



# The FLYING WIRE

The Newsletter of EAA Chapter 64

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

**May Meeting:** The next EAA Chapter 64 meeting will be held on **Tuesday, 7 May 2024 at the home of John and Liz Schaefer (see details below)**. Food will be served at 6:00 followed by the meeting at 7:00.

## \*\*\*\* May Meeting to be Held at the Schaefer's Workshop \*\*\*\*

Come out and see progress on the Sopwith Camel and Corben Junior Ace projects.

Address: 4611 Kaskaskia Rd, Waterloo IL

Phone: (618)792-5033

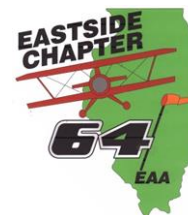
Food: 6:00 PM

Meeting 7:00 PM

Also, for folks who can't make the meeting and want to see the projects, John and Liz invite you to stop by for lunch with them at 1200 on Saturday 11 May 2024. Please RSVP to (618) 792-5033.

## April Meeting Minutes

By Lee Hartley, Secretary



### CALL TO ORDER:

Meeting called to order at 7:00 p.m. by Bob Miller, Vice-President, sitting in for James McGhee, President. The meeting was held at the Flight Park Clubhouse, Millstadt, IL.

### ROLL CALL:

Officers present: Bob Miller, 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 30 folks sign in.

**COMMENTS FROM THE PRESIDENT:**

Bob started by thanking Diane Earhart for the dinner she prepared for the night.

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

- Henry Helsman; checking us out to see if we are a good fit; working on a Challenger and looking for some how-to tips. He is a veteran pilot and Oshkosh visitor.
- James and Katy Hopejoy. Katy is a 15-year-old Red Bud high school student who became interested in flying a couple of years ago, and recently went on a YE flight with James.
- Sasha P. (couldn't get her last name). Sasha is a high school student from St. Louis who came over with her instructor Terry Perrot. Sasha wanted to introduce herself and will be applying for the Ray Scholarship.
- Mike Corrigan. Currently with EAA since 1975, operates an RV-6A and wants to build a "Tail Wind".
- Brad (couldn't get his last name). Flew from Parks airport in the 1990's and is looking to get back into the groove.
- Gerod and Dean Mosley. Dean is currently a 7<sup>th</sup> grader and wants to learn to fly.
- Kayley Martin. A visitor turned new member. Kayley has 26 hours toward his private pilot's license and wants to take advantage of what the chapter can offer.
- Art Johnson. A former Marine aviator, a commercial pilot (Delta Airlines) of 35 years and a recent private company jet pilot.
- Carson K. Carson introduced himself to the crowd as a returnee. Carson had the opportunity to take flight lessons at an Air Force sponsored flight academy. However, weather and illness prevented his planned graduation, so he is working on completing his requirements this summer.
- Chris Scully is also a recent new member. Chris has his A&P certificate and is working on his private pilot license while holding down a job at GoJet.

**APPROVAL OF MINUTES:**

Mr. Miller asked for feedback/corrections for the minutes. A motion was made by Kent Schmidt, and a 2<sup>nd</sup> made by Liz Schaefer to approve as presented. Motion passed.

**SECRETARY'S REPORT:**

None at this time.

**TREASURER'S REPORT:**

Mr. Karr announced that the investment account had gone up \$1,600 this last month.

**OLD BUSINESS:**

TRIVA NIGHT RE-CAP. Mr. Miller wanted to thank all the people involved in the operation of our: 2nd Annual Trivia Night, March 23, 2023, at the Millstadt VFW Post 7980.

(Note from the Secretary: Volunteers included: Liz, John & James Schaefer-Decorations; Diane Earhart, Cathy Sue Schmidt, and Mia Petruso-Registration/Mulligan Sales; Bob Miller (50/50) & Diane Earhart (Heads/Tails)-Activity Sponsors; Rosie Hartley, Stacy Schmig, Casey Gabelli-Judges; Colin Schmig & Mia Petruso-Runners; Tim Dempsey & Ken Dixon-Projection Screen loans; Paul Visk-Clean-up; Larry Crump-Tally and Question Master; and our special Master of

Ceremony, John Pertzborn)

ELECTIONS: Please remember that elections are coming in the fall. If you wish to participate as an officer, go ahead and throw your hat in the ring!

CHRIS BOHNER CHAPTER DONATION: Kent Schmidt is heading the auction of the donated items from Chris Bohner's estate. Schumaker Auction Company is the chosen venue that will be used. The plan is for an online auction starting Friday and running for about 10 days. Further information will be sent out as it is received.

**NEW BUSINESS:**

No new business brought up at this meeting, but there a lot of events coming up in the near future:

FUND RAISERS:

Other than the aforementioned Trivia Night, there are no fundraisers to speak about at this meeting.

The winner of tonight's 50/50 drawing was Larry, who took away his \$22.

Bob Miller brought up an idea of a plaque sales, made by Kent Schmidt, for a donation made to the club. Please contact Kent Schmidt for details/orders.

**ACTIVITY REPORTS:**

Young Eagles is starting the season with a very limited flight event at Downtown St. Louis Airport on April 20th. They are planning a larger event for July. They are also working on arrangements for the Strength and Honor Mentoring and Tutor group to come out.

**PROJECTS:**

Mr. Miller went down his list of those folks that he knew of, and asked for input from those he did not know, on their project happenings.

- Started with Ed Schertz and the Wednesday C-172 rebuild program.
- Frank Dresser and his RV-14: still working on getting it back to the hangar for assembly (hopefully moving after the eclipse). Getting all the electronics and fuel system completed at home.
- Matt and his 1960 Tri-Pacer conversion (making a taildragger). Working on ensuring the engine stays operational by running it often. Got some more parts from a Staunton supplier.
- Al Bane: Working with his Fly Baby. We will be able to see the progress at the June meeting when we meet at his hangar located at the Flying Dutchman. It all should be covered and ready to assemble. After that, he has a Pietenpol ready to work on. He has the motor already at the house.
- Schaefer's: We will be able to see their progress at the May meeting because the Schaefer's are hosting the chapter meeting (4611 Kaskaskia Rd, Waterloo, IL). We will be able to view the Sopwith Camel and the Corbin Jr. Ace. The Ace should be getting close to sitting on the gear, all is covered, and the controls are in. If that is not enough,

they are repairing parts of a damaged Cub.

- Ivan Kondra has recently acquired a Bush Cat project. The fuselage is all together, and the cowling metal parts are together, but he is looking for a painter.

#### EVENTS:

- Eclipse Parties: Many in the local area - Sparta, Mt. Vernon, and across the river
- Sun-N-Fun: Starts Tuesday
- EAA Chapter 1402 VFR Challenge, April 20, 2024
- High Altitude Balloon Launch; April 13, 2024. Launch will be from the hangar area about 10:00 a.m. Goal is to launch 4 experiment packages, get the balloon to about 50,000 feet, then retrieve them.
- Start Right Gathering, May 18, 2024

#### GUEST SPEAKER:

None tonight.

#### FINAL NOTES:

- Reminder, the Aero Careers' Cub Raffle has gone live, and will be drawn Labor Day Weekend. This is for the J4 Cub.
- Mr. Miller wanted to give Diane Earhart some time to fill us in on her nomination for the Remarkable Women of the Year award. Although she didn't win, she was one of four out of 188 entries.
- Lastly, it was announced that the St. Louis Soaring Club, near Highland, is looking to train for some tow pilots (2-seat Pawnee). Contact the soaring club for more info. (Contact Information: Airport phone: (618) 654-3511: Questions about the club can be sent to: stlsoar.info@gmail.com).

#### ADJOURNMENT:

With no further discussion, a motion was made and passed for adjournment at 8:00 p.m.

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## Auction of Chris Bohner Donation a Big Success

By Kent Schmidt

It all started back in November 2023. EAA Chapter 64 was contacted and informed that one of our members, Chris Bohner, was terminally ill and was beginning hospice care. He had a home in St. Louis where he had lived in recent years, and he wanted to donate the major part of the contents of the home and 2 car garage to the chapter. Chris was going to head back to Washington state with his friend to live out his life under her care. The chapter was asked to come and empty out as much of the contents as we could that day.

3 Chapter members were able to get to the house and fill 2 pickup trucks and a van with tools, parts, equipment, flying literature, books, etc. The rest would have to wait until a later date when Chris's friends would return to continue to empty the house.

The members also surveyed the balance of the contents so as to plan the effort needed to come back and get the balance of the contents.

In early February, we received the word that Chris had passed away in late December 2023. Chris' friend would be coming back to clean out the house and settle the estate. 20 or so Chapter 64 members, members from other EAA Chapters and chapter friends spent Sunday February 11<sup>th</sup> hauling the contents of the house and garage to the Chapter 64 hanger in Millstadt. Several members also spent the following week assisting Chris's friends in cleaning out the house and garage.

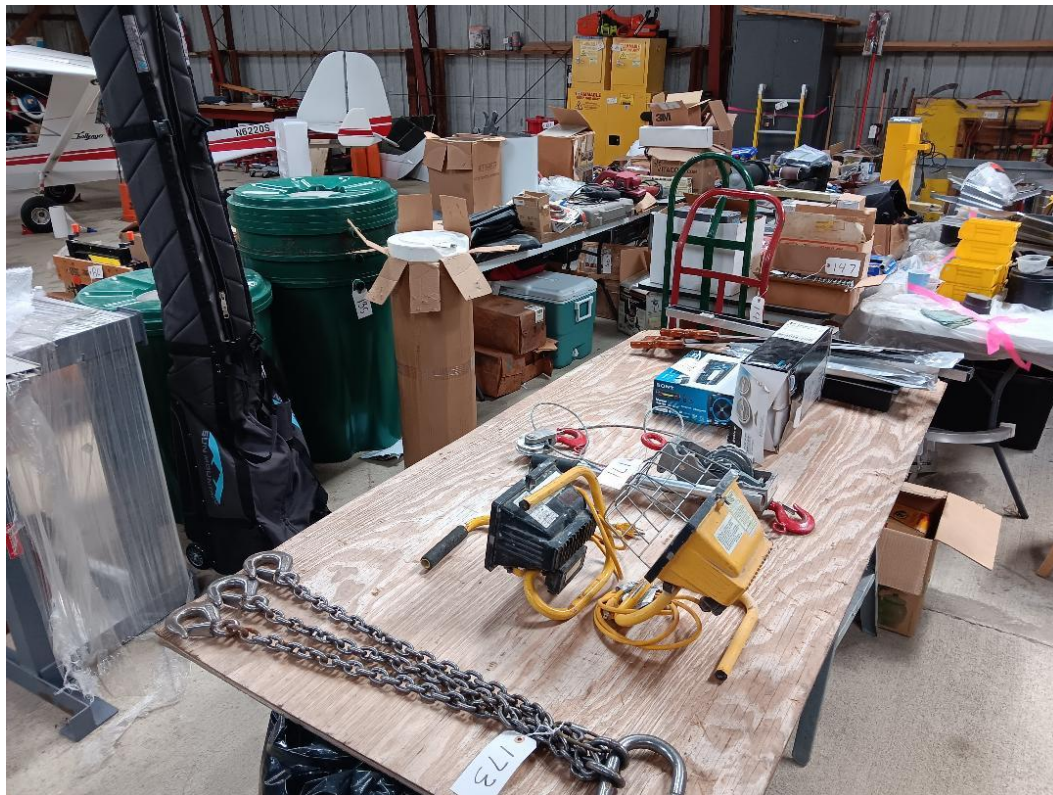
A significant amount of the tools and equipment that were donated were added the Chapter 64 tool crib inventory. The balance of the donation was auctioned off on-line, ending with the distribution of the items to the winning bidders on April 20<sup>th</sup>. We had 9 Chapter 64 members (including Matt York's 2 sweet daughters) helping out at the distribution.

In all, there were 270 lots sold at the auction. The revenue generated for the chapter after auctioneer fees was roughly \$11,000.

Thank you to everyone that helped out in this effort. Thanks also to our hanger tenants who put up with all this stuff in the hanger stacked around their airplanes for the past 4 months.

Great job by all!  
Kent













## Aero Careers Piper J-4 Cub Coupe Raffle

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



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.



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## 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](mailto: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
<b>May</b>	<b>John and Liz Schaefer</b>
June	Al Bane
July	?
August	?
September	?
October	?
November	?
December	?

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## 2024 Calendar of Events

Date	Event	Time	Location
7 May 24	Monthly Meeting (at John and Liz Schaefer residence)	7PM (food at 6PM)	Waterloo IL
2 Jun 24	Olney-Noble Airport Pancake Breakfast	8-11 AM	Noble, IL (KOLY)
4 Jun 24	Monthly Meeting (at Al Bane's hangar at Flying Dutchman (2IL7))	7PM (food at 6PM)	Flying Dutchman (2IL7), Belleville IL
29 Jun 24	Shumway International Pancake Breakfast	8-11 AM	Shumway, IL (IL05)
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](mailto:adb7@att.net))

## Photos from Sun N Fun

Provided by John and Liz Schaefer











## Pilot's Tip of the Week

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

### *Slipping With Full Flaps*

Featuring Jeff Van West

*"Is slipping an airplane with full flaps allowed or not? I fly a club Cessna 172 and one instructor told me it's fine while the other said it's forbidden." –Kyle S."*

**Jeff:**

"I have to answer this with a question: Which model Cessna 172 are you flying?"

The model matters because the answer is found in your POH, and the guidance has changed over the years. In the POH for a 1956 Cessna 172 you'll see, *'Slips are prohibited in full flap approaches because of a downward pitch encountered under certain combinations of airspeed and sideslip angle.'* By 1977 the POH for the 172N model said, *'Steep slips should be avoided with flap settings greater than 20° due to a slight tendency for the elevator to oscillate under certain combination of airspeed, sideslip angle, and center of gravity loadings.'* Check the POH for a late model 172S and you'll likely see, *'Steep slips with flap settings greater than 20° can cause a slight tendency for the elevator to oscillate under certain combinations of airspeed, sideslip angle, and center of gravity loadings.'*

So that's a prohibition in 1956, a strong caution in 1977, and an FYI in the 2000s. Over that time there were aerodynamic changes, including limiting the maximum flap travel from 40° to 30°.

Three important takeaways apply no matter what make or model aircraft you fly. One is that your POH rules and it's the first place you should go for prohibitions on your specific aircraft. That includes any updates, ADs, or other changes that should be included since the POH was published.

Second is that these textual descriptions are usually found in the *Amplified Procedures*, which you'll find in your flight manual for both normal and emergency procedures (usually after the checklists). Too many pilots breeze through this text or skip it entirely. Don't be one of them.



The amplified procedures often contain the details you need to make informed decisions on applying those simple checklists in the real world.

Third is that procedures evolve but ‘tribal knowledge’ doesn’t always keep up. When people tell you something must be done one way or another, ask for a source you can reference yourself.

You’d be surprised what the kinds of things you might find out.”

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## Another Pilot's Tip of the Week

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

### *Uses for a Simulator*

Featuring Tom Turner

*"I get that the military and airlines need simulators because their aircraft are so expensive and complicated. But what's the point of using a sim for light airplanes when we all want an excuse to go fly anyway? And desktop simulator time can't even be logged." – Al S.*

#### **Tom:**

“Simulators serve four purposes that are difficult or impossible to attain in an actual airplane.

First, they provide a means to experiment with new equipment or new techniques in a safe and efficient manner. Transitioning to a glass cockpit? Learning how to fly a DME arc? You’ll pick it up a lot faster in a sim before using those new skills in the airplane.

Second, you avoid the time it takes to start-up, taxi out, take off, and fly to and from a practice area or the nearest airport with the type of approach you wish to practice.



Simulator time is much more efficient, allowing you to practice the skills you want or need in much less time.

A third advantage is the ability to pre-fly a trip or an arrival or departure procedure. If you're planning to fly somewhere with a tricky SID or STAR, approach or missed approach, you can practice it ahead of time in the sim so when you fly it for real it won't be your first time.

Finally, simulators provide the opportunity to practice abnormal and emergency procedures, often without warning. It's simply not possible to safely or accurately present most emergencies or abnormalities in an airplane.

Even if you can't log it, you can do a lot with simulators that will keep your skills sharp and make you a better pilot.”

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**Sunday, Jun 2, 2024**

**Pancake Breakfast/ Fly In**

**Olney-Noble, IL (KOLY)  
Noble, IL**

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8-11AM Home of the Airplane Shaped Pancakes. Fly In / Drive In

**Phone:** 618-393-2967

**Email:** <http://www.1304.eaachapter.org>



# Pancake Breakfast



**Saturday, June 29, 2024**

**8 AM - 11 AM**

**IL05**

**19260 N 700th St.**

**Shumway, IL 62461**

## EAA Chapter 64 Treasurers Report for April 2024

**By Don Karr, Treasurer**

### Treasurer's Report April 30, 2024

				Deposits	Withdrawals	Balance	Date
<b>General Checking Account Balance</b>						\$ 10.112,23	3/31/2024
PayPal Transfer Memberships -Kaley Martin				\$ 30,00		\$ 10.142,23	4/2/2024
Trivia Income				\$ 2.652,00		\$ 12.794,23	4/3/2024
Monthly Meeting April 2,2024							
50/50				\$ 22,00		\$ 12.816,23	4/3/2024
Food Income				\$ 118,00		\$ 12.934,23	4/3/2024
Soda Income				\$ 19,00	\$ -	\$ 12.953,23	4/3/2024
Blackbaud Donation				\$ 50,00		\$ 13.003,23	4/3/2024
Return of \$500 used for change at Trivia				\$ 500,00		\$ 13.503,23	4/3/2024
Lee Harvey Trivia Costs					21,32	\$ 13.481,91	4/9/2024
Phipps hangar payment for April				\$ 140,00		\$ 13.621,91	4/10/2024
Matt York Hangar Payments for March and April				\$ 280,00		\$ 13.901,91	4/11/2024
April Hangar Lease Payment to AGCL, Inc.					\$ 492,40	\$ 13.409,51	4/11/2024
AeroCareers Scholarships and Chapter 64 Costs					\$ 338,53	\$ 13.070,98	4/17/2024
Young Eagles Expenditures					\$ 461,16	\$ 12.609,82	4/18/2024
Young Eagles Expenditures Reimbursement from EAA				\$ 461,16		\$ 13.070,98	4/23/2024
Auction Income				\$ 11.337,36		\$ 24.408,34	4/24/2024
Donation				\$ 100,00		\$ 24.508,34	4/24/2024
Commitments							
Paul Visk Ultralight Symposium Food Costs)Check not cashed					\$ 79,66	\$ 24.428,68	
Rich Hehmann Averbeck CFI fees (check not cashed)					\$ 152,00	\$ 24.276,68	
Wings of Hope parts for N57172 (check not cashed)					\$ 29,70	\$ 24.246,98	
Terry Ernst Misc Expenditures(check not cashed)					\$ 37,70	\$ 24.209,28	
Petty Cash						\$ 149,91	4/2/2024
						\$ 149,91	4/29/2024
						\$ -	
Edward Jones Investment Account						\$ 51.299,17	4/2/2029
						\$ 52.211,64	4/29/2024
						\$ 912,47	

**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:

President: James McGhee [jmcghee@htc.net](mailto:jmcghee@htc.net)

Vice President: Bob Miller [arjrmiller@gmail.com](mailto:arjrmiller@gmail.com)

Secretary: Lee Hartley [EAACh64Secretary@gmail.com](mailto:EAACh64Secretary@gmail.com)

Treasurer: Don Karr [donkarr6@gmail.com](mailto:donkarr6@gmail.com)

Young Eagles: James McGhee [jmcghee@htc.net](mailto:jmcghee@htc.net)

Webmaster: Isaac Montague [idmontague@gmail.com](mailto:idmontague@gmail.com)

Newsletter: Al Bane [adb7@att.net](mailto:adb7@att.net)

Membership: Bill Aanstad [aanstadw@yahoo.com](mailto:aanstadw@yahoo.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.