



EAA Chapter 263

Issue 3
October 2019

SHARING OUR LOVE OF FLYING

IN THIS ISSUE

Flying intersects Life

by Robbin Keenan

You probably know by now that Bill and I fly a Magni M24 gyroplane. What you may not know is that I am a University of Illinois Master Gardener, and in training to become a University of Illinois Master Naturalist. During our Master Naturalist courses, the class hiked and toured several local prairie, wetlands, and woods. Bill and I have now been "touring" these sites from the air as we fly around the area.

One of my Gardener projects is teaching a gardening class, "Seeds to Harvest", at some local schools. While out leaf peeping, we happened to fly over one of my schools. I was able to take a picture from the air and email it to the teacher, who shared it with the students real-time. My cool factor went through the roof ;-)

Flying Intersects Life

EAA Article: Comparing Pilot Types

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Nachusa Grasslands



Starved Rock
State Park



Dixon Waterfowl Refuge
at Hennepin & Hopper Lakes

EAA ARTICLE

Comparing Pilot Types (<https://eaa.org/eaa/learn-to-fly/comparing-pilot-types>)

There are three basic pathways to becoming a pilot here in the U.S.: You can become a full-blown Private Pilot, you can get there a bit faster and cheaper by becoming a Sport Pilot, or you can fly on your own as an Ultralight Pilot.

Here's a quick comparison of the restrictions and privileges in each category

	Private Pilot	Sport Pilot	Ultralight
Minimum Training Time	40 hours	20 hour ^a	No legal minimum
Passengers	No limit ^b	1	0
Max. Aircraft Speed	No limit ^b	138 mph (120 kts.)	63 mph (55 kts.)
Max. Aircraft Weight (Land)	No limit ^b	1,320 lbs	254 lbs
Max. Aircraft Weight (Sea)	No limit ^b	1,430 lbs	254 lbs ^d
Fly at Night	Yes	No	No
Instrument Flight	Yes ^c	No	No
Multiengine Aircraft	Yes ^c	No	No
Pilot Certificate Required	Yes	Yes	No
Medical Certificate Required	Yes	No	No

a - Minimum times vary by aircraft type.

b- Larger, higher-powered aircraft may require an additional certification known as an individual type rating.

c - Additional rating required.

d- Excluding floats and safety equipment.

Runway Safety Tips – Winter Ops Notice Number: NOTC9809

Winter is coming. Following these tips may **SPARE** you from dangerous runway incursions in the months ahead:

- **SPEED** - When taxiing, keep it slow. If you weren't able to walk steadily on the ice-coated surfaces leading out to your parking space, it is entirely likely that your 1,200-pound Piper Cub won't fare much better. Don't undo all the work you did to clean the aircraft off. Taxi slowly to avoid throwing up snow and slush into the wheel wells and onto aircraft surfaces. Taking it slow is also safer, providing more response time in case the tires decide to slide on an icy patch.
- **PURPOSE** - Ensure you have a current airport diagram to reference prior to taxi. We tend to become complacent, not realizing we are navigating from habit until a geographical reference is moved, removed, or snow covered along our route. Plan your route ahead of time, knowing where the runway safety areas are. Don't be the cause of a runway incursion because you weren't aware of a hold sign or marking, or were taxiing too fast to stop. Runway safety happens on purpose because of your planning and airmanship.
- **AERODYNAMICS** - Since braking is not effective on a wet or icy runway, take advantage of aerodynamic braking by holding the nose up as long as possible. Aircraft control can only be maintained if the main wheels are rolling. Any braking should be applied gently and evenly using care not to lock up the wheels. When the airplane slows down, control effectiveness from the rudder and ailerons are lost. The airplane does what comes naturally — it weathervanes into the wind. If there is ice, the amount of wind the airplane can tolerate drops dramatically. Land into the wind on icy surfaces, or divert to a less contaminated runway or one with less of a crosswind.
- **RUNWAY** - GA wrong runway approaches and landings continue to occur. Offset, parallel runways continue to challenge GA pilots. Be aware that you may be looking at a dominate runway, not the one that you were cleared for. Snow covered terrain may add to the difficulty. Understand your clearance and reference the airport diagram. If you're not 100% sure, go around.
- **EQUIPMENT** - Remove the airplane's wheelpant if equipped. Slush and ice can collect inside the wheel pant and freeze the brakes to the rotors making for an interesting landing with wheels that won't spin. Removal of the wheelpant will also allow you a clearer view to inspect tire condition and the possibility of leaking fluid.

Have **SPARE** time this winter? Be sure to check out the Runway Safety Simulator for regular updates. [Click Here](#) or go to www.runwaysafetysimulator.com.



President's Corner

Welcome to the EAA Chapter 263 President's Corner.

Another month has passed, and another great meeting. My sincere apologies for not being able to attend the meeting personally, but life (something called work!) got in the way.

We are heading into holiday season and we want to make sure we all are safe, and very much aware of the challenges the season brings for safe flying!

This month's speaker, John Thompson will be discussing a myriad of topics, but mainly the steps into becoming a pilot. John, as many of you might know is one of our Flight Instructors here at KVYS. John is knowledgeable and so caring of his students. He wants them to enjoy the journey, but do it correctly from the first time the student sits in the left seat. Do not miss this meeting if possible. I promise a most enjoyable evening.

The second topic I would like to discuss, which happens to also involve John, is the new LaSalle-Peru High School Aviation class, held here at our Airport weekdays from 8am-9am. Students from the area schools spend time in the classroom, in the actual C172 and also behind the yoke of a full, multi-screen flight simulator that John and I helped get in place. The excitement from the student's perspective is amazing. This full 1st and 2nd semester class gives the students a great deal of knowledge and experience that many students would never have without the efforts of many. I was happy to have a small part in the overall project this past summer and seeing the dream become a reality to encourage young men and women consider a career in aviation or simply get involved in flying as a hobby.

Don't forget my challenge from day one. If you know of any events we should attend, let us know and tell everyone the story of EAA Chapter 263!!

"When in doubt, hold your altitude; nobody ever collided with the sky." ~Dave

EAA Meeting Minutes 10 October 2019 6:30 pm, Illinois Valley Regional Airport Press Room

Joe Kinzer opened and chaired the meeting in the absence of President Dave Lourie.

10 members and 6 visitors were present.

September meeting minutes were viewed. George Wilts made motion to accept, Mark Wilt second. Motion passed.

Joe Kinzer emphasized importance of membership, talk to your interested friends. Fundraising also important, will take suggestions.

George Wilts commented that Bloomington Chapter got an EAA \$10,000 flight scholarship. Visitor Jaime Polhemus added that son Jonathan applied for EAA scholarship, George said he would check on the status of the application.

Robbin Keenan said we can contact EAA if we have an event, they will send an email blast to their chapters within x miles of us.

Joe Kinzer said he has been in charge of guest presentations, he would appreciate any suggestions.

Guest speaker Nick Scholtes EAA member of Morris chapter gave a great presentation on Flight Reviews. Thanks Nick!

Meeting adjourned approximately 7:40 pm.

Next meeting Thursday 14 November 2019 6:30 pm.

Respectfully submitted,

Joseph Zeman

EAA Chapter 263 Contact and Social Media:

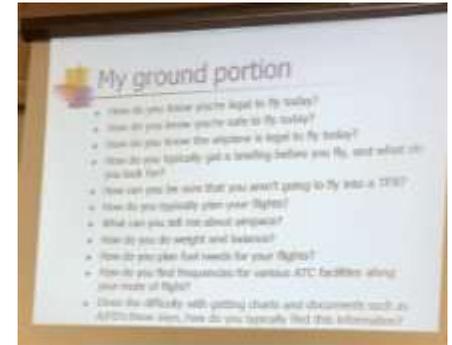
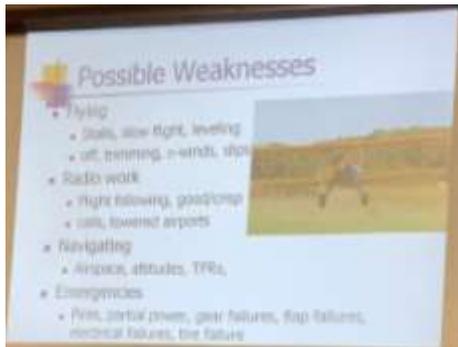
Chapter Email: 263.eaa@gmail.com

Facebook Group: <https://www.facebook.com/groups/EAAchapter263/>

EAA hosted Website: [https:// www.263.eaachapter.org/](https://www.263.eaachapter.org/)

Our October guest speaker, Nick Scholtes, long-time CFI out of Morris, talked about the dreaded Flight Review (formerly known as the biennial flight review): how to survive it, enjoy it, and benefit from it as a pilot with a minimum of stress!

The take-away is that the FR is NOT a test, it is (or should be) a refresh and review, to make you the best pilot you can be! The real burden is that you should know what you don't know, and use that time with your CFI to practice and review those things. The burden of knowing when you're "checked out" is yours. The airplane knows what you don't know. The only one you have to impress is the plane! Don't think about your "typical flight"; honestly rank your skills and bring the weakest to your flight review.



EAA Chapter 263

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Next meeting: 6:30 pm, Thursday, November 14th at Illinois Valley Regional Airport (business meeting at 6:15)

Topic: "The First Steps"

Veteran Certified Flight Instructor, John Thompson, explains the first steps to becoming a pilot. Initial requirements, training, and cost of starting a journey that will possibly become a lifetime passion, as it has for him and so many other aviation enthusiasts!

Snacks: open for a volunteer!

REMI NDER: This is YOUR newsletter. Please suggest topics and submit articles on topics you'd like to see or share. Thanks! ~Robbin

