appraised close to \$6 million.

For starters, he mentioned as a business owner, always set up business meetings before your visit. Good for tax purposes.

Met Dave of Gate Guardians.co.uk. This company builds aircraft replications, mostly WWII aircraft. He wanted to find out how much it would cost for a P-38 replica for the museum. This company built 10 full size replica ground trainers of F-22 for naval training

Boscombe Down, Empire Test Pilot School; test airplanes went to museum that he was able to tour.

Battle of Brittan Air Show, Duxford Airfield and Imperial War Museum

- Tour 8:30 to 4:30, breakfast, lunch and tea provided,
- Air show about 4 hours long, watched from 2nd floor conference area (VIP)
- Seeing a P-47 fly
- PBV Catalina fly
- Highlight of show: 11 spitfires and 4 hurricanes flying in formation at the end

Back to meeting

Had load over-talk on recording so I could not hear the speaker.

Brian, building an RV-14, will be around to answer questions from anyone who has some.

Dennis showed and talked about his 3 valve spring compressors he has made in the last week. He is willing to help make more if anyone wants one instead of buying one. They are simple to make and easy to use. He did a show-and-tell on his materials, construction, and how to use in application.

Question on insurance renewal: 3rd renewal period, insurance went up greatly. Renewed in May, price doubled, broker said it was due to airlines parking fleets. AIG sent letter stated they will not renew in March. Does anyone have any recommendations? AVEMCO (from EAA & AOPA) is higher than the original. From Mr. Turk, a broker is the best way to go. You pay a price for it, but they can search and shop all over for the stuff you want. Jeremy stated that the industry, generally, will not carry general aviation aircraft. Mr. Turk stated that he has heard that some insurance companies are dropping pilots who are 65 or older, for no apparent reason except for age.

There was a large discussion on this subject that I did not make notes on. Major take-away is that aircraft insurance is being treated like homeowner's insurance - the more storms and claims made, the higher the rates.

Jeremy asked a question "Has anyone read/seen the FAA revision being reversed for flight training?" The answer came from a non-identified person who stated that you would need a LOTA if you deal with instructing experimental aircraft. Legislation is being worked to fix it, but not yet.

FUND RAISING:

The 50/50 won by Mike Merkan, unknown amount (background noise overtook the amount).

ADJOURNMENT:

Meeting adjourned at 8:15.

Monthly Chapter Meeting Food Schedule

Thanks to the following volunteers to bring food to the monthly meetings. If you have volunteered and find you are unable to attend, please contact someone else on the list to see if you can trade months, or at least let a Chapter Officer know. Also, please report your expenses to Treasurer Paul Visk to ensure you are reimbursed.

March	Al Bane
April	Paul Visk
May	Bob McDaniel
June	Mike Lotz
July	James McGhee
August	Lee Hartley
September	Bob Miller
October	K.C. Robinson
November	Paul Voorhees
December	????

John and Liz Schaefer's Bird Dog Featured in SPORT AVIATION

Congratulations to John and Liz Schaefer for having their Cessna Bird Dog featured in the October issue of SPORT AVIATION! Find the article on page 107.

MEMBERCENTRAL

ILLINOIS CESSNA O-1A BIRD DOG

THE CESSNA AIRCRAFT CO. built 3,400 Bird Dogs from 1950 through 1960. The Bird Dog served in a variety of roles in the United States Army, Air Force, and Marines, as well as in the militaries of other countries. This particular aircraft was built in 1951 and served as a training aircraft with the United States Army.

In 1962 it was refurbished and leased to Thailand. Throughout the war in Southeast Asia, this plane flew for the Thailand army as an artillery and air attack spotter. Armed with white phosphorous-tipped rockets, the Bird Dog would seek out and mark targets for other forces to attack.

At the end of the war this aircraft was placed in storage in the jungles of Thailand. In 2009 it was declared surplus by the United

States Army and sold for scrap. In 2013 it was returned to the United States. Air Repair Inc. in Cleveland, Mississippi, restored the aircraft to its current condition in 2016. Today this Bird Dog flies as a civilian aircraft in the colors of the United States Air Force. My wife, Liz, and I own and fly this aircraft as a remembrance to all who served. It's equipped with a Garmin GTX 335 transponder/ADS-B, Garmin GTR 225 radio, a 213-hp Continental O-470-11 engine, McCauley propeller, and standard VFR instruments.

John Schaefer, EAA 171186; Waterloo, Illinois
Email: johnfarm14@icloud.com





ILLINOIS ULTRALIGHT & LIGHT SPORT AIRCRAFT SAFETY SYMPOSIUM

Great news...*The Illinois Ultralight and Light Sport Aircraft Symposium* is returning for 2022. Mark your calendars now for this informative event on Saturday, February 26, 2022.

The 2020 event moved to a new MetroEast venue with great hosts at the Southwestern Illinois College (SWIC) Granite City campus. It was a tremendous success and a significant money-maker for the Chapter as we provided breakfast and lunch for the participants. Unfortunately, the pandemic forced us to cancel the 2021 event and continuing pandemic restrictions prevent us from returning to SWIC's facility this next year. So, we are going back to Greenville's Farm Heritage Museum for 2022, where breakfast and lunch will be provided by the Museum's volunteer support organization.

The event is co-sponsored by EAA Chapter 64, the FAA, and the Illinois Division of Aeronautics and we are excited about holding this popular event again.

We're lining up a great team of speakers and exhibitors. Although not all the speakers have been locked in, Bob McDaniel will again be the moderator. We expect to have presentations covering spring tune-up maintenance issues; Part 103, Sport Pilot and Basic Med medical issues; tips on purchasing a used aircraft and properly documenting aircraft maintenance; training issues including how to safely learn to fly a new aircraft; and future issues that affect our sport. Of course, we'll have plenty of free door prizes as well as some valuable auction items.

Chapter support will be needed! First and foremost, we need Chapter members to attend the event. You will definitely find it worth your time.

We need your suggestions to make the symposium even better and need you to ask the many suppliers you deal with to provide a variety of door prizes and more expensive items for auction. (We provide free exhibit space and our only source of revenue to pay for the facility and other expenses is the money raised from the auction.) Of course, any items you might have to donate will be appreciated.

We'll need a few volunteers to travel to Greenville Friday afternoon to help set up the venue and a few people to stick around Saturday after the event is over to help clean up. We expect to end the symposium around 3 p.m. and should have all the clean-up work done within an hour at the most.

This could also be an opportunity for the Chapter to create an exhibit illustrating our youth programs and our aircraft restoration project and conduct a raffle to raise funds to support those efforts.

We'll continue to target the last Saturday in February for this valuable annual event and plan to return to SWIC's Granite City facility in 2023.

OCTOBER 23rd YOUNG EAGLE EVENT

Eighteen Chapter members arrived at St. Louis Downtown Airport under sunny skies and calm winds. The kids began trickling in, along with an overcast cloud deck. As the sun disappeared, a steady breeze began to blow. Although the temperatures dropped back into the low 50s, it didn't dampen the enthusiasm of any of the pilots or eager passengers.

The airport's Aircraft Rescue and Firefighting truck parked at the edge of the ramp and the on-duty firefighter talked to the kids throughout the morning. Jerry Wade parked his beautiful Zenith on the grass as a static display and his wife, Sandy, talked to the kids about their experience building it.

Jerry is pictured at right with Young Eagle Joshua VanNata, as they prepared for their flight.

Our pilots, Eve Cascella, Bob McDaniel, James McGhee, Nick Turk, and Jerry Wade, augmented by Jeff Stephenson from Chapter 32, flew a total of 32 Young Eagles before the rain started falling.



Thanks to everyone who came out to help.



NOVEMBER 5-7 SCOUT CAMP

Volunteers from the Flight Park, EAA Chapter 64, AeroCareers, and the St. Louis Air and Space Museum will be hosting an aviation campout for three local Scout troops over the November 5th weekend.

The Scouts should be self-sufficient on Friday and Sunday as they set up and tear down their camp. However, we will need Chapter volunteers to support their activities on Saturday.

The highlight of their weekend will be Young Eagle flights Saturday morning. We'll need Young Eagle pilots, planes and a few ground volunteers to support the flights. Pilots and volunteers should arrive at our Millstadt Flight Park at 0830 and we'll begin flying after all have arrived and we've conducted our safety briefing.

Volunteers are welcome to stay throughout the day if they want to help with the other activities that will include flying RC aircraft, launching model rockets, touring a LifeFlight air ambulance helicopter, and a variety of classroom sessions in our Chapter Clubhouse to cover all the items necessary for the Scouts to earn their aviation merit badge.

Pilots who are willing to show and talk about their aircraft are welcome to fly-in in the afternoon. We expect to have Ivan's gyrocopter doing some flying and hopefully a few other unique aircraft.

This will be our Chapter's last organized Young Eagle event for the year. Don't miss it!

A GREAT LITTLE VIDEO

The Flight Park hosted the Gateway Miata Club's annual family picnic in September and some of our Chapter members came out to play. One of the Miata members put together a great little 3-minute video showing some of the flying fun. It's available at <https://youtu.be/3EmSzJctA20>. Enjoy!

“Built into the human psyche, we have this ... desire for liberty. I think with many people the airplane becomes the metaphor for liberation, for the ultimate sense of freedom. “

Rod Machado, interview in the documentary [The Disciples of Flight, 2019](#).

Bob McDaniel Presents Seminar at Mt. Vernon LSA Expo

Terry Ernst sent in the following article/photos last month, but I forgot to include it in the last newsletter. Here it is now:

Our very own Bob McDaniel presented a very informative talk about “Mixing it up in the traffic pattern” at the 2021 LSA Expo in Mount Vernon, IL.



FAA Advisory Circular AC 90-66B

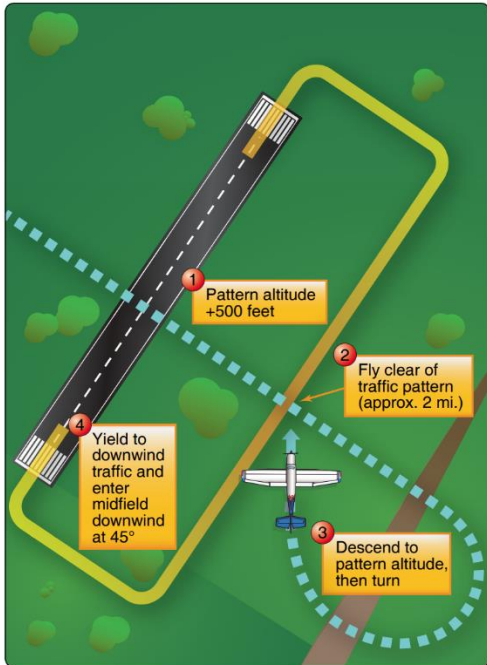


Figure 14-2. Preferred Entry-Crossing Midfield.

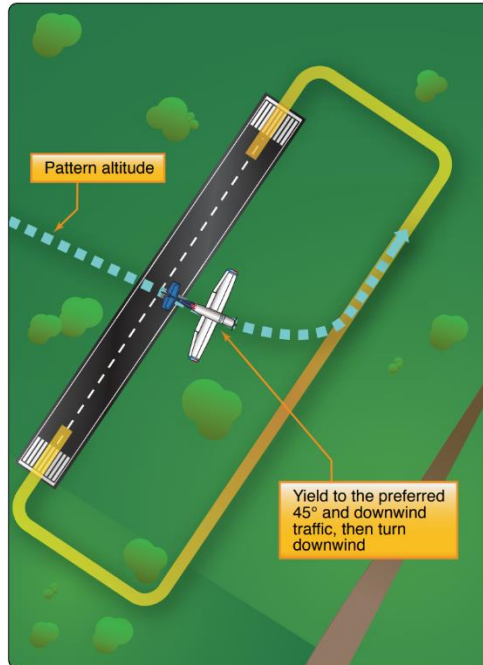
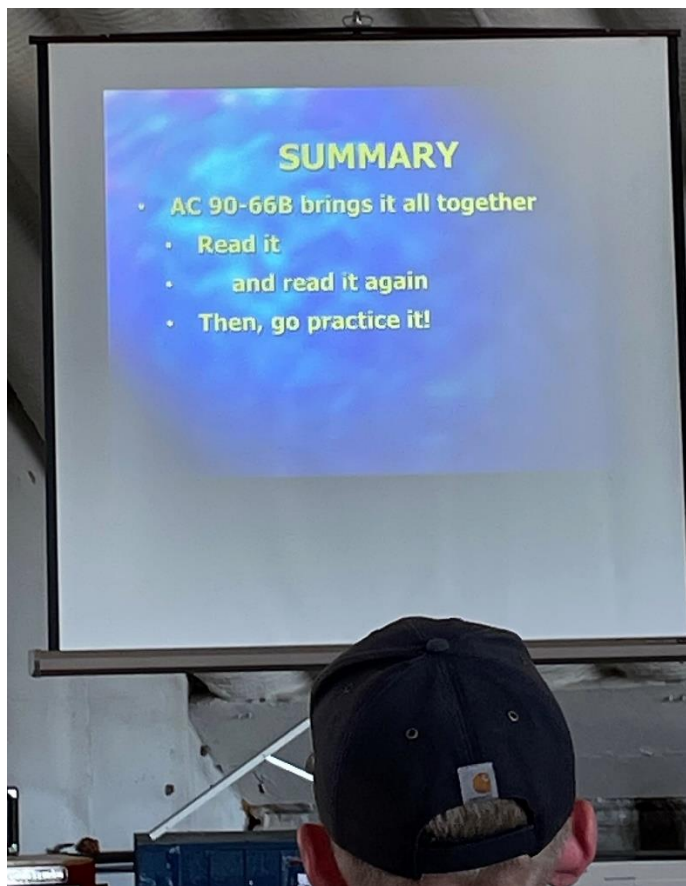


Figure 14-3. Alternate Midfield Entry.



AEROCAREERS AIRCRAFT RAFFLE



GRAND PRIZE: 1946 ERCOUCPE 415-C AIRCRAFT or \$20,000 CASH



**SECOND PRIZE:
LEVEL AVIATION
BROADCASTING OUTER MODULE (BOM)**



**THIRD PRIZE:
LIGHTSPEED ZULU 3 ANR HEADSET**

\$50 per Ticket or 3 for \$125

Scan the QR Code at right or go to
rafflecreator.com/pages/52380/aerocareers-aircraft-raffle
to purchase tickets and see all the details.

Winners will be drawn June 1, 2022



AeroCareers is a 501(c)(3) not-for-profit, tax-exempt charitable and educational corporation. Our mission is air and space career education, networking, and mentoring. One-hundred percent of our funds are used to support our educational and charitable missions. To learn more about our organization, visit <http://aerocareers.org/>.

Pilot's Tip of the Week

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

Building IFR Proficiency?

Featuring Doug Stewart

"I just got my instrument rating, so I know I can pass a checkride. But I still lack confidence flying IFR on my own. How do I build my proficiency and comfort from here?" – Mark G.

Doug:

“Certainly, if you’re IFR rated, file every time you go somewhere, even if it’s VMC because although it won’t keep up your skills as far as flying on the gauges, it will keep up your skills as far as talking to air traffic control, dealing with route changes, changing the route in your GPS, etc. So absolutely file all the time, even though it might add 10 minutes to the flight.

If you’ve got the rating and you’ve only had minimal IMC time, build up incremental exposure. You’ve got a day when there’s a 1500-foot ceiling, you know the clouds are only 2000 to 3000 feet thick—you found that out through PIREPS or whatever—go out, file, and go somewhere.

You’ll climb up through the layer, get on top, be in beautiful, sunny, clear skies. The clouds are beautiful. You can look down and you’ll see that glory, that rainbow on the clouds, with the silhouette of your aircraft in the middle.

Then come back on down through and you’ll break out at 1500 feet. It’s basically VFR below. And as you do this, this will build your confidence. So, get incremental exposure to the conditions out there as you build your confidence and your proficiency.”



Another Pilot's Tip of the Week

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

VFR Checkpoint Codes

Featuring John Krug

"Why are there five-letter codes on the sectional under some VFR checkpoints?" – Andrew S.

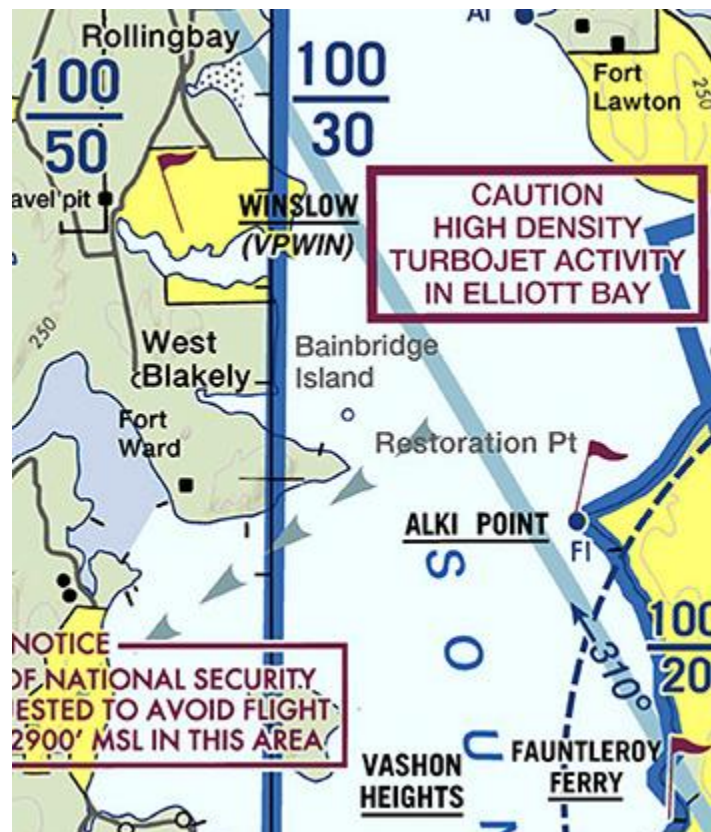
John:

"These are five letter GPS identifiers of VFR checkpoints. This allows a pilot to enter the checkpoint in the GPS for navigation and awareness.

By entering the checkpoint in the GPS, it may assist a pilot in identifying VFR checkpoints or visual reporting points where the associated landmark is difficult to pick up visually.

They can be used for avoidance of specific airspace, e.g., Class B, SUA, etc. It is important to remember though that the charted waypoints do *not* define the airspace boundaries. They may also be used to support VFR flyway routes with entry and exit points, and, when necessary, intermediate waypoints.

The five-letter identifiers are not designed to be pronounceable or used in ATC communications. A pilot should refer to the name of the geographical point instead."



PHOTOS

Check out some of the 20+ aircraft that attended the Annual Flying Dutchman Chili Dinner on October 17. A large drive-in crowd also attended on the beautiful fall day.













EAA Chapter 64 Treasurers Report for October 2021

By Paul Visk, Treasurer

EAA Chapter 64 Balance Sheet

As of October 29, 2021

	Oct 29, ...
ASSETS	
Current Assets	
Checking/Savings	
Checking	2,054.36
Hangar Checking	610.62
Total Checking/Savings	2,664.98
Accounts Receivable	
Accounts Receivable	160.00
Total Accounts Receiva...	160.00
Other Current Assets	
Inventory Asset	-2,000.00
Undeposited Funds	780.00
Total Other Current Ass...	-1,220.00
Total Current Assets	1,604.98
TOTAL ASSETS	1,604.98
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Accounts Payable	833.32
Total Accounts Payable	833.32
Total Current Liabilities	833.32
Total Liabilities	833.32
Equity	
Opening Balance Equity	1,767.58
Unrestricted Net Assets	-3,831.05
Net Income	2,835.13
Total Equity	771.66
TOTAL LIABILITIES & EQUI...	1,604.98

Edward Jones Account Total Current Value: \$58,164.21

Fly Market

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

FOR SALE: Jabiru 2200A engine with many FWF components for Zenith 601,701,650, and 750 including: engine mount with hardware, exhaust system and heat shield, propeller with hardware, prop hub extension, spinner and flange, air box with K&N filter, scat tubing, cooling ducts and oil cooler, logbooks for prop and engine.

Engine was removed from a 601 HDS. On its last flight it developed an oil leak, and some smoke came into the cockpit. The plane was flown safely back to the airfield and then to a nearby airfield where an A&P mechanic inspected it and determined the engine needed to be torn down to evaluate the problem. I was already thinking about a different engine, so I decided to just remove the Jab rather than pay to have it torn down for evaluation and repair. It may or may not need a complete overhaul. Buyer should assume that it does and I'm pricing it as such. Asking \$4,500 for everything. Will separate. Contact Mike 618-939-7574

Engine serial number: 22A2463 - approximately 350 hours

Propeller: Sensenich wood W62HJ-46 (62-inch prop with 46-inch pitch)



FOR SALE: TWO NEW LIGHTSPEED WIRELESS HEADSETS

I have two Lightspeed Tango Wireless ANR headsets in my possession to sell for Ivan, our local gyrocopter pilot. (His gyro is not set up for standard 2-plug headset cords.) See <https://www.lightspeedaviation.com/news/lightspeed-launches-tango-worlds-first-premium-wireless-aviation-headset/>. They are both brand new, in-the-box, never-used headsets that currently sell from many aviation suppliers for \$850. The asking price is **\$600 each**. Although Lightspeed no longer sells the Tango, I have flown with mine for about 4 years now and absolutely love the no-wires headset. If interested, let me know. if not sold locally, they will soon go on E-bay.



Bob McDaniel (618-530-0805)

HANGAR FOR RENT: Hangar available at Jerseyville just \$70 per month. Fuel available on field. While mostly a GA aircraft facility, ultralights are welcome. Contact Bert Hampton 618-558-3271



EAA Chapter 64

(1IL4) Millstadt, IL

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

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

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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 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'

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.