



February 2021

EAA Chapter 1387 Newsletter



Greeting Chapter 1387! Hope this note finds everyone doing well and coping through winter and the pandemic. Hats off to our Chapter VP -- Brett Siefert who's been putting in the long hours at the Lincoln County Health Department with the mass distribution of the Covid vaccine in the Troy area. Well done Brett and many thanks to our health care professionals in our Chapter and others in your local area. Please get out and register for yours if you haven't yet. Looking forward to when we can get back to meeting in person and sharing a dish or two.

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, thought provoking aviation safety tips with embedded U-tube examples for all of us to consider. You'll also catch up on his latest training onboard the B737-800. As always, thanks for sharing Mr. Bill!

You don't want to miss out our up coming Zoom session this Wednesday evening - 10 Feb at 7pm. We will have a special guest appearance by our "West Coast" office member - Jerry Folkerts. He's graciously accepted an offer to discuss the perils and payoff of back-country flying and will no doubt, share the good and the bad of venturing out West. Jerry shared some of this late last year with spectacular scenery shots and will now pull some additional context to that and share more. I did include one of his recent shots within. Nice Jerry!

For those interested in learning something new or getting better at Chapter involvement, EAA HQ is sponsoring leadership training coming up this week/month. This is a great opportunity to learn something new and also for our chapter to earn some Chapter points for involvement.

HQ will issue 2 AirVenture wrist bands for use per our choosing if all the Officers

participate. Three sessions have to be attended live (virtual) and 3 can be viewed via the recorded version. Please think about it and join in.

Just a reminder too, Valentines Day is quickly approaching and Gloria has issued everyone a Chapter trivia raffle per a separate email. Get your email responses in to Gloria and win your Valentine a special treat just in time! Thanks Gloria.

Be safe and talk soon!!
Joe

EAA Chapter 1387 2021 Calendar of Events

Monthly Chapter Meetings

2nd Wednesday @ 7PM, exceptions noted*

4/13	7/14
2/10	8/11
3/10	9/08
4/14	10/13
5/02	11/10
6/9	12/11* 4-7p, Christmas Party

Meeting Location:

Virtual via "Zoom" until further notice

AirVenture Jul 26 - Aug 1

EAA - Learn to Fly date - May 15

Night Fly Event — TBD



For the Aviation history buffs;

- 1 February 1911 (USA) — Burgess and Curtiss become the United States' first licensed aircraft manufacture,
- 4 February 1902 (USA) — Charles Augustus Lindbergh (1920-1974), one of the most famous aviators in history, is born in Detroit, Michigan.
- 4 February 1945 (Yalta) — United States President, Franklin D. Roosevelt touches down at Yalta, the Crimean resort, in his presidential airplane "Sacred Cow" for a crucial summit with British Prime Minister Winston Churchill and Soviet leader Joseph Stalin.
- 4 February 1949 (USA) — In the United States, the Civil Aviation Authority (CAA) gives authorization for the full use of Ground Control Approach (GCA) landing aids. These will be used only in conditions of poor visibility caused by fog or bad weather and comprise a ground radar system.
- 4 February 1958 (USA) — The world's first nuclear-powered aircraft carrier, the CVAN-65 USS Enterprise is laid down at the Newport News shipyard.
- 5 February 1929 (USA) — Frank Hawks and Oscar Grubb land their Lockheed "Air Express" in New York after a record flight of 18 hours 20 minutes from Los Angeles.
- 5 February 1949 (USA) — An Eastern Air Lines Lockheed "Constellation" lands at LaGuardia, New York, at the end of a flight of 6 hours 18 minutes from Los Angeles, a coast-to-coast record for transport aircraft.
- 6 February 1956 (USA/France) — William Judd lands his Cessna 180 in Paris after a solo flight of 25 hours 15 minutes across the North Atlantic from the United States.
- 7 February 1918 (USA) — Instrument standardization in Army and Navy aircraft established.
- 8 February 1908 (USA) — Three bids for United States Army's first aeroplane proved by Secretary of War.
- 8 February 1933 (USA) — The first Boeing 247 takes to the air opening a new era in air transport, representing the new age of all-metal monoplane designs.
- 8 February 1988 (USA) — The Federal Aviation Administration (FAA) retires an aircraft registration number for the first time (USA) — that of Amelia Earhart's airplane, which disappeared over the Pacific in July 1937.
- 9 February 1969 (USA) — First flight of the Boeing 747 "Jumbo Jet" airliner takes place in Seattle, Washington. The wide-bodied, long-range transport is capable of carrying 347 passengers, and is the largest aircraft in commercial airline service in the world.
- 10 February 1908 (USA) — First Army airplane contracts signed with Wright Brothers.
- 12 February 1921 (USA) — The United States Army Air Service establishes the first in an expending series of airways routes safely surveyed by the army civilian and commercial users linking towns and cities by air by leasing land between Washington and Dayton, Ohio to facilitate a stopover.
- 14 February 1932 (USA) — Ruth Nichols flies her Lockheed "Vega" from Floyd Bennett Field, New York to an altitude of 19,928 feet, a new world record for diesel-engine airplanes.



- 14 February 1980 (Japan) — Japan Air Lines begins commercial operations with the highest-capacity airliner ever put into scheduled service, conducting the inaugural flight of eight Boeing 747SR. The aircraft has seating for 550 passengers, 45 in the upper deck.
- 17 February 1904 (USA) — The Wright brothers inspect the grounds where the St. Louis Aeronautical Exposition will be held.
- 18 February 1832 (France) — Octave Chanute (1832-1910), first great historian of aviation, is born in Paris, France. Brought to the United States when young, Chanute was a civilian engineer before turning to aviation. In 1894 he published *Progress in Flying Machines*. The book became a bible for the Wright
- 19 February 1937 (USA) — Howard Hughes establishes a new transcontinental speed record of 7 hours 28 minutes 25 seconds from Los Angeles to Newark, New Jersey.
- 19 February 1982 (USA) — The first Boeing 757 takes to the air on its maiden flight. With capacity for between 178 and 239 passengers in a wide variety of configurations, it has a cruising speed of 528 mph and a range of 2,100 mi., or 5,343 mi. at economic cruise.
- 20 February 1915 (USA) — During the Panama-Pacific Exhibition, Allan Loughhead is allowed to launch an air service and flies 600 passengers across the bay during 50 days. The 10-minute flight costs \$10 per passenger.
- 21 February 1911 (USA) — A new 1910 Wright “Type B Flyer” owned by Collier’s magazine publisher Robert F. Collier, arrives at San Antonio, Texas on rent to the United States Army for \$1.00 per month to supplement the aging Wright biplane first accepted on August 2, 1909.
- 21 February 1979 (USA) — Former astronaut Neil Armstrong climbs to 50,000 feet in Kitty Hawk, North Carolina in just over 12 minutes in a Gates Learjet Longhorn 28, breaking five world records for business jets.
- 22 February 1928 (England/Australia) — Australian Bert Hinkler lands at Fanny Bay in Darwin, Australia after 11,000-mile solo flight from England. He is the first to make such a trip, setting four other new records: longest solo flight, longest light plane flight, first nonstop flight from London to Rome and fastest journey from Britain to India.
- 23 February 1914 (England) — Harry Busteed makes the first test flight of the Bristol “Scout” biplane at Larkhill training center in England.
- 24 February 1983 (Mexico) — The youngest pilot known to have made a solo flight in a powered, heavier-than-air, flying machine takes to the air for the first time at age of 9 years 316 days. The flight takes place near Mexicali, Mexico and the aircraft the boy pilots is a Cessna 150.
- 25 February 1970 (USA) — TWA becomes the first airline to fly a “Jumbo Jet” within the United States, when it inaugurates a Boeing 747 service between Los Angeles and New York.
- 25 February 1990 (USA) — Smoke-free flights become mandatory throughout North America for all United States airlines.
- 28 February 1918 (USA) — Regulation of the airways begins as United States President Woodrow Wilson issues an order requiring licenses for civilian pilots and owners. Over 800 licenses are issued.
- 28 February 1947 (Hawaii/New York) — A North American F-82 “Twin Mustang” sets a record by flying nonstop from Hawaii to New York in 14 hours 33 minutes.
- 29 February 1964 (USA) — President Lyndon Johnson publicly acknowledges the existence of the Lockheed A-12 “Oxcart” Mach 3+ spy plane program and shows a picture that is actually a Lockheed YF-12A.



NEWS FROM HQ

In February's Chapter Video Magazine, Charlie Becker notes that recordings of EAA Homebuilders Week presentations are available on demand and discusses our upcoming virtual and in-person training sessions for chapter leaders. Check it out!

EAA HQ CHAPTER VIDEO MAGAZINE

Chapter Training:

Date	Time	Training Topic
2/11/21	7 p.m. CST	Habits of Highly Successful Chapters
2/18/21	7 p.m. CST	Chapter Programs and Activities
2/25/21	7 p.m. CST	Chapter Online Presence
3/4/21	7 p.m. CST	Tax Exempt Basics and Fundraising
3/11/21	7 p.m. CST	Insurance and Risk Management
3/18/21	7 p.m. CDT	Resources Available To Chapters

Additional Chapter Training:

Date	Time	Training Topic
1/21/21	7 p.m. CST	Become a Better Chapter Leader - Presidents/Vice Presidents 2021 Watch Recording >
2/23/21	7 p.m. CST	Become a Better Chapter Leader - Secretary/Treasurer 2021
3/24/21	12 p.m. CDT	Chapter Food Service in Today's World



2021 02 FEBRUARY

LEARNING AS WE GO

“Flying two different airplanes types,”

“That turn to final approach.”

and

That Boeing 737-8MAX jet

mr. bill

TO ALL OF YOU WHO ASKED FOR FRIENDSHIP ON FACEBOOK, I AM NOT ON FACEBOOK. I filled out a request for an airplane information blog and it was the sign up for FAECBOOK! Sorry.

Well fresh from our Certified Flight Instructor (CFI) Renewal Conference in January 2021, put on by the GSFIA (Great St. Louis Flight Instructor Association.) The conference was held in the Wings of Hope building down at KSUS, Spirit of St. Louis Airport. Captain Frank and Captain Bill spend 16 hours learning the latest and greatest changes to the world of Ground and Flight Instruction. A lot has changed. The FAA no longer uses the Practical Standards Test guides. The new guidelines are in the ACS Airman Certification Standards. In these booklets are the TASK, KNOWLEDGE, RISK MANAGEMENT, and SKILLS to be followed for the TASK at hand.

We will dabble into these books in the next writing. Basically, the FAA tells you WHERE all the information IS IN THE FAA BOOKS so you study that material. So, when you get an answer wrong on the FAA written test, they can show you WHERE you lacked knowledge. Understand that where you make your “MISSTEAKS” is where the examiner is going to poke around in your Oral Exam for your certificate.



CFI's Frank Baldwin and mr. bill



This Internet thing is really a cool vehicle because I have been able to find some neat video's that put pictures to the words of us flight instructors. The biggest thing I see in the flight deck of any airplane, is the FEAR of saying.. "Hey, I do not fully understand this." When you are the flight instructor it is our responsibility to assure that the student FULLY understands the definition of the word or actions that are required.

It happens in the jet too. Both seats.

The CFI, through questioning and testing, can determine if a task is understood and can be accomplished by the student. In the jet, we all have "Brain Freeze" moments. The cool part is how we as pilots let the other person know, just exactly what it is we should be doing next? "I'd give ya \$10 bucks to tell me what happens next?" Another funny way to ask is the, "Hey I am testing you, WHAT DO WE DO NOW?"

As a student pilot we would say on the radio to ATC, "Student Learner and I need a progressive taxi, PLEASE!" In the Big Jet we may even say the same thing, as a way to break the tension of some highly trained professionals, during this quick instance, not so sure where we are to go or turn. So, the point is, ASK THE QUESTION?

In the past I have written about people who are qualified to fly two different types of airplanes. This video was a sad reminder of not remembering the requirements that go with each different machine you are flying. These are simple machines. <https://youtu.be/eYqS-j3pUHY>

The turn to final video is just another reminder that if you overshoot the final turn, then SLOWLY return to the final, carefully using 20 degrees of bank or to just GO AROUND. <https://www.youtube.com/watch?v=gXEalsCV2dg>

One more for good measure

<https://youtu.be/fumnit13r80>

Thank you, Air Safety Institute for these excellent videos. As they say in the video, LOOK OUT THE WINDOW! A go around adds about 6 minutes to your flight. That is \$15.00 dollars to the rental bill of the airplane. A small price to pay for a chance to make a better approach and landing the next time. A small price to pay, FOR ANOTHER NEXT TIME OR CHANCE IN YOUR FLYING CARRER!

THE BIG JETS

In writing about the birth of the Boeing 737, I mentioned the Boeing 707. Well, on my next big airplane trip, as I was waiting to take off this airplane, a Boeing 707 (KC-135) came in to do a touch and go. Here is what the Grandfather of the Boeing 737 jet looked like:

https://youtu.be/G4REldL_RqI



Also, I was asked after the 300+ flight hour mark, do I feel comfortable in flying the Boeing 737-800NG? The answer is YES. The weekend of January 24 before the early morning flight to DFW Dallas/Fort Worth this was the weather:

KDFW ARR ATIS A
1405Z DFW ARR INFO A 1405Z
SPECIAL. 12006KT 0SM -DZ
FG VV001 11/11 A2995
(TWO NINER NINER FIVE)
RMK AO2 SFC VIS 1/4
P0000. ILS APCH TO RWYS,
13R, 17C, 17L. MNTRD RDR
VCTR APPRCH BTWN DFW 17L
ILS & DAL 13L/13R ILS IN
USE. NOTAMS... RWY 17R
MALSR OTS. RWY 18R CLSD.
RWY 17C ARRIVALS PLAN TO
EXIT LEFT AT P2
HIGHSPEED, UNLESS

What this says is: Winds out of the southeast at 6 knots. Forward visibility of ZERO. Light Drizzle and FOG. Vertical cloud height that can be seen from the ground is variable around 100 feet. So, during preflight of the Boeing 737-800NG, I tested the HUD-Heads Up Display, because that is how I am going to fly the instrument approach, a CATegory IIIb, ILS (Instrument Landing System) to Runway 17Left. I will fly the approach to 50 feet above the runway and, after (hopefully) actually seeing the runway at 50 above TDZE (Touch Down Zone Elevation) quickly transition to the runway visual environment available, look past the "green channelization" lights of the HUD, (a Bob Murray word) and make a quick power reduction, and land the jet on the runway. All in about two seconds of time. Nailed it! Then because the weather was similar at our next destination in KSAT-San Antonio, Texas, I had to fly a CAT II approach, because the weather was 1/8 of a mile and 100 foot overcast. Same flying approach just less sensitive ground equipment. Nailed that approach. Going back to DFW the weather improved and it was CAT I minimums (200 feet and 1/4 of a mile) which the co-pilot could FINALLY fly by using his instruments, looking out the window at MINIMUMS of 200 feet and land the airplane. He had 10 seconds from 200 feet of altitude. So YES! After 365 hours of left seat time, I was fully comfortable and able to bring this Boeing 737-800 NG to the runway, land, and find the arrival gate. I have graduated.



The other question was, "How do you know it is a B 737-8MAX?"



A: You can tell by the scalloped cowling at the rear of the engine cowl. It also has the lower winglet on the Blended Winglet. Because of the lower material called a Split Scimitar Winglet (SSW) the pilot must land in a crab and not lower the wing which could cause the SSW to be scrapped off. They weigh 294 pounds per aircraft but give a fuel savings of 1.6% and extends the range of the aircraft 65nm. The cost to upgrade the winglets is a \$555,000.

Oh, and for you engineer types, check out this video on how the B 737-10MAX folds its landing gear to prevent a tail strike on this elongated, by 66 inches, fuselage.

<https://www.youtube.com/watch?v=c-AtOdt9dhw>



Q? Who was the first African American pilot to be hired by a major airline?

A: Captain David Harris at American Airlines

Q? Who was the first African American to earn a pilot's license?

A: Emory Malick in 1912. He also earned his Mechanics Certificate and flew his "homemade" aeroplane over Central Pennsylvania.

EXTRA EXTRA!!

Hello chapter 1387 Members!

We're having a raffle at our next Zoom meeting.

You will be entered once for any correct answer, and twice if you get all five questions correct. We have lots of fun prizes for you and your Valentine.

Send your responses to

gloriaroser7@gmail.com

Must enter prior to February 10th meeting.

Thank you!

1. On January 26, 1953, EAA founder Paul Poberezny called the first official meeting of the Experimental Aircraft Association in Milwaukee, Wisconsin. It was held at which field?
2. Pilots Dick Rutan and Jeana Yeager co-piloted their non-stop flight in Voyager around the world on December 23, 1986. How many days did it take them?
3. What year did Sun N' Fun (Spring Break for Pilots) begin?
4. Which member of our Chapter 1387 has the lowest EAA membership number?



5. EAA AirVenture 2021 plans to Celebrate the Greatest Generation, 75 years, (plus one) to commemorate the end of World War II. Name the two aircraft in the photo.



And, from our West Coast Office,,,,,for your viewing pleasure, courtesy of member Jerry Folkerts — Nice shot Jerry! Looks like some nice flying weather!

Near Shiprock looking NW to Monticello UT





The new F-15EX fighter jet completed its historic first flight on Feb 2, 2021. Building on the undefeated F-15, this modern aircraft has a digital backbone. This means it can serve as a testbed for the U.S. Air Force, allowing them to add or upgrade future capabilities.



<<https://www.boeing.com/defense/f-15ex?utm_source=emaildatabase&utm_medium=email&utm_campaign=f15exfirstflight&utm_content=2032021&utm_bu=bd-defense&utm_topic=f-15ex&utm_audience=defense#/video>>



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

2/16/21 7 p.m. [Flying Procedures into Canada](#)
CST Qualifies for FAA WINGS credit.

Luke Penner

So you want to take a trip to Canada but don't know all you have to do to cross the border to and from the U.S. Attend this FAA WINGS presentation and learn answers to common questions, such as how the customs process works and how easy or hard border crossing is. Join CFI and Aerobatic pilot Luke Penner as he talks about complying with border crossing requirements.

2/17/21 7 p.m. [ATC and You: Balancing IFR Flying and the Efficiency of Controlled Airspace](#)
CST Qualifies for FAA WINGS credit.

Richard Kennington and
Bob Obma



Do you know the impact your flight has on the ATC system? Many pilots don't realize how they are affecting the flow of air traffic, but with a little knowledge everyone can contribute to the safety and efficiency of the airspace system. This course will explore some misunderstood procedures and give a behind the scenes perspective that will help you make the most of your flying in controlled airspace. We will use IFR examples but the topics covered will benefit VFR pilots as well.

2/24/21 7 p.m. [Owner in Command: Things I Wish I Knew Before I Knew Them](#) Sebastien Seykora
CST
Qualifies for FAA WINGS and AMT credit.

A detailed look at the maintenance decisions and responsibilities of owning a certified or amateur-built aircraft, with special emphasis on Canadian rules and registered aircraft. Covering regulations, maintenance schedules, service bulletins, airworthiness directives, and various manufacturers service instructions in order to determine when and how to inspect and maintain registered aircraft.

3/2/21 7 p.m. [Panthers and Beyond](#) Dan and Rachel
CST HOMEBUILDERS WEBINAR SERIES Weseman

Dan and Rachel Weseman of Sport Performance Aviation will discuss the Panther, a single seat, aerobatic, mid-sized, low wing Sport or LSA aerobatic airplane with quick fold wings. They will also talk about progress on Cougar, an upcoming two seat version of the Panther.

3/3/21 7 p.m. [How Mags Fail](#) Mike Busch
CST Qualifies for FAA WINGS and AMT credit.

Following up on his previous EAA webinar about aircraft magnetos, Mike Busch A&P/IA discusses the various ways that magnetos can fail, how pilots can safely deal with these failures (and why they usually don't), and how proper maintenance can prevent these failures from happening in the first place.

3/9/21 7 p.m. [Bong: America's Ace of Aces](#) Chris Henry
CST MUSEUM WEBINAR SERIES

Join Chris Henry from the EAA Aviation Museum as he discusses the life of America's highest-scoring WWII ace, Richard Bong. The fascinating story will lead to a discussion about the EAA Aviation museum's beautiful P-38 which is painted to honor Bong and his wife Marge.



How Can We Help?

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Helpful Links:

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

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

<https://www.faasafety.gov>

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