

The FLYING WIRE

The Newsletter of EAA Chapter 64

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

December Meeting: The next EAA Chapter 64 meeting will be held on **Tuesday, 7 December 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>

Wally Hubert Passes

Walter Charles Hubert, 89, of Belleville, IL, born October 27, 1932, passed away Friday, December 3, 2021, at Memorial Hospital, Belleville, IL. Walter proudly served his country as a United States Navy veteran and was trained as an electrical engineer. After the service, he worked for Emerson Electric for over 30 years. Walter's life was blessed with many opportunities and adventures, as he traveled the world for work and pleasure taking many trips with his wife and a large circle of friends. He enjoyed hosting gatherings for these many friends over the years. Walter had a very active social life both hosting and attending events. He was also well known for his skills in home renovations, his enjoyment of working on and repairing cars, and his love of sharing his experience of traveling to the Bahamas with both family and friends. Walt's passion was his airplanes.



He took great pleasure in building, repairing, and flying throughout his life. He was preceded in death by his wife of 65 years, Darlene E., nee Schaefer, Hubert; his two eldest grandsons, Jason Krampf and Justin Krampf; his parents, Walter and Adele, nee Skaer, Hubert; and his brother and sister-in-law, Clifford and Dolores Hubert. Surviving are his children, Wendi (Martin) McCoy of Belleville, IL, Walter "Butch" Hubert (RJ Fitch) of St. Louis, MO; and Susan Hubert of Boston, MA; a grandson, Jeffrey Krampf of St. Louis, MO; a nephew, Chuck Hubert of Decatur, IL; a granddaughter-in-law, Emilee (Jason) Forsythe-Krampf; and many loving nieces, nephews, and friends. Condolences may be expressed to the family online at www.rennerfh.com. Due to Covid concerns, a private interment ceremony with family and close friends will be held at a later date. Walter will be laid to rest next to his wife, Darlene Hubert, at Valhalla Gardens of Memory in Belleville, IL.

November Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order at 7 p.m. on 2 November 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.), Isaac Montague (VP), Paul Visk (Tres.) and myself, Lee Hartley (Sec.). A full count of members present was not made, but the clubhouse was almost at capacity.

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

Dennis' opening comments included thanks to the following folks:

- Thanks to Lee Hartley for getting the meeting minutes from the provided recording.
- Thanks to John and Liz Schaefer for filling in on supplying the dinner.
- Jerry and Sandy Wade for bringing their Zenith 750 to the last Young Eagles event.

Mr. Engelkenjohn introduced tonight's speaker, Diana Votaw, since Zoom was not used last month.

Mr. Engelkenjohn asked Mr. McDaniel about the last Young Eagle event (Oct. 23). Mr. McDaniel reported that 32 kids were flown, and the event finished just as the rain started to make its way in. 4 kids were not able to fly due to the weather. Mr. McDaniel also reminded the group that the last organized flight function is the Cub Scout camp out this Saturday (Nov 5, 6, & 7). He stated about 30 scouts will camp on Friday, then flight activities start Saturday. Currently there are four planes lined up. He asked for more security due to the distance of the hangar and the plane parking area, and for a few registration folks. He explained the reason for a late year camp out: the scouts will earn two badges, aeronautical and cold weather camping.

New members/visitors:

- o Jennifer King, who is new to our area and wanted to check us out. She also helps on the Wednesday aircraft work. She holds a CFII rating but hasn't flown in a while and is attempting to take up gliding in Highland.
- o Joe Weissert, who joined us last month, and as he said, "didn't scare me away."
- o Ray Ochs, who is working on his license with a possible time frame of next Spring. He currently houses his Tri Pacer at Sackman Field.

APPROVAL OF MINUTES:

Mike Zieman made motion with Liz Schaefer giving a second. Minutes approved.

SECRETARY'S REPORT:

Secretary thanked those who helped take and forward notes of the October meeting since I

was out. Everything worked out well.

TREASURER'S REPORT:

Mr. Visk reminded all members that it is time for paying their 2022 yearly dues. The amount for next year is still \$24.00.

OLD BUSINESS:

Mr. Engelkenjohn stated that the last Young Eagle event was the 23rd of October and that all supplies stored at the Downtown Air and Space Museum were brought back to the hangar. He also posed a general question, "If I have a kid who is really interested in aviation, can I bring them to the next Y. E. event?" Mr. McDaniel replied, don't wait. Plenty of pilots willing to fly any time, and a one-on-one works great.

NEW BUSINESS:

By-laws. The Secretary was able to obtain copies of the 2009 and 2012 from Al Bane, and the original set of 1965 from EAA Headquarters. The apparent last revision was in 2012 and there have been some changes that need to be addressed. Mr. Ernst provided a copy of Ch 461's for a possible template of changes to make. When the group was asked for ideas, Mr. Schaefer recommended we keep them short for ease of reading, and both McDaniel and Mr. Bane recommends sending out the 2012 version to the group and get comments from the members before finalization.

ACTIVITY REPORTS:

Young Eagles reports and events were already mixed in the various parts of the meeting. Nothing new in this section.

Christmas/Holiday Party. Mr. Al Bane has again agreed to take on the task of organizing this year's event. He reported the following:

- 4204 is out of business
- Haufbrau House was not interested
- Panorama Bowling Lane gave a rough estimate for a room that holds 80 people, has a good menu, and costs about \$25 per/person
- Speaker; if anyone has someone in mind, please let Al know.

Cessna Project. As reported by Mr. Ed Schertz:

- Most of the corrosion is off and he would like to get started on some painting before the real cold weather sets in. If anyone can paint or has a place to do it, let him know.
- Looking for more paint thinner. Numerous brands were talked about, but no sources to be affirmative. Various discussion on pros and cons of different materials, disposal, health hazards, etc.

R. C. Build. Mr. Bill Aanstad had the following:

- He stopped by the Belleville R. C. Club and invited them to the Cub Scout camp out. He also invited the Columbia R. C. Club to join us on Saturday if possible.
- Name tag orders. If you need a name tag, give him your name so he can get them ordered.

Tool Crib:

Our Tool Crib needs a new monitor to inventory and keep track of things. All Dennis could find was an old check-out list but nothing to show what we have on hand. We need to document what we have, dollar value, etc. We got an on-the-spot volunteer, Mr. Frank Dressel, who volunteered to stop by on Wednesdays to take account of the tools and start working that project. Thank you, Mr. Dressel. There was a long discussion on the chapter's borescope, use of, and using different software programs for good pictures.

For any person interested in attending, the 2022 LSA Symposium will be held in Greenville, IL the last weekend of January.

PRESENTERS:

Ms. Diana Votaw gave her presentation from St. Augustine, FL via Zoom. She presented a slide show of the recent trip that she, Amber, and Nathaniel went on to central Florida to purchase a new aircraft. She presented about 120 photos of their trip, and after showing and speaking about the coastal flying, Ms. Votaw gave time for both Amber and Nathaniel to fly solo and take their own selfie photos. Once the kids were sent back via airline, she started her cross-country, St. Augustine-Atlanta-St. Louis, a two-day trip.

Ms. Votaw said that her oil usage was about .34 qt/hour. Her range with the 12-gal tank in front and the 10-gal wing tank gave her an easy 5-hour flight time, burning about 4 ½ gal/hour. She said she only did 2 ½ and 3 ½ hour legs.

Amber and Nathaniel then gave a brief oversight. Nathaniel talked about the sea life that he saw along the beach. Amber talked about flying without brakes. Both were very thankful for the opportunity to be allowed to go and fly the new aircraft.

John Schaefer gave a presentation of his home-made paint booth for small parts. His construction consisted of 1/4" plywood and some 2x2 and 2x4 framing. He explained how he created a filter holder which allows him to remove and replace an ordinary furnace-type air filter, and how the venting action is accomplished by use of his shop vac.

John and Liz Schaefer finished the presentations by talking about their trip to the Culver Propeller facility outside of Rolla, Mo. They did say that they are now located in their new facility, out in the middle of nowhere. They had seventeen props in the works while they were visiting.

FUND RAISING:

- 2022 EAA calendars are available. Let Dennis know if you want any and he will make an order.
- Mr. McDaniel won the 50/50 drawing, and promptly donated it back to the project aircraft fund.

Last bit of newsworthy information. There was a plane that went down in a field across the street from Bill Loesch's home. Seemed it hit the ground, jumped a ravine, and settled on level

ground. There was no reported damage to the plane. It was reported as complete engine failure. Mechanics came out and looked at it, got it to run, and eventually flew it out after several attempts and different pilots. It was on the news.

It was recommended that that we get a camera for Zoom meetings and put it up over the T.V. so people can see what is going on. I mentioned that I normally bring one, but I forgot it tonight.

ADJOURNMENT:

Adjournment was announced at 8:30 p.m.

2022 Chapter Dues

Treasurer Paul Visk advises that he is now accepting your 2022 chapter dues of \$24. Dues are payable:

- 1) at the next chapter meeting on Tuesday, 7 December 2021
- 2) by mail to Paul's address: Paul Visk, Treasurer, EAA Chapter 64, 5 Frederick Ln., Belleville IL 62222
- 3) through the chapter's website: <https://chapters.eaa.org/ea64/join-or-renew>
- 4) at the annual party on 15 January 2022.

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	Terry Ernst

AEROCAREERS AIRCRAFT RAFFLE



GRAND PRIZE: 1946 ERCOUE 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/>.

FLIGHT PARK'S WINTER AVIATION SCOUT CAMP November 4-6, 2021

By Bob McDaniel

Four Scout troops began pitching their tents near the Chapter's hangar in the late afternoon of November 4th to participate in Millstadt Flight Park's second aviation camp. Mark Nankivil, President of the Air and Space Museum and leader of Scout Troop 62 (South St. Louis City/St. Joan of Arc), led the planning effort and invited three other Scout troops to join in the fun—numbers 622 from Millstadt, 212 from St. Louis/St. Ambrose, and 179 from South St. Louis City.



After setting up their camp, each troop prepared different Dutch Oven dinners over an open fire and settled into their tents and sleeping bags for the night. A couple of owls called to each other throughout the night, but the choir of coyotes singing to the moon got everyone's attention. Mark commented that the coyote population must have doubled since their 2019 campout.



Saturday morning, the Scouts woke to a frigid 28 degrees, with a very heavy frost covering their tents.... That was a good thing! By conquering the cold night, they all earned their cold weather camping merit badge!

So, how do you get Scouts out of their warm, snuggly sleeping bags into that cold weather? No one brought a bugle for Reveille, but Chapter-member Ivan Kondarov took care of the task with his powered paraglider. Who wouldn't get out of bed with a noisy, bright orange "flying butt-fan" buzzing low overhead?!

After that 15-minute aerial demonstration, griddles began filling up with sausage patties and pancakes, and the campfires were raging.

Meanwhile, Nick Turk and James McGhee were welcoming the winter weather by removing the frost from the wings of their aircraft as they prepared for their morning flights. Eve Cascella and Bob McDaniel were fortunate to be able to pull their flying machines out of nice warm hangars, ready to fly.

The cold temperatures quickly rose in the bright warm sunshine, calm winds, and crystal blue skies and reached into the 60s in the afternoon, which made for perfect flying conditions. The fall trees were at peak colors, painting a masterpiece below for all to see during their flights. By lunchtime, 52 Scouts, several Scout leaders and parents, and a few siblings had enjoyed their approximate 20-minute long Young Eagle flight. Chapter member Cody Jackson's young sons enjoyed their first flight experience and, late in the day, even Bob McDaniel's 93-year-old mother-in-law enjoyed a nice long leaf-peeping flight along the bluff.

In addition to the three Cessna Skyhawks and a Piper Arrow, Ivan gave 14 flights in his MTO-Sport gyrocopter. There was a lot of aviation activity to watch throughout the day. Bob Karpinski and Ed Haas flew in in their experimental trikes and Bill Aanstad arrived in his red CGS Hawk ultralight, with Amber following in the pretty yellow Cub. Although Bob was busy flying his Cessna, his powered parachute was on display for everyone to see.



Throughout the morning, Ed Shertz supervised a rivet workshop, allowing a few Scouts at a time to experience hands-on aircraft sheet metal work on our Cessna 172 restoration project. Three Scouts in Mark's Troop were among the youngest to try riveting and they talked about it enthusiastically around the campfire that night. Little things often make a huge positive impact in a young person's life. We just don't always get to see them right away.

After lunch, everyone moved into the hangar for the classroom portion of the day as Mark covered all of the Aviation Merit Badge requirements, followed by Chip McDaniel's presentation on his path from a student pilot to a JetBlue Airbus Captain/FAA Check Airman and Ivan's presentation on the history and operation of powered paragliders and gyroplanes.

After the presentations, multiple remote-control aircraft were buzzing around the area and several large model rockets soared into the heavens. Ivan continued giving a few more gyro rides and finished the daylight with another great powered paraglider demonstration.

One of the troop leaders commented that as they sat around the campfire, more than half of their scouts insisted they wanted to become pilots.

After the second less-chilly night and a hearty campfire breakfast, the Scouts broke camp, letting the warm sunshine dry the frost and moisture off their tents and tarps before packing them up and heading home Sunday morning. They earned two merit badges and went home with big smiles and lifelong memories cemented in their brains.

Many thanks to the great team of volunteers who made the weekend a huge success. Thanks to Mark for organizing the Scout troops and to Gene and Lori Stumpf, our landowners, for enthusiastically allowing us to host the campers. In addition to all the pilots previously mentioned, we couldn't have done it safely without our great Chapter 64 ground volunteers. Lee Hartley and Patricia O'Shea (Bill Florich's daughter) handled all the registration paperwork and kept the passengers flowing very orderly. Terry and Marsha Ernst, Larry Loiseau, and Dennis Engelkenjohn escorted the Scouts to and from the aircraft and kept everything moving efficiently and safely.

A final thanks goes to the Scouts. You will never meet a better group of kids—polite, respectful, and interested. After everyone was gone, you would never know they had been there. The trash was gone, everything was in its proper place, and the bathroom was spotless.

The weekend was a huge success! The Scouts, the leaders, and all the volunteers left the Flight Park with huge smiles and lifelong memories.



CHAPTER 64 “YOUNG EAGLES” REVIEW

By **Bob McDaniel**

As our Chapter approaches the end of another year of safe Young Eagle events, it's appropriate that we look back to our past successes.

Chapter 64 pilots have flown 5,245 Young Eagles so far! Many of those young people have gone on to become airline pilots, military pilots, corporate pilots, flight instructors, and professionals in other areas of aviation, including flight dispatchers, aircraft maintenance, air traffic control, and more. Our efforts ARE making a difference.

Fourteen pilots flew Young Eagles this year for Chapter 64:

Our top-three all-time Young Eagle pilots, **Bob McDaniel**, **Eve Cascella**, and **Mike Lotz**, were very active again this year. So far, Bob has flown 848 Young Eagles; Eve has flown 335; and 208 have flown with Mike.

Other Chapter 64 “Century Club” pilots (those who have flown more than 100 Young Eagles) who flew this year are **Paul Visk** (189), **Nick Turk** (117), and **Jerry Wade** (113).

In addition to the pilots listed above, the following members flew Young Eagles during 2021: **Tom Murrell (68), Bob Miller (58), James McGhee (35), Brandon Schnitker (22), Diana Votaw (17), Andrew Mills (15), Isaac Montague (10), and Michael Ziemann (2).**

In addition to the five “Century Club” pilots listed above, other past (some are now deceased) and present Chapter 64 members who have flown more than 100 Young Eagles include Henry Hurd (145), Ken Gottschall (142), Wayland Downen (130), John Elliot (149), Mark Harter (112), Walt Hubert (109), Jim Hall (108), Steven Elliott (107), Larry Greiner (103), and Frank Almeter (101).

An honorable mention goes to Don Karr with 97 kids flown—only 3 to go, Don!

Without the invaluable assistance from many ground volunteers, our Chapter could not have safely reached those numbers. Unfortunately, we don’t have an accurate accounting of everyone who has helped or the number of events they have supported, so we would most likely leave someone out if we attempted to list them all. **The contributions of every ground volunteer are important and appreciated.**

Although we can’t list everyone, we need to recognize a few of our most outstanding individuals. **Ed Shertz** has been a stalwart volunteer, covering the registration desk at almost every Young Eagle event. **Terry Ernst** has consistently filled the role of our primary ground coordinator. **Lee Hartley** has supported every event, setting up the PA system and filling in wherever he is needed. And **Larry Loiseau** has not missed an event in more than three years.

Thanks to everyone in Chapter 64 for the outstanding support of EAA’s Young Eagle program.

[EDITOR’S NOTE: *The article below was provided by Clyde Ehrhardt, owner of Ehrhardt Aviation Agency, LLC, an independent aviation insurance broker who provides insurance coverage to the Millstadt Flight Park, AeroCareers, and Big River Aviation, as well as large jet aircraft fleet operators, flight schools and airports around the region. He is a long-time member of the Greater St. Louis Business Aviation Association and a friend to all aviators.]*

SOMETHING IS HAPPENING IN MISSOURI



“DANGER, DANGER, WILL ROBINSON!” ...to quote the lines spoken by the robot in the movie *Lost In Space*.

I have been writing about the increases in Insurance Rates for several months. So, what’s happening? Well, they are still going up, but at a lesser amount.

But more importantly.... Drum Roll.... four, count them, four aviation insurance companies have stopped writing new aviation insurance policies In Missouri. I know, you want to know who they are: AIG, W Brown & Assoc, Aerospace Mgrs/Hallmark, and Great American Insurance.

Since there are only ten aviation insurance companies that have been writing aviation insurance, this list of companies represents 40 percent of the available aviation insurance

underwriters. Here is an example of what this kind of shortage can look like to you. What if 40 percent of the airports closed? Or if 40 percent of the available airports stopped selling fuel. Or if 40 percent of the aircraft repair facilities closed down. And what if 40 percent of all the hangars were shut down. I think 40 percent is starting to get personal now.

I saw this creeping into action about a year ago, but it was only one company. Ok, we can still find capacity to insure those effected by this shortage. And yet you might say, now, we still have 60 percent left to place our insurance. But, can you???

Are you over age 70? Do you fly a war surplus aircraft or an aircraft more than 50 years old, or are you a new pilot who wants to fly a tailwheel or experimental aircraft, or do you fly off a sod strip, or have you had an accident in the past 3 years, or is your airport shorter than 3,000 ft., or do you fly a high-performance aircraft without an instrument rating?

These are just some of the items that could make placing your insurance difficult, if not impossible, given the current underwriting requirements with many companies. Even more troublesome is that discounts and exceptions that underwriters used to be able to make, are now verboten!

Keep in mind, Missouri has about 5,000 registered aircraft. There are about 600,000 nationwide. Given these numbers, Missouri represents less than 1 percent of all aircraft in the United States.

As best as I have been able to find out, these four insurance companies are being required by our Department of Insurance to rate aircraft just as automobiles are rated, with rates based upon the Missouri population and the accidents that happen in Missouri. I have talked with three of the four companies I mentioned, and without getting specific and detailed in their response to me, I was left with the explanation noted above.

Now, do we really understand why our Department of Insurance has these requirements? What problem are they solving by requiring such a rating change to this class of business? Will this method of rating business be profitable for the insurance companies, or will it bring down rates to the aircraft owners? How will this method of rating effect the policy wording, and how will that effect the legal consequences when judgements are arrived in our court system? Will a new precedence be established in our aviation insurance? And will such changes also change the cost of reinsurance, which these companies purchase to stabilize their company financially?

These companies are being forced to rate one state different from the other 49 states. For now, these companies have taken a back seat and said, "Ok, we can survive on 99 percent of the business."

The Missouri Insurance Commission has said they are enforcing state law, which was passed by our legislators. When I asked the insurance commission why this was happening now, I got this reply:

Thank you for your inquiry regarding the Missouri aircraft market. The market is a little unsettled at the moment, not because any laws changed, but because the insurers have been audited and have been required to adhere to existing Missouri law. In requiring some changes of these insurers to get them into compliance, it appears some insurers have decided not to continue to sell aircraft insurance to certain types of pilots. Unfortunately, the chain of events had unforeseen effects on the market and has made it a bit tenuous at this time.

Here is my concern of this reply. Forty percent of the aviation insurance companies will not agree to the Missouri changes, which we are told are part of the Missouri insurance law, and in the same memo, I am told there are no changes in the law.

Since the DOI monitors all insurance companies, can state legislators amend the laws so that such a shortage of insurance companies will not adversely affect those who elect them and other state government officials? Our politicians need to be reminded that elections have consequences.... The legislators passed the laws the Insurance Commission is enforcing. Aircraft owners pay a lot of taxes and create a lot of jobs to maintain and service aircraft, as do aircraft manufacturers, parts distributors, flight schools and associated companies that also serve Missouri aviation.

These ideas could spread to Illinois, Kansas, Arkansas, Tennessee, Kentucky, Iowa, Nebraska and.... and...., well, you see the potential.

I still do not know what problems are being solved by these laws. Is agreement with these regulations worth 40 percent of Missouri aviation insurance capacity? Our current methods of rating aviation insurance have been operating for over 50 years. What problems are they solving?

At this moment, we all need to contact our legislators, the Governor, and other pilots and members of the Missouri aviation community to address this massive and sudden shortage of insurance carriers. We need to start asking questions of our state Government, to find out why, after over 50 years of approving these companies to operate in Missouri, and now, without changing any laws, to also not approve these same companies.

Remember what 40 percent equals. "DANGER, DANGER, WILL ROBINSON!"

Photos

John and Liz Schaefer sent me the following photos from their trip to the Sun N Fun Holiday Fly In.







Pilot's Tip of the Week

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

Ramp Check

Featuring Mark Kolber

"I have this fear that I'll be ramp checked by the FAA and they'll ask for things I don't have because I fly rented aircraft. Am I worrying about nothing?" – Tom P.

Mark:

“Rented or owned, we’re required to determine if the aircraft we fly is airworthy. That includes documents that must be onboard: airworthiness certificate and registration, radio station license if crossing the border, the aircraft flight manual (or other source of operating limitations for older aircraft), and a current weight and balance. Equipment added after leaving the factory usually has a flight manual supplement that must also be onboard. Even a simple GPS NAV/COM will come with a supplement.

We are also responsible for ensuring all the maintenance and inspection requirements are met. This can be tricky for renter pilots. The flight school or FBO dispatch sheet may be wrong. Here’s a tip.

Get the logbooks from the FBO or flight school some rainy day and snap photos of the latest entries to keep on your smartphone or tablet. Make sure you include the annual inspection and ELT checks, as well as pitot, static, and altimeter checks if you fly IFR. Snap any airworthiness directive compliance information you see as well. You’ll learn how to find information—and those photos might preclude a follow-up with an inspector in case of a ramp check.

Don’t forget your personal documents: your pilot certificate, government-issued photo ID, and FAA medical certificate if you have one. BasicMed documentation need only be kept with your logbook, and only student, recreational, and sport pilots are ever required to carry their logbooks. But like having the aircraft inspections, having a photo of your Basic Med documents is a good idea. If you have a digital logbook, store the image there. Digital logbooks also mean your flight review and other currency requirements are easy to show.

Ramp checks for light GA are rare. But by having electronic copies of the required items and other important information, you paint yourself as a compliant, diligent pilot. This can predispose an inspector to be lenient on something you missed, like an inop landing light. “



Another Pilot's Tip of the Week

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

Departing the Pattern

Featuring Elaine Kauh

“How important is it to follow the traffic pattern when departing a non-towered airport?” – Cassy T.

Elaine:

“Collision avoidance at a non-towered airport depends on pilots knowing what to expect from the other pilots. This is best done with standard procedures found in the *FAA Airplane Flying Handbook*, which says:

On the departure leg after takeoff, the pilot should continue climbing straight ahead and, if remaining in the traffic pattern, commence a turn to the crosswind leg beyond the departure end of the runway within 300 feet of the traffic pattern altitude. If departing the traffic pattern, the pilot should continue straight out or exit with a 45-degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway after reaching the traffic pattern altitude.



Pretty straightforward, but there’s more to it than that.

First, make sure you’re flying at the correct pattern altitude. It’s not always 1000 feet AGL. If it isn’t, the altitude will appear in the airport’s Chart Supplement entry.

Second, use common sense. If terrain, obstacles, traffic, or other issues don’t allow for a textbook departure path, do what’s necessary for safety, whether it’s climbing on the runway centerline until it’s safe to turn or something else.

Third, don’t get into the bad habit of turning opposite a left- or right-hand traffic pattern, even if you *think* no one else is there. It’s not worth risking a traffic conflict. If it’s a left-hand pattern and you want to head the other way, it takes just a few seconds to a minute, depending on the aircraft, to climb until at least 500 feet above pattern altitude while getting some distance between you and the crosswind leg.

Regardless of how you choose to depart the pattern, keep watching and listening for traffic, which, hopefully, you’re doing all the time.”

EAA Chapter 64 Treasurers Report for November 2021

By Paul Visk, Treasurer

EAA Chapter 64 Summary Balance Sheet As of December 6, 2021

	Dec 6, 21
ASSETS	
Current Assets	
Checking/Savings	957.95
Accounts Receivable	205.00
Other Current Assets	-950.00
Total Current Assets	212.95
TOTAL ASSETS	212.95
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	833.32
Total Current Liabilities	833.32
Total Liabilities	833.32
Equity	-620.37
TOTAL LIABILITIES & EQU...	212.95

We had to withdraw 1,5000 from Edward Jones to cover the ongoing flight training and annual national dues and insurance. Leaving a balance of \$52,925.03 as of 12/05/21.

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

(11L4) Millstadt, IL

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

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

CONTACTS:

President: Dennis Engelkenjohn mushface1@gmail.com

Vice President: Isaac Montague idmontague@gmail.com

Secretary: Lee Hartley EAACh64Secretary@gmail.com

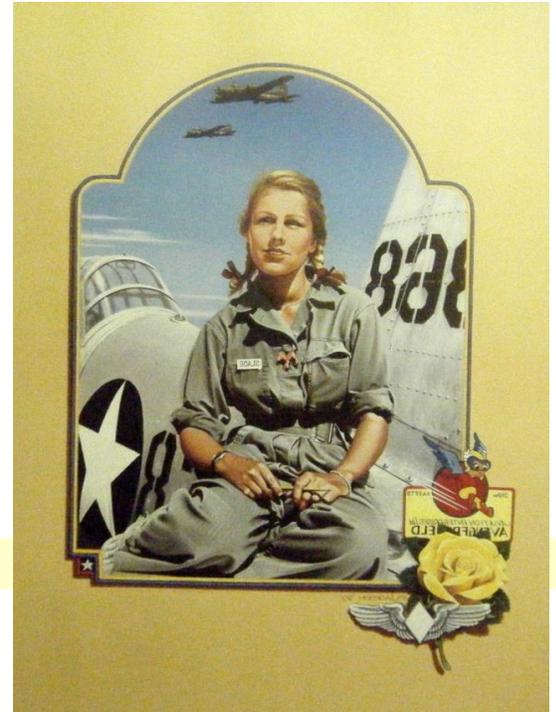
Treasurer: Paul Visk ppaulvsk@gmail.com

Young Eagles: Bob McDaniel dusterpilot@charter.net

Webmaster: Isaac Montague idmontague@gmail.com

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 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.