

Photo credit: Mike Fuller

# EAA Chapter 263

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Feb / Mar 2020

## SHARING OUR LOVE OF FLYING

## IN THIS ISSUE

# Teaching the Next Generation

by Robbin Keenan

One of my favorite things about gardening is little kids in the garden. They are like sponges, noticing everything, soaking it all in, and fascinated by it all. I have always gardened in one way or another, and knew that when I retired, I wanted to become a Master Gardener with the University of Illinois Extension.

What I didn't know is that when I retired, I'd become a pilot. It's not something that was ever on my radar. I'm not a fan of small planes. Ha!

One of my favorite things now about flying is how entranced the kids are. We were at an airshow and a family came up, boys in front, all excited about the gyro. I moved around next to the mom and girls and said "you know girls can fly, too. I'm a pilot." Their eyes got big and suddenly THEY were interested and asking questions.

As EAA members, we have a unique opportunity to share flying with kids through the Young Eagles program.

From the EAA site:

*Launched in 1992, the Young Eagles program has dedicated more than 25 years to giving youth ages 8–17 their first free ride in an airplane.*

*It's the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation.*

*Today, more than 2 million young people have enjoyed a free introductory flight through the Young Eagles program. These flights are made possible through the generosity of EAA member volunteers.*

*Join us in offering each child, tween and teen the opportunity to experience the Spirit of Aviation by becoming a Young Eagles volunteer today! **International Young Eagles Day is Saturday, June 13, 2020.***

*Teaching the Next Generation*

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While still a little young for the Young Eagles program, Brant Fuller enjoys checking out the controls of this AG5B Tiger.



Please consider [becoming a Young Eagles volunteer](#) so that EAA 263 can hold an event this year!

## EAA ARTICLE

## Personal Minimums

Bill and I try to get out on the “nice days”, even in the winter. There are days, like yesterday, when it’s questionable. The gyro could certainly handle it, but can I? This article on “Personal Minimums” was a good reminder that, while it’s important to expand your horizons and skills, it’s also important to know when to say no.

*This story first appeared in the March 2019 issue of [EAA Sport Aviation](#).*

*Several months ago, an incident occurred near our airport that created a good deal of weekend coffee drinking and hangar flying discussion. An aircraft bound for Hartford, Wisconsin, encountered some difficult icing conditions and was forced down a couple miles short of the airport. Thankfully, the pilot was unharmed, but the airplane was totaled. The discussion led to questioning all present if they had personal minimums by which they determined a go or no-go decision to fly.*

*Some of the participating pilots were familiar with and had established personal minimums, while others really didn’t pay much attention to establishing flight parameters. Since that Saturday afternoon discussion, I’ve taken the opportunity to ask several pilots about personal minimums. The responses caused me to delve into this subject further.*

*What exactly are personal minimums? According to the FAA, personal minimums are an individual’s set of operating criteria, procedures, rules, or guidelines used to assist that individual in making personal flight decisions.*

*The FAA preaches “know your minimums.” It does a relatively good job in trying to get pilots to understand the importance of this phrase as it applies to the individual’s ability to make safe flights via the acronym of PAVE (pilot, aircraft, environment, and external pressures). Many pilots are familiar with this acronym, but I’ve found that many more are not. Designated examiners I’ve used are well-versed with this simple program and stress it during the oral portion of a checkride.*

*Continue reading this article on the EAA site here:*

<http://inspire.eaa.org/2019/04/17/personal-minimums-go-or-no-go/>

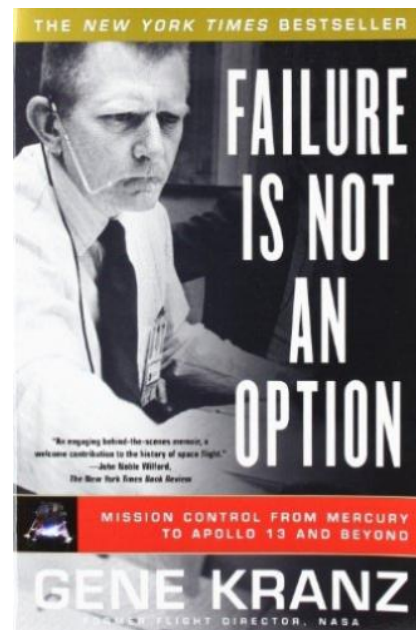
## A Book Review by Hanna Albrecht

I first read this book in 2008 when I was studying engineering at the University of Illinois and the ink was still wet on my private pilot certificate. I think it definitely marked the start of a “growing up” phase of my young adulthood, as I was coming to the realization that if my idea of “good enough” wasn’t at a high standard, other people’s lives could be affected by a lack of good judgment, skill, or knowledge. In retrospect, it’s funny to look back at how eye-opening the ethics of “why doing a good job matters” seemed to my 20 year-old self.

### ***Failure is not an Option*, by Gene Kranz**

Gene Kranz left his mark in the history of the US Space Program with a decades-long career as a flight director in NASA’s Mission Control. In what later became known as the “Kranz Dictum”, the address that he gave to flight control following the Apollo 1 disaster introduced the phrase “tough and competent”, and left a legacy of personal accountability and uncompromising standards amongst the ranks of Mission Control. Gene Kranz’s autobiography, *Failure is Not an Option*, details his career and the careers of the brilliant minds around him who worked tirelessly to bring the US Space Program from its infancy through the victories and tragedies of the Mercury, Gemini, and Apollo program. He tells the stories of the controllers, engineers, technicians, and supporting individuals that made the US Space Program and NASA what it is today.

Although most of us are not going to be making history sitting in NASA’s Mission Control, we hold lives in our hands every time we get into an airplane to fly. We hold lives in our hands when we do a pre-flight inspection, when we make repairs, and when we do our pre-flight planning. Whether those lives are your friends, family, or grandkids that are coming along for an airplane ride, or the lives of the people who live and work under the airspace where you operate your aircraft, it never hurts to remember how our privileges aloft are always accompanied by the consequences of our attitude in the cockpit.





## President's Corner

Welcome to the second Newsletter of 2020!

Punxsutawney Phil did not see his shadow and thus we look forward to an early spring. It sure didn't feel like it the other evening, while I was out shooting sunset photos at VYS in 6 degrees.

As I began to write, I have the movie "The Final Countdown" running in the background. During the opening credits my son exclaimed, pointing at the airborne SH-3D on the screen, "hey, we've seen that helicopter!" He was referring to civilian version S-61N (N906CH) we saw fly in to VYS a few weeks back.

I hope all the time we spend at airfields inspires him to an aviation career.

How fortunate we are to not only have the TBM Reunion, together with the variety of aircraft based here, but also the steady stream of aircraft in and out on a daily basis, like that big Sikorsky. Another was the F4U-4 Corsair BuNo 97388/N72378 (thank you John Thompson for the heads up when she arrived) back on a weekday in August.

So bring a little one out to the airport to see, smell, and sense it all firsthand! That little one who today recognizes a TBM, Gyro, Corsair, Cessna or big Sikorsky on sight, may someday be flying it!

Looking forward to Romo's presentation and seeing everyone at our upcoming meeting!

Mike

## EAA Chapter 263 Meeting Minutes 13 February 2020 6:30 pm Illinois Valley Regional Airport Press Room

Chapter President Mike Fuller opened the meeting.

10 members and 2 visitors were present.

January meeting minutes had been viewed by all members. Romo Albrecht motion to approve minutes, Hanna Albrecht seconded. Motion passed unanimously.

Stan Tutoky circulated January monthly financial report. Robbin Keenan motion to approve, Joe Kinzer seconded. Motion passed unanimously.

Stan Tutoky confirmed annual Chapter renewal was completed, check cleared.

Hannah Albrecht motion to approve and confirm bylaws as amended to add "EAA CHAPTER 263 A NOT FOR PROFIT CORPORATION". Mike Fuller seconded. Motion passed unanimously.

Discussion on chapter meeting nights, consensus was to continue on Thursdays.

Mike Fuller brought up the idea of us sponsoring a scale model show. He has experience with shows around the country and would appreciate feedback/interest from other members.

We should have a presence/table/booth at the May TBM Avengers reunion event. Joe Zeman will bring up at next TBM meeting that he has been attending as our representative.

Joe Kinzer gave an excellent presentation of multi-engine rating checkout and operations. Thank you Joe!

Romo Albrecht gave excellent review of the recent Safety Seminar she attended in Chicago. She highly recommended checking out "The Kranz Dictum".

We can be very proud of our chapter member Hanna Albrecht for the extreme honor of being selected for the Women's Skydiving Network team that is celebrating the 100 year anniversary of the 19th Amendment passage performing at various locations this year! (see <https://patch.com/arizona/phoenix/women-s-skydiving-network-launches-all-female-demonstration-team> and <https://www.womeninskydiving.org/project19> for more information)

Meeting adjourned at 8:00 pm. Next meeting is Thursday 12 March 2020 6:30 pm at the airport.

Respectfully submitted, Joseph Zeman, Secretary

## EAA Chapter 263 Contact and Social Media:

Chapter Email: [263.eaa@gmail.com](mailto:263.eaa@gmail.com)

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

EAA hosted Website: <https://www.263.eaachapter.org/>

Our February guest speaker, Joe Kinzer gave an excellent presentation of multi-engine rating checkout and operations. Joe flies a Pitts based at KVYS.

Joe first pointed out the benefits of a multi-engine plane, including an extra engine and the ability to haul more. Then he shared the cons including twice the fuel cost, and twice the engine cost (yup, they both need overhauls and usually at the same time!), \*and\* 4-8 time the chance of fatality!

Joe talked us through the reasons why for each of the pros and cons, talking about the most common issue, an engine out – how to determine, and most importantly verify, WHICH engine is out, how to set and maintain your proper pitch, to feather the propeller to minimize drag, and how to land. He also talked a bit about UPSET recovery training and Loss of Control In Flight (vs. Controlled Flight into Terrain).

While I have no desire to fly anything other than our gyroplane, I am fascinated by our speakers and topics and spend time post meeting looking up more information. [https://en.wikipedia.org/wiki/Aircraft\\_upset](https://en.wikipedia.org/wiki/Aircraft_upset)

## EAA Chapter 263

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**Next meeting: 6:30 pm, Thursday, March 12<sup>th</sup> at Illinois Valley Regional Airport (business meeting at 6:15)**

**Topic: Commercial pilot, Romo Albrecht talks about her flying adventure to Alaska for the Cessna 180/185 annual convention! Preparation, flight planning, camping, and more!**

**Snacks: Bring a Dish to Share!**

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

