



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, 4 May 2021 at the Chapter Hangar/Clubhouse on the 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.

April Meeting Minutes

By Lee Hartley, Secretary

CALL TO ORDER:

Meeting called to order at 7:14 p.m. on Tuesday, 6 April 2021 by Dennis Englekenjohn. Meeting was held at the clubhouse and broadcast via Zoom for those who wished to stay distanced.

I would like to thank our dinner sponsor tonight, Paul Visk, for the great pulled-pork menu.

ROLL CALL:

Officers present: Dennis Englekenjohn (Pres), Paul Visk (Treas), Lee Hartley (Sec). The clubhouse had 17 people in attendance and 3 people linked in via Zoom.

ESTABLISH QUORUM:

Not required.

COMMENTS FROM THE PRESIDENT:

Mr. Englekenjohn (Dennis) read an e-mail announcing that Diane Earhart was back in town and now working at Big River Aviation. He also introduced new member Cody Jackson.

Dennis also stated that Bill Aanstad was at the Belleville RC Club, drumming up exhibitors for the pancake breakfast.

Dennis also acknowledged the donation of two RC planes by Eve Cascella.

APPROVAL OF MINUTES:

Al Bane made the motion and Bob McDaniel gave 2nd for approval of the last meeting minutes. Mike Lotz wished to make a correction to the minutes as follows:

“Mike Lotz mentioned that he completed some brake work on his RV, with some other small

items to complete.” (reported)

Add: Mike Lotz requested that his partner, Shawn Corcoran be credited with completing the brake work on his RV.

Minutes were accepted as changed.

SECRETARY'S REPORT:

No Secretary report for this meeting.

TREASURER'S REPORT:

Paul Visk reported the following numbers:

Hangar Account: \$821

General Account: \$1,599; will drop due to Scholarship Payout of \$1,200.

Paul did say that a withdrawal from the Edward Jones account may be needed in the near future.

Paul reported, that according to Bob McDaniel, the chapter should be receiving \$2,000 from the Ray Scholarship program in April.

Dennis mentioned, and Paul responded that there was some interest from outside parties concerning hangar rental, but he has not received any information back from them.

OLD BUSINESS:

Fair St. Louis: still no news on if it is a go or not. Lee Hartley reported he has not gotten any information back from his request he sent in.

NEW BUSINESS:

Al Bane brought up the Flying Dutchman Pancake Breakfast (5 Jun 2021). He asked for those not participating in Young Eagle activities that day to stop by and have some breakfast, starting at 8 a.m.

Bob Miller stated that is the same day as the Young Eagles Day at Creve Coeur Airport. He also stated he had no other information.

Mike Lotz brought up a conversation he had with Ivan. Ivan wanted us to know about moving the meeting to a weekend so everyone can participate. This led to a discussion about having a social meeting on the weekends, where people could come and just hang out and see each other.

The general membership agreed, and the chapter will have it's first “social gathering” on 18 April 2021. The group agreed that this gathering will become a standing activity for the 3rd Sunday of each month. This particular meeting was set to start around 1:00 p.m. The grill will be available for people to bring and cook their own food.

Discussion about the Kissinger engine donation. Talk started on creating an engine rebuild class. That lead to specifics such as: it started as a 65 hp Continental, but it had been modified. It also was involved in a prop strike.

That lead into the discussion of even if it can stay in the EAA chapter. Questions were asked about if it was able to be sold? Do we have the logbooks? How to tell if it is classified as experimental or certified. The discussion went away from that point since there were no answers to the questions.

James McGhee identified the new youth group training program in St. Louis as the Gateway Youth Aviation Foundation Program in St. Louis. General discussion on what they were attempting to accomplish, the news coverage of the program, and how that model could be used for our engine rebuild class. No continued discussion on the program.

ACTIVITY REPORTS:

Although not an activity, it was requested that our Ray Scholarship winner, Kaitlyn Robinson, give the group an update. She stated that she was working on cross-country training, still working on altimeter control, continuing her efforts on groundwork. She stated that her license target date was in July. She is currently doing her flying out of St. Louis Downtown Airport.

Cody Jackson, another student, asked “what do we have for young kids’ programs?”. He was interested since he has some and wants to get them involved. He was given a list of the Young Eagle flights; the aircraft build kit and the RC program. He was directed to contact Bill Aanstad for more information.

Alan Bane gave an update report on Nathaniel and Rachel Young, through a conversation with Bill Aanstad. They are both flying with both Bill Aanstad and Diana Votaw. Nathaniel is reportedly working on crosswind landings at Sullivan Airport. No report from Rachel.

Moving to activities, Ivan is eager for Young Eagle Flights to start. He would like to / want to give rides in his gyrocopter.

Nic Turk presented his report of the Young Eagle presentation to the South-Central Illinois Educator STEM Program Aviation Day. The program was a grant-funded conference for 8 - 12th grade educators. He stated that the last Aviation Day was in 2017 with about 100 teachers present, but this year the presentation was done virtual. He did state that he was able to advertise and spoke about what Young Eagles do, informed the group that there were 38 EAA chapters that hosted Young Eagles, and showed them some of the videos and also the Young Eagle website, and how easy it was to identify locations. As he said, “Our chapter did it for the state of Illinois, Chapter 64”.

FUND RAISING:

It was determined that Dennis would be getting the food for the pancake breakfast. A flier was

put out asking for volunteers to work that day.

We also put out a flier for folks to sign up and sponsor the meals for the meetings.

Bob Miller won the 50/50, \$22.00.

ADJOURNMENT:

Motion made to adjourn the meeting by Bob McDaniel and approved. Meeting was adjourned at 7:40 p.m. by Mr. Englekenjohn.

Chapter Dues

The 2021 Chapter dues are \$24.00 and now due. A PayPal account has been created to pay dues and accept donations. All that is necessary is a valid credit or debit card. A PayPal account is not required. Please use the link below if you would like to pay online.

https://www.paypal.com/donate?hosted_button_id=CXR6QXRTQXLE4

If you would prefer to pay by check please mail to:

**EAA Chapter 64
5 Frederick Ln.
Belleville, IL 62223**

Lock the Hangar Door Please!

Numerous incidents have occurred recently where the outside door to the chapter hangar has been found unlocked with no one around. This is becoming a bigger problem as some RC equipment is missing from the clubhouse. Please be aware of who is using the hangar and if you are the last one to leave, lock the door! Double check on your way out to make sure the door is securely locked.

PREPARE FOR STICKER SHOCK! CURRENT TRENDS IN THE Aviation Insurance Market

By Bob McDaniel

Although I'm not a broker and have never been in the insurance business, I'm no stranger to aviation insurance. I have policies that cover my aircraft, my hangar, and my airport and I work with our underwriter to negotiate coverage on our AeroCareers Flying Club aircraft.

Last year, I wrote an article for our Chapter newsletter about an upward trend in aviation insurance premiums. After several years of stable or even declining costs, the market had corrected itself and we were entering a period of steady but modest premium increases.

COVID-19 changed all that and was a shock to the world's economy and the aviation industry. Many aviation businesses closed, and flight schools were hobbled trying to find a way to conduct business during the pandemic. If pilots are not flying as much, shouldn't there be fewer losses and therefore lower insurance costs? Unfortunately, that was not what happened.

Tornadoes and high winds hit several airports in Tennessee, Arkansas, Louisiana, Texas, and other places, as the usual spring weather patterns worked their way through the countryside last year. There was also the high-profile Kobe Bryant helicopter loss in the California fog. The airlines grounded large portions of their fleets, eliminating their in-flight insurance coverage, which greatly reduced the insurance underwriters' revenue. Even with greatly reduced airline schedules, they had some runway overrun accidents. Flight instruction and rental operations also had their share of losses.

To exacerbate the situation, three insurance carriers concluded they could no longer price insurance premiums at current levels and stay in business, so they exited the market. Only three companies remain to serve the general aviation community.

As a result of higher-than-normal losses, lower than normal revenue, and fewer competitors, most policy owners should brace themselves for steep increases!

The good news...coverage for non-owned aircraft liability insurance seems to be remaining stable (so far), making renter's insurance a good bargain. (Note: As a renter, you *may* be covered under the aircraft owner's policy, but if you have an accident, you will most certainly be required to pay the deductible amount not covered by the insurance policy. That can be a sizeable amount! If you are found at fault, the insurer or aircraft owner may attempt to recover their losses from your pocketbook. A renter's policy is highly recommended.)

Aircraft policies for "business and pleasure" seem to be seeing increases from 15 to 20 percent. If your plane is operated by a student pilot or you are renting your aircraft to others, prepare for bigger increases. "Instruction and rental" policies for larger rental fleets get the best rates and can expect increases in the 15 to 20 percent range, but single aircraft and small fleets are typically seeing increases of 20 to 30 percent or more.

If you're operating an aviation service business or an airport, your costs could skyrocket. While not typical, one engine overhaul business recently saw a 400 percent increase in their business insurance premium.

Other market forces will also increase our cost of flying. Fuel prices have recently jumped more than a dollar per gallon and are expected to continue rising due to the recent pipeline shutdown and new restrictions on oil exploration and drilling. And we are seeing signs of inflation ahead due to the Fed increasing the money supply by 26 percent.

So, what can you do to reduce your risks and minimize your insurance expenses?

First, maintain your proficiency. Fly frequently. Participate in the FAA Wings program. Get a new rating, particularly an instrument rating. Instead of completing a Flight Review only when required, do one every year. Demonstrate that you're continuing an active learning and proficiency program. All those things can help reduce your premiums, especially if you're advancing in age.

(Note: So far, your choice of medical certification has no impact on your premium. As long as you comply with the applicable FAA regulations, there is no difference for those flying with an FAA medical certificate, BasicMed, or using your driver's license to fly as a Sport Pilot.)

Look for the discounts. Most insurance companies will reduce your premiums by 10 percent or more if you're an EAA or AOPA member. Membership in an aircraft type club or other aviation organization, WINGS participation, and advanced training also produce discounts.

Don't change brokers or insurance companies if you're shocked by your next insurance quote. With only three carriers in the GA market, all the brokers are talking to the same companies. You're more likely to obtain the best rate by maintaining a continuing relationship with your current broker. I know of one individual who switched brokers last year and went with a different insurance company to save less than \$50. His insurance company dropped out of the market this year and when he tried to go back to his previous company, they declined to offer coverage. He ended up with a 35-percent increase with a new company.

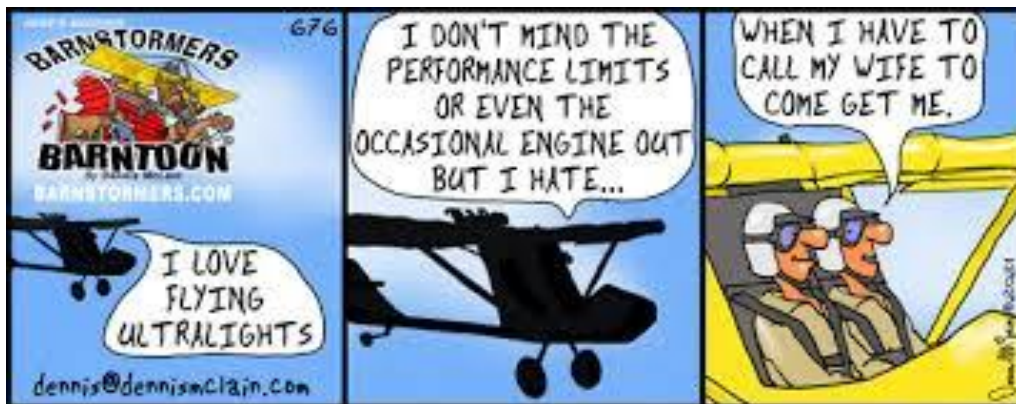
Aircraft prices are on the rise. Don't underinsure your aircraft. Reevaluate your aircraft's value periodically and ensure your aircraft for what it is really worth. A simple prop strike can result in a \$20,000 to \$30,000 loss. If you've upgraded your avionics recently, made other aircraft improvements, or the value of your aircraft has simply gone up due to fair market value increases, you could be seriously underinsured.

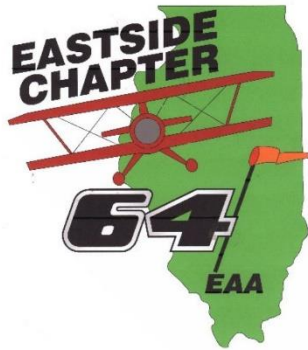
As an example, you may have purchased your aircraft for \$50,000 several years ago and insured it for that amount. Since then, you've added ADS-B and a WAAS GPS and replaced your worn-out interior. With the improvements and market value increases, your cost to replace the aircraft may now be \$80,000 or more. In the event of a prop strike or similar loss amount, the insurance company could declare your aircraft a total loss, pay you the \$50,000 policy limit, and leave you in a situation where you can't replace the aircraft.

An increase in the insured value to \$80,000 should only increase your annual premium a small amount. That same loss would then fall below the insurance company's maximum repair-cost-to-hull-value ratio that determines a total loss, thus allowing you to repair the damage and continue to own and enjoy your aircraft.

If you're planning to purchase an aircraft, consider the cost to insure it before committing to buy it! Consider the cost to insure a 4-place, fixed gear aircraft as the insurance baseline. A similar tailwheel or Experimental aircraft may double the insurance cost. An Experimental tailwheel aircraft may triple the cost. Likewise, high performance and complex aircraft can result in similar multipliers. As mentioned previously, how you use the aircraft (pleasure versus instruction) can also make a huge difference. Knowing how the insurance premium will affect your operating cost will make you a smarter buyer.

Yes, owning an aircraft is expensive and it is getting more expensive every day. So, prepare for insurance sticker shock. Start putting away a little extra to pay the premium. The experience is well worth the cost. Don't ever forget that we are able to look at the world from a perspective few others will ever see. Enjoy it!





SATURDAY, MAY 8,

9 to NOON

(RAIN DATE: MAY 22)

\$7.00

**All-You-Can-Eat Pancakes with
Sausage, Coffee & Orange Juice**

FREE

**Introductory flights and
Young Eagle rides available**

RC Aircraft Demonstrations

Visit our EAA Chapter Clubhouse & Workshop

See aircraft under construction – Talk to the builders

Learn about our youth aviation programs and activities



DRIVE IN

4 miles south of Millstadt, Illinois

at 5941 Bohleysville Road, Millstadt, IL 62260
From Route 158: Drive 1-3/4 miles south on Roenicke Road, then turn right on Bohleysville Road. The gravel airport entrance is ¼ mile ahead on the left.

FLY IN

Millstadt Flight Park (ID: 1IL4)

N38°25.12' / W90°07.87'

CTAF: 122.9 (Call "Flight Park Traffic")

NOISE SENSITIVE AREA: Avoid overflight of all homes!

See 1il4.com for airport information

Perryville
Spring

FLY-IN

Saturday, May 15, 2021
Perryville Airport (KPCD)

(Rain date is May 16, 2021)

Come
All!

Airplanes, Helicopters, Ultralights,
Gyros, Parachutes, RC Model Displays,
Drone Demo, Powered Parachutes

- Starts 9 a.m.
- Brats, Hamburgers, Hot Dogs, Drinks
- Accepting pot-luck contributions.
- Flight Instructors available
- Fuel at Perryville (low fuel prices!)
- Inviting local residents to discover all our fun machines

2 ATTENDANCE PRIZES!!!!

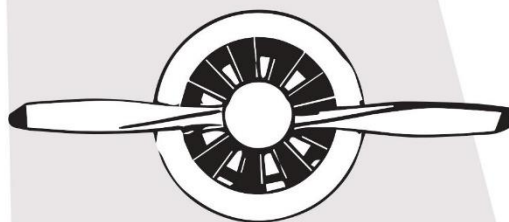
25 GAL AV GAS

All aircraft attending will be entered in the drawings.
Pilots must be present to win.

Hangar Talks by the Experts

- **Wicks Aircraft Supply**
Aircraft parts and Accessories, Scott Wick
- **Elite Avionics**
ADSB & Solid works design tool – Mike Holm
- **Cape Copters**
Helicopter Basics – Paul Salmon
- **Magni Gyro**
Gyroplane Basics – Greg Gremminger
- **Parachute basics**
Sky Diving St. Louis
- **Ask the Flight Instructor** - Leon Basler
Aviation Art & Safety

Save the date and bring
friends and family!
Join us for all the fun and
just good *plane* conversation!



PANCAKE BREAKFAST (& fly-in)



flying dutchman airport

across hwy 15 at david taylor chrysler
belleville, IL (2IL7)

saturday, june 5th, 2021

8am-1pm

\$7 all-u-can eat pancakes

one sausage with first serving,
additional sausage available for cost;
hamburgers available later in the event

for more information contact

618-975-5707

Pilot's Tip of the Week

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

Right-of-Way: Rules and Reality

Featuring Bob Nardiello

"How do you handle this situation: You announce on a 45 to downwind and shortly after another airplane calls a five-mile final for the same runway? Who has the right-of-way in this situation?" — Randy C.

Bob:

"14 CFR 91.113 says that when two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land, or to overtake that aircraft.

So, it depends on the relative speed of the two aircraft. I would continue on the downwind until I had the aircraft on final in sight. I'd only turn base in front of the aircraft on final if I was certain there was more than enough room. Otherwise, I'd plan to follow.

If I didn't have the aircraft on final in sight, or there was any doubt regarding the situation, I'd continue on the downwind while communicating on the advisory frequency (Common Traffic Advisory Frequency). You don't necessarily have the right of way just because you're the one flying in the traffic pattern.

What about the etiquette of a long, straight-in approach? Is it even acceptable, or should we always make a standard traffic pattern entry?

In Advisory Circular 90-66B, the FAA encourages pilots to use a standard traffic pattern when arriving or departing a non-towered airport. They also acknowledge there are situations where a pilot may choose a straight-in approach, a practice instrument approach for example. For jet aircraft with higher approach speeds, a straight-in is probably less likely to



cause conflicts than flying the (typical jet) pattern that's normally above and outside the pattern used by light GA aircraft.

In any case, communications and good visual scanning are key. Right-of-way rules only go so far. If you collide with another airplane, the fact that you had the right of way probably won't improve your day."

Another Pilot's Tip of the Week

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

Handling a Split Flap Emergency

Featuring Bob Nardiello

"How about discussing emergency landings with split flaps?" – Glenn L. "

Bob:

"This is a relatively rare condition, where one flap deploys while the other remains in a retracted position. It's probably indicated by a rolling or a yawing condition.

A good rule of thumb is to reverse whatever action caused the condition you're experiencing. In this case, this means retracting the flaps and planning for a no-flap landing. It's easier to perform a no-flap landing than contending with a split-flap condition.

Remember though that a no-flap landing requires a higher approach speed due to the higher stall speed with flaps retracted. Be sure to stay current with no-flap landings.



If you have to land with a split-flap condition, perhaps because they won't retract for some reason, you'll also need to use a higher landing speed since one wing will be actually performing a no-flap landing. However, the split-flap condition can cause control problems, especially in a crosswind.

In the event that the flaps can't be retracted and there's a crosswind, do not attempt to land with a crosswind from the side with the deployed flap. You will need to deflect the aileron toward the side with the deployed flap and may not have anything extra available to deal with the crosswind.

Be familiar with the pilot operating manual for your aircraft and utilize any procedures listed."

Photos



Several Chapter 64 members and friends flew out to Perryville MO on Saturday, May 1 and had lunch at Al's Place Restaurant in McBride. Perryville is a great lunch destination ... Al's and Mary Jane's in downtown Perryville are popular. Two courtesy cars are available.

Bill Aanstad sent in the following photos of Diana Votaw flying with Nathaniel and Rachel. Thanks Bill!







Nathaniel learning to fly high performance RC model donated by Eve Cascella. Thanks Eve!

EAA Chapter 64 Treasurers Report for April 2021**By Paul Visk, Treasurer****EAA Chapter 64
Summary Balance Sheet
As of April 30, 2021**

	<u>Apr 30, ...</u>
ASSETS	
Current Assets	
Checking/Savings	2,572.10
Accounts Receivable	100.00
Other Current Assets	-985.00
Total Current Assets	<u>1,687.10</u>
TOTAL ASSETS	<u>1,687.10</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	833.32
Total Current Liabilities	<u>833.32</u>
Total Liabilities	833.32
Equity	<u>853.78</u>
TOTAL LIABILITIES & EQU...	<u>1,687.10</u>

Fly Market

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

For Sale:

Single seat CGS Hawk taildragger homebuilt plane registered as Experimental Light Sport. Plane has a 52HP Dual carb oil injected Rotax 503 equipped with a Powerfin 3 blade adjustable prop.

Due to health situation, I have not flown it since August 2017. Engine ran good and plane flew well when I ceased flying. Plane has approximately 300 hrs. flight time. The 503 has approximately 160 hours time on it. This plane previously had a Rotax 447 on it (also for sale separately).



Selling as is, asking \$9,500. All reasonable offers will be considered. Call Ron Peek 618-610-4722.

FOR SALE**\$300 or best offer**

Rotax 582 Ceramic-Coated Exhaust system. Used, but in excellent condition. Removed from powered parachute due to a change to a different engine. (This will go on E-Bay next month for \$350.)

Contact Bob McDaniel at 618-530-0805 or
E-mail dusterpilot@charter.net



EAA Chapter 64

(1IL4) Millstadt, IL

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

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

CONTACTS:

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Secretary: Lee Hartley lehartley6@gmail.com

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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.