



April 2021



EAA Chapter 1387 Newsletter

Greetings Chapter 1387! We wish this note finds everyone well and coping through what we hope is the end of a pandemic. Hopefully everyone is getting their shot(s), if so desired, and staying healthy.

It's been a little hard keeping the Chapter functions moving but we are making some progress. Looking forward to AirVenture this year and many other aviation related events as 2021 continues to unfold.

Speaking of progress, the Chapter has been very fortunate to pick up our 2nd Ray Aviation Scholarship which was awarded in early March. We have been contemplating the use of such an award for some exceptional youth members within the Chapter.

To that end, please join me in congratulations to Jonas Uthe and Tyler Young who we expect to benefit from this award. Both Jonas and Tyler are actively working on the pilot certificate. Jonas is in the early stages of this pursuit while Tyler is further along and closer to finishing. Enclosed in this newsletter is the required essay from both Jonas and Tyler. Again, congratulations to the both of them for their ambition and goal of achieving this much desired dream!

We also have Conner Davis just about finishing up on his license. Though the winter weather and the Covid cloud has hampered this activity, Conner has the finish line in sight. He will no doubt see the fruits of his determination and studying soon. Hopefully, by the next meeting, he will have his license in hand! Keep pushing Conner and wishing you much success!

In other news, we continue to look forward to getting back to our in person events and regular face-to-face meetings for all.

We are planning our first return in person event at the Health Dept on 12 May. To prepare for our first in person meeting, we

will not be having our April meeting via Zoom.

We'd like to keep the Wednesday meeting notice and meet at the Health Dept at 7 PM to kick this off. Although most people will probably have received their vaccine prior to our meeting, we plan to continue to follow the social distancing guidelines already in place. Feel free to bring a mask if you prefer to wear one. To recap, there will be no Zoom meeting in April, but please look forward to an in person event in May.

Lastly, for the meeting in May, we'll have plenty to discuss with our first YE event coming up on 12 June at Washington, but we'll also have guest speaker. Esther Grupenhagen will be joining us. Esther is a retired ATP from American Eagle and a retired Lt Colonel with Civil Air Patrol. She has a wealth of experience and is willing to share some of that with us in May. I've include her short intro within this letter today as well. **(continued on page 9)**

EAA Chapter 1387 2021 Calendar of Events

Monthly Chapter Meetings

2nd Wednesday @ 7PM, exceptions noted*

1/13	7/14
2/10	8/11
3/10	9/08
4/14	10/13
5/12	11/10
6/12 *	12/11* 4-7p, Christmas Party

Meeting Location:

Lincoln County Health Department

SUN 'n FUN - 13-18 Apr

EAA - Learn to Fly date - May 15

Chapter YE Event at Washington - Sat 12 Jun

AirVenture Jul 26 - Aug 1

Night Fly Event — TBD



NEWS FROM HQ

In April's Chapter Video Magazine, Charlie Becker reviews upcoming deadlines, Anticipation for Aviation in 2021, and the Young Eagles program. Check it out!

EAA HQ CHAPTER VIDEO MAGAZINE

Meet Esther Grupenhagen

A few of you have mentioned Esther's name to me and to see if she'd be interested in sharing her career, experience and her involvement with aviation with our Chapter. Well, I've been in contact with Esther and she has graciously accepted an invite to meet with us at our event in May. She has an exceptional background in aviation as you'll note in her short summary below. Given her rapport with the Civil Air Patrol, she may be able to work up their participation in an upcoming YE event, or maybe even a stop into Troy Airpark in the near future. Please take a read of her outstanding accomplishments below and I look forward to meeting Esther in person — soon!

Joe, Thank you for contacting me. Some info about me. I got my private in 1962 in a C140. I have ATP-SMEL, CSES, UAS, CFI A&I, AGI, IGI, with 4 type ratings- all turboprops. TT 30K plus some after I stopped logging it. Got lazy!

I started flight instructing in 1970 and am still current until the end of next month but don't have a current medical.

My airline experience started with Imperial Airlines in El Centro, CA and ended in Los Angeles with American Eagle. At retirement I moved to STL to teach at the Flight Safety Airline Center in the SAAB 340. After 9/11 that program ended but I became a contract instructor for several other SAAB operators until they all switched to RJs.

I joined CAP in the new Troy squadron as Aerospace Education Officer. Over time, I became a fully qualified, per CAP procedures, search and rescue crew member, flight instructor and check airman. I also was Wing Asst. maintenance officer for the Wing's 10 aircraft, 7-C182, 2-C172, and 1-GA8. The Troy Squadron has been inactive for several years.



I am no longer a CAP member but still remember all that I learned, all the missions I flew and the great folks, pilot or not, I met while I was a member. I was also a ground team member and leader.

Among other flight experience, I once was planning on being the world's aerobatic champ until I discovered -3 g's. I have flown many cross-country speed races all over the US and won the Air Race Classic twice in a C310, and have checked out in over 80 types of aircraft. I have also received the FAA's Wright Brothers Award for 50 yrs. of safe flight. I've flown aircraft in all 50 states and checked off one on my bucket list in flying across the Atlantic. Big deal if you're not an airline pilot. I really haven't decided what I want to be when I grow up.

If you need any other info, please give me a call. If not, I look forward to meeting your group.

Esther

Esther Grupenhagen

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Passion for Aviation - Ray Scholarship Application

(Submitted by Tyler Young)

When Pat Donovan first contacted me regarding the Ray Aviation Scholarship, I was ecstatic! I understand that circumstances change and I am glad that Jonas Uthe is able to use that scholarship to get his license. Now, the chapter has offered me a scholarship opportunity that I could not appreciate more. This scholarship will help me finish my flight training and secure my private license certificate.

Currently, I have about 50 hours and I have met the requirements as listed in the FAR. I am simply trying to perfect the maneuvers before I take the checkride. Obtaining the scholarship would mean so much to me. As a high schooler, there are not many connections I have in the aviation community. Being a part of this chapter has really opened that up for me in ways that I cannot even comprehend yet.

I want to thank each and every member in this chapter for helping with this opportunity, and I thank the scholarship committee for selecting me as the recipient.



Ray Scholarship Application

(Submitted by Jonas Uthe)

Hello my name is Jonas Uthe and I would first like to thank the Ray Foundation, EAA and Chapter 1387 for this opportunity.

I started to appreciate flying at a young age by going to airshows, museums and even radio controlled events. I would watch and think to myself, that is exactly what I'm going to do. Later on I learned about the Young Eagles program and found out they held events nearby. I had my first airplane ride in a Rans S-7 with the Young Eagles program when I was 9 years of age. Since then I have flown many times with the Young Eagles pilots of Chapter 1387 and several outside of the chapter. However this wasn't enough flying for me, so I began flying radio controlled airplanes when I was 13. I quickly learned how to fly these small flying machines and I have continued to fly RC since.

There is a small RC group at the Hermann Airport that I fly with. While flying RC with them I have come to know many of the actual pilots at the Hermann Missouri Airport. I have recently started flight training and have accumulated 11 hours in a Cessna 172 with a CFI from the Hermann Airport.

I feel I am a worthy candidate for this scholarship because I have already begun flight training and have nearly completed ground school. I have had a lot of support from my family, pilots, and my instructor. What I hope to do with this scholarship is complete my Private Pilot's License and work towards another certification or two along the way.

What I hope to do in the future is fly commercially whether it be aerial tourism or as a crop duster. I want to donate some of my time to an aircraft museum and eventually be able fly some of the old Warbirds. The thing that I have learned about Aviation is that there is almost an endless list of opportunities.





2021 04 APRIL

LEARNING AS WE GO

“THE OLD, THE NEW, AND THE YOUNG EAGLE FLIGHTS!”**mr. bill**

“You never get a second chance to make a first good impression!” Will Rogers

Hopefully you all remember last month’s LAWG photo of the 1973 Piper PA-28-180 Cherokee taxing out. If not, here is another infamous photo from that day.



A 15 year old, mr. Bill on 03/31/1974. First flight

Today we would call this flight a Young Eagles Flight. Several things will flow from this photo for this month’s writings.

First, we at EAA 32, are flying Young Eagle Flights this month and here are a few things we need to remember since we have been out of practice.



1) Be sure you are current with your Flight Review, your insurance policy, and your landings.

2) Remember you need to have the EAA Youth Protection Certificate completed for the ability to be around children at this event.

3) Remember as a pilot the IMSAFE:

I-Illnesses. Are you Covid Free?

M-Medications. Should you be flying?

S-Stressed???....

A-Alcohol intake in the past 8 to 12 hours?

E-Fatigue. Did you get a good night's sleep?

E- Emotions. Are you ready for the little kids?_

Secondly, that beautiful aircraft, my First Flight Piper Cherokee is STILL flying today in Iowa. I can only imagine how many take off and landings it has made in its lifetime. Because of those concerns about the "Life" that this little Piper Cherokee trainer has had over its 48 years of "who know what" kind of flying or living arrangements it has had during that time, the FAA has set up some guidelines. Because of the unknown, the FAA has established an Airworthiness Directive that is required for the Piper 28 (four seater) and the Piper PA-32 (six seater aircraft,) that will help owners know WHAT is in their wing attach points. The Airworthiness Directive (Mandatory) requires a check of the holes in the wing spar at the wing attach point of the spar box. Here is a little info on that situation:

<https://www.youtube.com/watch?v=bXQrQuYC6Kk>

The NDT-Non-Destructive Testing method is a pretty cool way of assuring ALL is well with that wing thing!

Well, out with the old and in with the NEW.

The cargo industry has been looking for a new and improved small package hauler. Back in the day the night freight company I was working for designed a plane that had an turbo prop engine in back and a big ramp to off load the container of cargo/ packages on the side of the plane. It was called an OMAC Laser 300. It never made it to production.

Well Textron, in conjunction with FedEx have come up with the NEW flying machine to replace those single engine Cessna Caravan's that reportedly had a great 99% reliability rate for flying.

Here is what that NEW machine looks like:

<https://www.youtube.com/watch?v=LtJ2YPBcvMU>



Pretty cool machine. With three prototypes flying it should be up and working hard hauling packages soon.

Let me leave you with a few important words when dealing with the upcoming Young Eagle Flights. I have written about the Ten Commandments of Human Relations, in dealing with people. Remember that Mom's and Dad's are letting us borrow their children to take them up in an airplane for an introductory ride. When you think about it, it is really "wild" that we are given someone's child, to go up and fly away in an airplane with a total stranger at the controls! I know we have been doing this for years but please remember to speak KINDLY and SOFTLY with and to these young people.

When I checked out as a Captain at TWA airlines, the Vice President of Flight Operations, Captain Tom Irwin said at our Captain's Luncheon, "Gentlemen welcome to Management. We do NOT pay you to fly airplanes, we PAY YOU TO DEAL WITH PEOPLE." After thinking about it, it was true. There are people, even to this day, who have never been in an airplane for a flight in their lives. Especially these days of dirt cheap airline fares. I was traveling in the back of a Southwest airplane in my AA uniform coming from Austin to St. Louis and the guy in the back of the airplane, a passenger, across the aisle from me asked me, "Are you an airline driver?" So many thoughts and funny lines came to into my head to say, BUT... I am dealing with PEOPLE. So, my straight answer was, "Yes sir I am."

It is the same with the children, in their eye's we pilots are GODS, who slip the bounds of this Earth! Magically! The parents think we are geniuses!

So, talk out loud so they can hear what you are saying and tell them what you are doing. What you are looking at and looking for.

So, thanks to you ALL, the signer uppers, the ground workers, the safety people, the cooks, the clean up people, and yes, those pilots, WHO ARE DEALING WITH PEOPLE. Giving BACK and helping PAY IT FORWARD.

SO, LET US BE SAFE AND KIND TO EVERYONE WHO WALKS THROUGH OUR EAA 32 DOORS.

Remember, we only get one chance to make a First Impression!

Q? What four engine jet was used as a corporate jet for the Mc Donnell company?

A: The McDonnell 220 jet.

<https://www.youtube.com/watch?v=yKcGDJQwTz0>

Q? Where is it now?

A: El Paso, Texas

<https://www.youtube.com/watch?v=e0Q3lrQZdQ8>



Jon Kotwicki — Who is an EAA Chapter member from Venice, FL, has reached out and passed along some training material that may be of use. Please take a look and if interested, let us know what you think. Here's Jon's note and details as sent.

We hope all is well in Missouri!

We wanted to reach out to EAA 1387 and send over some links that might be helpful for the chapter members to have on the chapter website.

Free Private Pilot Ground School Course:

<https://fly8ma.com/courses/2021-free-private-pilot-ground-school-pilot-course/>

Articles for folks looking to begin flight training:

<https://fly8ma.com/how-much-does-a-pilot-license-cost/>

<https://fly8ma.com/how-to-become-a-pilot/>

If we can help out the chapter in any other ways or with any of our other free flight training resources please let us know!

Cheers,

Jon

234-738-2582



2021 Dues Reminder!

If you haven't done so yet, please ensure to get your membership dues to Pat Donovan soon. Please note the we expect the next Chapter meeting will be held in person at the Lincoln County Health Department on our normal 2nd Wednesday, May 12th at 7pm.

\$20 for a family and \$15 for an individual.

Or, If you want to mail your dues, please send to Pat at 421 Piper Ct, Troy, Mo 63379.

Thank You!

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(continued from page 1)

For the Newsletter, many thanks for those contributing members this month and inputs. Special "Kudos" to Mr. Bill (one of our Flight Professionals) on his latest installment and sharing some very useful, and salient tips as Chapter 32 embarks on their first outing of the year. As always, thanks for sharing Mr. Bill!

Be safe and talk soon!!
Joe



EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.

Date	Time	Title	Presenter(s)
4/7/21	7 p.m. CDT	How Risky is Maintenance Qualifies for FAA WINGS and AMT credit.	Mike Busch

As pilots and aircraft owners, we've all experienced maintenance-induced failures (MIFs). But just how risky is maintenance? How often do MIFs occur? How serious are the consequences when they do? In 2002, the FAA studied 10 years of NTSB accident reports involving maintenance-related GA accidents. In this webinar, Mike Busch discusses what they learned and concluded.

4/13/21	7 p.m. CDT	The E-1 and the Pursuit of a Record MUSEUM WEBINAR SERIES	Eileen Bjorkman
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Join us as Eileen Bjorkman discusses her father, Arnold Ebnetter, and his daring attempt to design his own aircraft and break a distance record in it. It is a story decades in the making.

4/14/21	7 p.m. CDT	Canadian Airspace 101 Qualifies for FAA WINGS credit.	Radek Wyrzykowski
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Airspace is complicated, but learning about airspace does not have to be. Join Radek Wyrzykowski, EAA manager of flight proficiency, as he breaks down complex airspace and discusses it in simple terms you can understand without being an expert in the CARS. This webinar has been specifically developed for Canadian airspace and the rules in Canada. Radek's technique will teach you practical information that's easy to remember and useful for each flight.

4/20/21	7 p.m. CDT	Aerobatic Aircraft Modifications	Tony Horvath
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Tony Horvath from Specialty Aero will talk about how his passion fell into a business doing custom modifications to aerobatic aircraft. Tony develops and installs modifications to aircraft such as: Sean Tucker's Oracle Challenger III, Wyche Coleman's Wolf Pitts Samson II, Peter Kohmann's Pitts S-1T and Pete Diaz's Pitts S-2S. His modification projects have fine-tuned aerobatic aircraft all the way to one hanging in the Smithsonian National Air and Space Museum.

4/27/21	7 p.m. CDT	Flying Clubs – Getting Started	David Leiting
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EAA's initiative to support the formation of flying clubs continues to grow, and David Leitig from the EAA HQ will help you learn the ins and outs of forming a separate nonprofit flying club!

4/28/21 7 p.m. CDT [Flying Safe with BasicMed](#) Dr. Brent Blue and
Qualifies for FAA WINGS credit. Tom Charpentier

EAA Government Relations Director Tom Charpentier and EAA Pilot Advocate AME Dr. Brent Blue provide a summary of BasicMed and answer your questions. As we approach 4 years since the creation of the rule, tune in to learn what you need to do to stay current and safe while flying under BasicMed.

5/4/21 7 p.m. CDT [Jabiru Aircraft Kits](#) Scott Severen
HOMEBUILDERS WEBINAR SERIES

Scott Severen from US Sport Planes, the North American importer and distributor for Jabiru aircraft will discuss the design, building and operation of Jabiru experimental amateur-built kit aircraft.

5/5/21 7 p.m. CDT [Annual Deadlock](#) Mike Busch
Qualifies for FAA WINGS and AMT credit.

What happens when an airplane undergoes its annual inspection and the owner and IA can't agree about what discrepancies truly rise to the level of severity that they must be resolved before the aircraft can be considered airworthy? In this webinar, Mike Busch tells the story of the worst such deadlock he's encountered in his decades of working with owners and mechanics. Spoiler alert: It's not pretty.

5/11/21 7 p.m. CDT [The History of Air Racing](#) Connor Madison
MUSEUM WEBINAR SERIES

EAA's own Connor Madison will discuss the powerful aircraft that make up the EAA Aviation Museum's Air Racing Gallery. He will also dive into an overview of our nation's quest for speed, and the people who pushed the limits.

5/12/21 7 p.m. CDT [IFR in an LSA: Is it Safe? Is it Legal?](#) Prof. H. Paul Shuch
Qualifies for FAA WINGS credit.

Many modern light-sport aircraft tend to be extremely well-equipped and technically-advanced, with dual glass panels, coupled autopilot, WAAS GPS, VOR, localizer, glideslope, synthetic vision, ADS-B In and Out, heated pitot tube, and other features that put most of the legacy general aviation fleet (and even some airliners) to shame. You'd think they would make ideal IFR platforms. But, are they safe and legal for flight under instrument flight rules? It's not a simple question, and this webinar gives a not-so-simple answer.



How Can We Help?

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Helpful Links:

<https://www.eaa.org/eea>

<https://chapters.eaa.org/EAA1387>

<https://www.faa.gov>

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