



The FLYING WIRE

The Newsletter of EAA Chapter 64

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

July Meeting: Cancelled. We will let you know when monthly meetings resume.

Greetings,

While we patiently wait to resume our normal chapter activities, it's time to put out another newsletter. Although we have not met as a Chapter for a few months, our members continue to fly their planes, build their projects, teach, and learn to fly, take kids for rides, fly RC, etc. Many thanks to the folks who sent me articles (Bob McDaniel), photos (Karen Young, Diana Votaw, Bill Aanstad, Mike Lotz) and other material for this month's newsletter.

Al Bane
EAA Chapter 64 Newsletter Editor

Young Eagles

Although our large group Young Eagle events are currently on hold, a few lucky kids were able to get some flying in this past month, thanks to Bill and Amber Aanstad and Diana Votaw. The kids (Rachel, Nathaniel, and Kaitlyn) each wrote a paragraph to describe their experience.



Rachel: “Last Sunday I had the privilege to fly in the Cessna-172 and then on Tuesday I flew the J-3 Cub the majority of the flight, both with the Young Eagles program. When I flew in the Cessna 172, I fell in love with the feeling of being up in the air, and I am so glad I am a Young Eagle. On Tuesday, when I went up in the J-3 Cub and was allowed to fly the plane most of the time with the instructor, I found that flying is even better than just being in the air in a plane. Young Eagles is a splendiferous program, and I would recommend it to anyone who is eight to seventeen years of age.”



Nathaniel: “I was blessed to get to go flying in a Cessna 172 and a Piper J-3 Cub. It was a lot of fun! I have always had an interest in flight. I really appreciate how Young Eagles turned my dreams of flying into a reality. I got two flights in the Cessna, one from the pilot's seat, and one from the back seat. I also got to fly the Cub. I really enjoyed being at the controls. I definitely want to be a career pilot.”



Kaitlyn:

This month I had a wonderful opportunity to go flying with Ms. Diana, Nathaniel, and Rachel. We flew in the Cessna 172 on Sunday and the Piper Cub on Tuesday! Both days were beautiful days to be flying, and everything was perfect! I would like to thank Mr. Bill and Amber for inviting me to both flight days!





Amber Completes FAA Written Exam

Our EAA Ray Scholar, Amber Aanstad, took another significant step towards earning her Private Pilot Certificate by passing the FAA written exam. Next step, prepare for her Practical Flight Test. Well done Amber!

Youth RC Build Project Update

We got the following email from Bill Aanstad with an update on the RC project and some Young Eagle flights.

“Hi gang, hope all are well and only suffering from boredom. Following is an update on our situation with the RC trainer and the EAA Young Eagle program.

With continued restrictions on gatherings, the chapter meetings in the clubhouse are still on hold, including our indoor building sessions. I’ve continued with the build so we can get outdoors and into the flying part of the program. However, there was a mix-up with the vendor sending the wrong motor, which was too large to fit the mount in the kit. After a number of exchanges with EAA and Horizon Hobbies, Horizon Hobbies has acknowledged the error. The bad news is that the correct motor is out of stock and backordered. The good news is that they were extremely generous in providing us (at no charge) with a second \$200 radio system to help with our flight training, so thanks to Horizon we will have wireless “buddy box” capability allowing plenty of social distancing even in the great outdoors.

So with the construction delay we have some other options to get flying, including a trainer owned by the Columbia RC club (needing a radio which we have) and one owned by an excellent instructor in the club who will work with us. Amber flew with him yesterday and we are looking at a session at the RC field next weekend for anyone interested. I’m attaching a few pictures.

On the Young Eagles flights, we did some last weekend in both the Cessna and Cub with certified flight instructor Diana Votaw graciously doing the instruction with KC, Nathaniel, and Rachel as students.

If the weather permits we can do some Young Eagle flights as well as RC flying next weekend, let me know who is interested in one or both activities, I’ll work on lining up instructors and we’ll get outdoors and into the air. Stay well!”







Mike Lotz Flies RV-6 to Kitty Hawk

Mike Lotz recently made a trip in the RV-6 owned by him and Shawn Corcoran to the Wright Brothers National Memorial at Kitty Hawk, North Carolina, site of Orville and Wilbur's famous December 17, 1903 flight.

Mike reported an airspeed of 206 miles per hour at 11,500 feet enroute. He stopped for fuel at Edenton, NC and stayed overnight there in the pilot lounge sleeping quarters before going on in to Kitty Hawk the next day. Well done Mike!





COVID 19 PANDEMIC AND THE INSURANCE MARKET

by Bob McDaniel

I'm not an insurance broker, I don't have a crystal ball, and I'm certainly no expert. I'm simply sharing information on my recent experience with insurance renewals and to let you know what you might expect in the future.

As you know, any product unique to aviation has a very small market community that keeps prices higher than similar products in other industries. That's why 100LL AvGas remains three times as high as auto gas and an aircraft GPS costs thousands of dollars, but you can get one to use in your car on your cellphone for free.

Almost all of my insurance policy renewals are due in May or June. Due to the pandemic, now is the peak of uncertainty for almost everything, and the insurance marketplace is no exception.

I received a 20 percent insurance rebate for two months on my auto insurance because people aren't driving as much, resulting in fewer accidents on the road. When people don't fly as much, it has exactly the opposite impact on aviation insurance policies. A recent conversation with my broker provided some enlightening information.

The number of insurance companies providing aviation coverage has shrunk over the last couple of decades. As a result, if an insurance company offers coverage to any segment of the aviation market, most will provide coverage throughout the entire aviation industry and all its segments.

Many of you are familiar with Falcon, Avemco, and Global. Not only do they insure small aircraft, they also provide airport liability policies and, through group insurance agreements, provide very large coverage policies to major airlines and aircraft manufacturers. No one company could survive the loss from the collision of two jumbo jets, so multiple companies band together to share those potential large loss policies.

When pilots reduce their flying, the insurance companies interpret that as increased risk due to lost proficiency. However, the largest factor influencing premium increases comes from the airline industry. Most airlines have parked large portions of their fleet—some have grounded as much as 90 percent of their fleet and eliminated their “inflight” insurance coverage in an attempt to stop bleeding money. As a result, the aviation insurance companies have seen more than a 70 percent decline in their steady income from insurance premiums. The only way they can hope to be able to cover any future aircraft accident loss is to increase policy premiums.

No one knows how long it will take for the aviation industry to recover, or even IF it will ever return to pre-pandemic levels. Most experts are predicting 2 or 3 years, or more.

Now to my current renewal experience. The market has continued to shrink. Because of the prop strike the AeroCareers Cessna 172 had last year, only our existing company was willing to

provide coverage for the aircraft. That's right, NONE of the other companies were willing to write a new policy for our plane. Our current company is renewing our policy, but with a 30 percent increase in premium.

My broker shared that many of the companies he has used for years are continuing to provide coverage with significant premium increases but are limiting the liability coverage to only half their current coverage. More money for less insurance! What a bargain!

Renewal terms for my airport liability policy are even more confusing. They offered to renew my policy with the same coverage for only a 15 percent increase. However, they offered an alternative that would guarantee continued coverage, with a guaranteed premium lock for three years. That guarantee comes with a 30 percent premium increase for the three-year term. That tells me the insurance companies are expecting a much larger increase in future years.

What does all this mean? No one knows for certain, but it definitely signals price increases ahead throughout all areas of aviation. Every aircraft owner, flight school, FBO, airport, and aviation product manufacturer will be seeing these premium increases during a time of reduced revenue.

The best advice I can offer is that it is now more important than ever to maintain your currency and participate in the FAA Wings program and other safety-related programs to obtain the best terms and the most discounts when it comes time to renew your own policy.

Pay Your Dues Please!!

Chapter Treasurer, Paul Visk, reports that several members have forgotten to pay annual dues for 2020. If you have not already done so, please send your payment of \$24 to:

Paul Visk
5 Frederick Ln.
Belleville IL. 62222

Don't forget about the Lifetime Membership option with a one-time payment of \$250 if that appeals to you.

A Pilot's Guide to Aircraft Maintenance Records Part 1 of 2

By Bob McDaniel

Having owned several different types of aircraft over the years, I've seen a wide variety of aircraft maintenance records. Some have included only the bare minimum inspection information necessary to be legal, while others have meticulously documented almost everything that has ever been done to the aircraft short of cleaning the windshield.

This article focuses on what an aircraft owner should know about aircraft maintenance records—why we keep maintenance records, how to record time, what entries are required, who should make them, and how to make them.

While pilots and mechanics often refer to the aircraft's "logbooks," and most aviation supply stores sell aircraft, engine, and propeller logbooks, the FAA does not use the term. They only discuss "maintenance records."

An aircraft's maintenance records should contain a complete and detailed diary of maintenance actions and inspections, along with numerous other documents, such as yellow service tags, inspection worksheets, receipts, and a myriad of other records. The nice, neatly bound logbooks are a very convenient way to maintain the diary part of the maintenance records, but good maintenance records are much more than just the logbooks.

Why are accurate and complete maintenance records needed? ...Because the FAA says you must maintain maintenance records for all certified aircraft. An even better reason is that good maintenance documentation will increase the value of your aircraft and could save you time and money in the future.

Although there is no requirement for maintaining records for an ultralight vehicle, I recommend that you maintain an aircraft maintenance record for ultralights just as you would for a certified aircraft.

All times are not equal. Since logbooks are all about dates and time, let's look at how we measure time and how the FAA defines time.

Most general aviation aircraft provide multiple ways to measure time. The most accurate measure of time is by noting the time on a clock or wristwatch. This method gives you a perfect record of time IF you can remember to record the start and stop times. (I forget it more often than I remember it.) Many aircraft clocks and personal wrist watches have a stopwatch feature. That works great, too. (If only I could remember to start and stop the stopwatch at the right time.)

The aircraft's Hobbs meter is a simple hour meter that starts recording time when the engine is started and stops when the engine is shut down. While it's running, it ticks off a tenth of an hour every 6 minutes.

A recording tachometer is not really a clock and doesn't actually measure time. Instead it measures engine revolutions and is calibrated so that a tenth of an hour of tach time ticks off when the engine is at cruise RPM for 6 minutes. As a result, it might take as much as 15 minutes at idle to increase the tach by a tenth of an hour, or a tenth of a tach hour may pass in only 4 minutes during a maximum power climb. If the plane is at cruise RPM, the tach should be clicking off tenths of an hour at the same rate as the Hobbs meter and your wristwatch. Because of the different ways each instrument measures time, elapsed time on a Hobbs meter or clock can be as much as 20 percent more than the elapsed time on the tach, depending on the power settings used during your flight.

To complicate things even more, the FAA's definition of time entered in a pilot's logbook is vastly different from their definition of time that should be entered in aircraft maintenance logs.

For maintenance purposes, the FAA defines "time in service" to be the elapsed time from the moment an aircraft leaves the ground until it lands again. However, it defines a pilot's flying time as the period that begins the moment the aircraft begins to move for the purpose of flight, until it has stopped in parking. So, taxi time counts for the pilot but not for the aircraft! That time difference can be significant.

The time noted on a clock, wristwatch or stopwatch is the most accurate time source for logging pilot time. The Hobbs meter is the next best method, but that only works if you don't spend much time sitting in the chocks with the engine running while you copy your clearance and run checklists before you begin to taxi.

Very few pilots track takeoff and landing times separately for aircraft maintenance purposes. If you have only a short taxi distance and no delays before takeoff, the aircraft time will always be 2 or 3 tenths less than your logged pilot time. At a congested airport, it could easily be a half-hour or more.

If most of your flights are 1-1/2 hours long and you spend only 15 minutes starting the engine, performing checklists, and taxiing in and out, the time on the engine for maintenance purposes would only be 1.2 hours (i.e., 1.5 hours of pilot time minus 0.3 hours of ground time = 1.2 hours maintenance time. That's about 80 percent.)

Over the typical 2,000 hours of engine time between overhauls, that amounts to a 400-hour difference. 2,000 hours of pilot time would equate to only 1,600 hours of engine time. If you do an engine overhaul based on Hobbs time, you're throwing away \$4,000-\$5,000 worth of engine time by doing the overhaul early!

Since the difference between tach time and Hobbs time is approximately 20 percent, the tachometer more closely matches the actual clock time properly recorded on the engine. (i.e., 80 percent of 2,000 hours of clock time is 1,600 hours.) It's not perfect, but that is why many pilots use Hobbs time for their personal logbook and tach time for their aircraft maintenance logbooks.

Obviously, because pilot time and aircraft time are calculated differently, a pilot's flying time should be maintained in a logbook separate from the aircraft's record.

How many logbooks do you need for your aircraft? Most standard category fixed wing aircraft have three separate logbooks—one for the airframe, one for the engine, and one for the propeller. The reasoning behind that is that over the life of the aircraft, it may have multiple engine and propeller changes. When an engine or propeller is removed, the matching logbook goes with that item and a new logbook is started. A new or previously used logbook should come with the replacement engine or prop.

Many owners of Experimental Light Sport Aircraft (E-LSA) keep everything in a single combined aircraft maintenance logbook. In the event of an engine change, you can simply enter the installation of the new engine with its serial number and reset the total engine time or time since overhaul to zero, or whatever the accurate time is for the engine. A copy of the combined maintenance log should accompany the engine as it transfers to a new owner.

I have a rectangular and an elliptical parachute wing for my E-LSA powered parachute and have swapped wings a couple of times. Although I maintain a combined logbook for the airframe, engine, and propeller, I maintain two additional logbooks, one for each of my two parachute wings. They accrue time differently than the cart, and the chute that is not in use doesn't get an annual condition inspection until it is reinstalled on the aircraft.

So, how many logbooks do most standard category aircraft need? If you maintain separate logbooks for the airframe, engine, and propeller, the answer is SIX! You should always maintain a copy of your logbooks in a separate safe location.

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The FAA can provide documentation to help you reconstruct lost pilot logbooks based on the flying hours you reported at the time of your most recent pilot certificate application. But, if you lose your aircraft logbooks, they're gone. The only backup records the FAA can provide are the ownership and initial certification information, FAA Form 337s, and damage information recorded from reported aircraft accidents. All times, maintenance history, and AD compliance information may be gone forever.

When it's time to sell your aircraft, lost logbooks can reduce its value by up to 20 percent or more! It's easy to prevent that loss. With the convenience of today's smart phones, scanners, and copy machines, it's easy to maintain an electronic copy of your logbooks, with a pdf document or photo image of each new page or entry. Maintaining an electronic file and a printed copy of the backups is even better.

[Part Two of this article will appear in our next chapter newsletter and will cover who is responsible for documenting aircraft maintenance and how to make good logbook entries.]

More Photos



Check out the nice table that Jim Schaefer built for the clubhouse audio visual equipment.
Thanks Jim!



Bob Miller glues a fabric patch on the Scrounge Dawg Pietenpol wing center section.

Pilot's Tip of the Week

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

How to Think About Crosswinds

Featuring Ryan Koch

"I just became a part-owner in a Cessna 182. When I was doing some touch-and-goes with one of the other owners, he kept saying I was landing crooked and the wheels shouldn't chirp so much on landing. But I was flying straight down the runway and the winds were light. I've flown a 182 before and am looking straight ahead. What gives?" — François B.

Ryan:

"Pilots often touch down a little sideways when winds are light because they're not in 'crosswind landing mode.' Similarly, variable wind direction is going to be a problem for a pilot who thinks in terms of using 'left crosswind technique' or 'right crosswind technique.'

Often, pilots describe a landing like this:

I have a left crosswind, so I'll be using right rudder and left aileron, and touching down on the left main wheel first.

To me, that describes the result, not the technique. The proper technique on every landing is to use whatever rudder it takes to align the nose of the airplane with the centerline of the runway, and whatever bank it takes to control drift so the airplane itself stays over the center of the runway. Point the nose with your toes and use the ailerons to move laterally to stay over the centerline. Use that technique on every landing, and good crosswind landings will follow.

This works when there's no wind, when winds are strong or variable, and for everything in between. After touchdown, position the ailerons fully into the wind—they should already be deflected that way as a result of the technique—and keep pointing straight down the centerline with the pedals.

A home simulator can be a great tool for practicing this. The controls won't feel the same, but the concepts are. You can get as many reps as you want in different wind conditions until the relationships between aileron, rudder, drift, and alignment become intuitive."



EAA Chapter 64 Treasurers Report for July 2020

By Paul Visk, Treasurer

8:52 AM
06/30/20
Accrual Basis

EAA Chapter 64 Balance Sheet As of January 1, 2020

	Jan 1, 20
ASSETS	
Current Assets	
Checking/Savings	
Checking	2,314.34
Hangar Checking	806.37
Total Checking/Savings	3,120.71
Accounts Receivable	
Accounts Receivable	-185.00
Total Accounts Receivable	-185.00
Other Current Assets	
Undeposited Funds	1,000.00
Total Other Current Assets	1,000.00
Total Current Assets	3,935.71
TOTAL ASSETS	3,935.71
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	833.32
Accounts Payable	833.32
Total Accounts Payable	833.32
Total Current Liabilities	833.32
Total Liabilities	833.32
Equity	
Opening Balance Equity	3,307.58
Unrestricted Net Assets	-205.19
Total Equity	3,102.39
TOTAL LIABILITIES & EQUITY	3,935.71

6/30/2020

Accounts | Edward Jones

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Snapshot
Accounts
Goals
My Team & Messages
Documents
Transfers
Mon

Accounts

Total Value **Edward Jones Value** Account Actions ▾ [Connect Accounts](#)
 \$46,857.59 \$46,857.59

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6/30/2020

Date	Account	Type	Description	Shares	Price	Amount
6/19/2020	EAA Chapter 64 ****0474	Check Received	EAST SIDE EAA CHECK #0000090011	0	--	\$3,000.00
6/16/2020	EAA Chapter 64 ****0474	Reinvestment into	**CAPITAL INCOME BUILDER CL A FROM DIVIDEND AT \$ 57.28 PER SHARE	3.123	--	-\$178.86
6/16/2020	EAA Chapter 64 ****0474	Dividend	**CAPITAL INCOME BUILDER CL A CASH DIV ON 357.727 AT \$.50 PER SHARE REC 06/12/20 PAY 06/15/20	0	--	\$178.86
6/16/2020	EAA Chapter 64 ****0474	Reinvestment into	**INCOME FUND OF AMERICA INC CLASS A FROM DIVIDEND AT \$ 21.04 PER SHARE	8.656	--	-\$182.12
6/16/2020	EAA Chapter 64 ****0474	Dividend	**INCOME FUND OF AMERICA INC CLASS A CASH DIV ON 1103.751 AT \$.165 PER SHARE REC 06/12/20 PAY 06/15/20	0	--	\$182.12

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Fly Market

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

ACK TECHNOLOGIES • ACR ELECTRONICS / ARTEX • AEROFLEX • AIR GIZMO • ANODYNE ELECTRONICS MFG (AEM) • ASA • BATTERYMINDER • BOSE • BREYDEN PRODUCTS • BENDIX KING • COMANT INDUSTRIES • DAVID CLARK COMPANY • DAVIS INSTRUMENTS • DAVTRON • DOW CORNING • EPSON • FLITZ • GLEIM PUBLICATIONS • GENUINE AIRCRAFT HARDWARE • HONEYWELL • ICOM AMERICA • JEPPESEN • JOHNSON'S JEWELRY • MERL, INC • MICHEL AVIONICS/TKM • MID-CONTINENT INSTRUMENTS AND AVIONICS • NULITE • OREGON AERO • PILOT COMMUNICATIONS USA • PRATT & WHITNEY • PLEXUS • SANDIA AEROSPACE • SENNHEISER ELECTRONIC CORP • SHADIN LP • SONY • SPOT • STELLAR LABS • TED MANUFACTURING • TELEX COMMUNICATIONS • THE CLAW • TRIG AVIONICS • UMA INSTRUMENTS • UNIDEN • UAVIONIX • WAG AERO • WHELEN ENGINEERING

Flight Park, Inc. is now a dealer for all these and other popular brands of avionics and pilot and aircraft supplies. All Chapter 64 members will receive SUBSTANTIAL discounts on everything—headsets, radios, ELTs and batteries, ADS-B systems, and much more.

I don't maintain stock on-hand and I can't get aircraft tires, batteries, oil, or other liquids. However, if you need something, let me know. If I can get it, you can get it from me cheaper and normally in just a few days. Send me an e-mail and let me know what you need.

Bob McDaniel
dusterpilot@charter.net



EAA Chapter 64

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Visit us on the Internet at: www.eaa64.org. Send your photos, tips, stories, and files for sharing to Tom Murrell to post on the web page and to Al Bane for the newsletter. You can also post information on the Chapter's Yahoo Group. 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.