



April 2024

EAA Chapter 1387 Newsletter



President's Corner | April 2024 | Bill Jagust

LEARNERS AS WE GO “GOING BACK TO BASICS- FLYING A SAILPLANE” mr. bill

Hello EAA gang, this is going to be a short and sweet newsletter so I can jet off to Tampa for a week of cool flying in the Florida area. BUT, I do want to let y'all know that thanks to Dave C. we will be get to experience a fantastic sailplane called a Schleicher ASW 20. When this sailplane arrived on the scene it won many contests.

So, what is different with transitioning to sailplanes. It can NOT be that difficult!?!

IT IS DIFFERENT!

Well, the sailplane (sometimes called a glider) acts basically just like an airplane once you get it away from the ground. THAT is the difficult part for you, airplane pilots. Once we get you to 200 feet of altitude things are normal. BUT that takeoff and landing will cause you some ANGST, until you get to 200 feet altitude.

Hey, here is a YouTube video of how to do this takeoff:



Figure 1: <https://www.youtube.com/watch?v=X7mnLQHHQ20>

April Meeting (0900 Sat. 6 April) – 300 Bonanza Ct. Troy Airpark



Figure 2: <https://www.youtube.com/watch?v=xqqo6sQAWjA>

Well, great now we are in the air. How about some serious flying?



Figure 3: <https://www.youtube.com/watch?v=Hkhos3OLbZk>

How about a nice landing?



Figure 4: <https://www.youtube.com/watch?v=K8swtzRbdT8>



How about a landing several miles from where you took off and where you had to land in a wheat field?



Figure 5: <https://www.youtube.com/watch?v=pBm9HYLZhiw>

How about a tow plane that is NOT climbing???



Figure 6: <https://www.youtube.com/watch?v=yZNQtoQIIfo>



And what can happen when you show off! (See attached movie....)

While I was in college the aviation fraternity showed this 16mm film, called DAWN FLIGHT



Figure 7: https://www.youtube.com/watch?v=A0ptkl_0-xc

SORRY FOR THIS SAD VIDEO, BUT THE DVD REMASTERED VERSION IS AWESOME. So, enjoy it on your personal computer and I wish I could find my digitally remastered version of this film. It shows two Schweizer 1-26 gliders flying formation. Being filmed by a Schweizer 2-32 sailplane, filming behind the first two aircraft.

Some AWESOME footage and FLYING.
Alrighty then.

So, our discussion will be about sailplanes and what we do with them in modern times!

Again, thank you Dave C. for allowing us to open the “cocoon” of N76SP, his AWS-20 Sailplane.

And if y’all did not get enough of the last meeting called, “MARCH “RV” MADNESS” here is the latest from Van’s Aircraft.

Again, thanks to all the RV pilots who brought out their airplanes for this awesome meeting.



Figure 8: <https://www.youtube.com/watch?v=cu6CFrnSFmA>

Q? What is the longest flight in a sailplane?

A: 1,898 miles! This is how they did it!

Figure 9: <https://www.recordcourier.com/news/2023/jun/22/minden-pilot-sets-soaring-distance-record/>





Q?The original glider pilots, Wilbur and Orville had how many “Glider flights?”

A:Somewhere between 700 to 1,000 flights.

Safe flying everyone, mr. bill 314-494-3987

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As the Newsletter editor at large, I'm always seeking your input for sharing with the Chapter. To this end, all input for the Newsletter is due at the end of the month for the next issue. Please feel free to submit any item of interest to share. Thanks for your support and blue skies!

Joe V.

VMC Question of the Month

Question: What is the difference between torque and P-factor?



Answer: Torque is the force that counters rotation of the propeller, whereas P-factor refers to the asymmetrical propeller thrust caused by the difference in angle of attack between the ascending and descending propeller blades. Both are responsible for the left turning tendencies experienced by a single-engine aircraft during climb.

Source: FAA-H-8083-25C, Pilot's Handbook of Aeronautical Knowledge, Pp. 5-30, 31



Thank you for your participation and support of the Young Eagles program in 2023. To recognize the support from Chapter 1387, EAA has issued the chapter Young Eagles credits based on 2023 flight activity. From January through the end of July 2023, chapters were credited at \$10 per Young Eagle flown, and beginning in August through the end of the year, chapters were credited the standard \$5 per Young Eagle flown.



In recognition of its support, EAA Chapter 1387 earned \$385 in Young Eagles Credits.

Your chapter may begin redeeming these credits on March 1, 2024



NEWS FROM HQ



In the April Chapter Video Magazine, Charlie Becker gets you up to date on EAA happenings:

- 1.) Learn to Fly Week May 13- May 18th
- 2.) Young Eagles – 8 June Int'l YE Day
- 3.) EAA Weekend Work Parties - May/June
- 4.) Aeromart
- 5.) Chapter Award Nominations





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The Zen of IFR

MARCH 29, 2024 / [0 COMMENTS](#) / BY [ALEXANDER SACK](#)

In John Zimmerman’s thought-provoking article, “[*What Matters For IFR Proficiency? The Answer Is Quite Simple.*](#)”, he highlights that deficiencies in basic instrument flying skills was the probable cause of a lot of accidents in IMC – not the weather, not the airplane, but the pilot, who simply got overwhelmed and lost control. He ultimately concludes that the best way to stay proficient then, all things being equal, is to practice flying in IMC (real or simulated) to ensure you can minimally meet the ACS standards for basic attitude instrument flying.



In John's article, he ultimately concludes that the best way to stay proficient is to practice flying in IMC.

Yet there is a certain underlying theme that permeates both John's article and the many reactions to it that for whatever reason never really gets fully articulated, and it's this: Instrument flying is just as much a way of life as it is a skill.



For professional pilots, their high cadence of flying coupled with constant recurrent training ensures proficiency.



And that's why professional pilots, as John pointed out, are statistically safer flying in IMC than their GA counterparts; their high cadence of flying coupled with constant recurrent training not only ensures proficiency, but develops a certain state of mind when they fly – a “zen” if you will. In turn, they don't see their instrument skills atrophy to the point of calamity nearly as fast as GA pilots do.

Putting it in less mystical terms, everything from their scan to even how they brief an approach is ingrained as behavioral norms and executed out of habit not concerted thought. And if you have any pro pilot friends like I do, I highly suggest flying with one of them and witnessing it for yourself first hand. It's pretty obvious.

That begs the question then: How can an average GA pilot like me who flies around hundred hours a year stay proficient? The answer is quite simple (well, maybe): I incorporate some aspect of IFR flying into *every single flight. Every single one.*

That means hand flying to within or better ACS standards. That means filing to those hamburger runs in order to practice my CRAFT and phraseology. That means flight planning a VFR flight like an IFR one by reusing Victor airways and programming along track waypoints for descent planning. That means occasionally flying the green needle instead of the magenta one. And in warmer months, it means seeking out destinations with blue or red dots on them, while in colder ones, relying instead on my home sim to do the same. You get the point.



In colder months, I use my home simulator to help stay IFR proficient.

All of the above isn't me trying to convince you I'm a competent IFR pilot. Instead, it's to showcase that staying instrument proficient is more akin to a lifestyle choice than a matter of just getting my six HITS in; every single flight is conducted through an instrument flying lens as part of my never-ending battle against weekend warrior rust.



And it is in this aspect that I think a lot of articles about instrument proficiency get wrong: Instrument flying isn't some kind of switch you turn on because of low ceilings or visibility. It's a state-of-mind you're constantly in no matter the conditions. In other words, having your instrument rating doesn't make you a better pilot because you can read an approach plate or fly partial panel (yet another skill I don't practice nearly enough), rather, it's because in order to stay proficient, you need to execute your rating on every single flight – just like the pros do.



In order to stay proficient, you need to execute your rating on every single flight – just like the pros do.

Coming full circle: Is the answer to IFR proficiency really that simple? I don't know. What I do know is that for the overwhelming pilots I talk to, instrument proficiency is not even worth the effort. Most, if not all of their flights are for the scenery and/or the company, neither of which they feel can be truly enjoyed in the soup. For me however, the answer lies somewhere in that personal commitment I've made to myself to execute some aspect of my rating on every single flight in order to stay sharp and be the best pilot I can be. Of course, your nautical mileage may vary. Caveat emptor.

Author Recent Posts



Alexander Sack

Alexander Sack is an Instrument rated Commercial Pilot based in New Jersey who will at any moment spontaneously talk about airplanes. Occasionally, he pretends to be a Senior Software Engineer with decades of experience wrangling big data and designing high-performance software systems. In his copious free time, he likes to read approach plates, espouse the benefits of flight sim, and stare at Skew-T diagrams. He also has been known to read a lot of Air Facts articles over the years because a good pilot is always learning.



Chapter 1387 Events for 2024. Always looking for membership inputs on what everyone is working on or what you'd like to share with the Chapter. Building projects, Items of Interest, etc. would be ideal. Please review and send me your input to share! Thanks, Joe V.

2024 Chapter 1387 Calendar of Events-Meetings on 1st Sat of the month at Troy Airpark

April

- Member Input – Mr. Bill and Sailplanes – 6 Apr.
- Solar Eclipse Trip – 8 Apr.
- SIU-Carbondale Airport Flight/Maintenance school – 10 Apr.
- Chapter Project – Need Chapter Sign for EAA Blue Barn
- **Leadership Academy Training - 20-21th at EAA HQ**

May

- **13-18th – EAA Learn to Fly Week**
- YE Rally?
- IRS Form 990N due by 15thJa
- Plan for Chapter Camping for AirVenture
- Major Achievement Awards deadline
- Member Input – Bill Jagust – Flying the Gyrocopter & a Hot Air Balloon

June

- International Young Eagles Day - June 8, 2024
- Member Input – John Roser – The Retired Airline Boyz

July

- 22-28 July - EAA AirVenture – Chapter Breakfast and Picture on Wed- 24th

Aug

- Member Input – Tech Update?

September

- Member Input -
- Chapter Poker Run Fly Out

October

- YE Rally at Mexico
- Member Input - Volunteer Needed
- **Leadership Academy Training - 24-25th at EAA HQ**

November

- Officer Elections – Secretary and Treasure
- Member Input - Volunteer Needed

December

- Chapter Christmas Social
- Election Results
- Chapter Renewal by 31 Dec for HQ



Chapter Leadership Academy

Now is your chance to attend a very special EAA Chapter Leadership Academy, an interactive, two-day workshop held in Oshkosh, WI that focuses on topics important to you as chapter leaders.

Here, you'll have the opportunity to immerse yourself in a wide range of chapter-related subjects, such as business fundamentals, recruitment, fundraising, public relations, EAA resources, programs, and more! The academy provides an excellent opportunity to network with other chapter leaders as well as interact with EAA staff through interactive workshops and conferences.

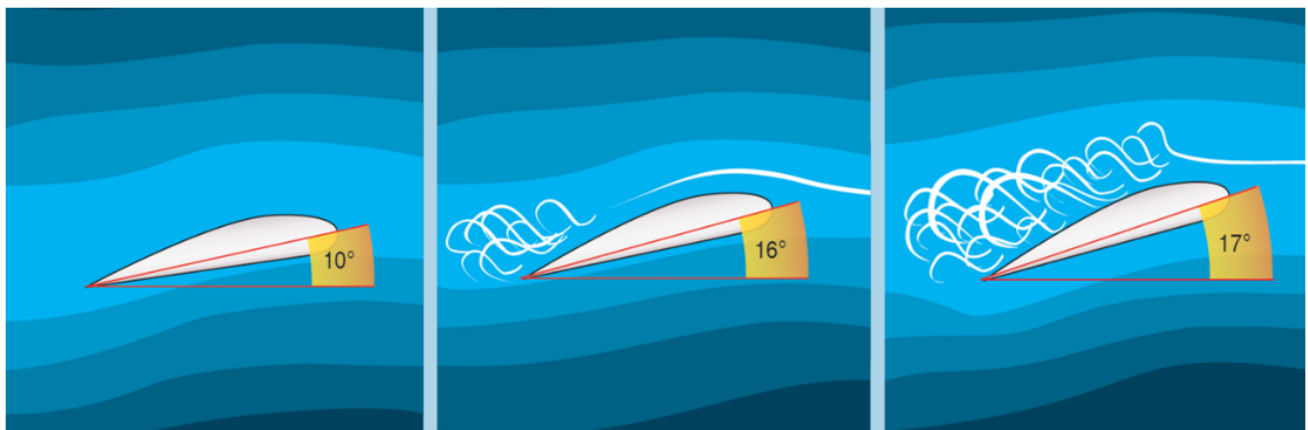
Participants stay at the EAA Air Academy Lodge in Oshkosh. Day one of the event includes an afternoon check in, followed by a social hour with EAA staff and a special welcome dinner. Day 2 starts a full day of class, which conclude at noon on day 3. Count on meeting and talking with a host of EAA staffers, and going to a very special EAA Museum tour we have planned for you!



Upcoming Chapter Leadership Academies: 2024 Academy

- April 20 - 21, 2024

Did you know???.....



The angle at which the wing loses that bunch of lift is called the "critical angle of attack," and for small airplanes, that's usually about 16°.



LEARN to FLY WEEK

May 13–18, 2024

Supported by **sporty's**

Upcoming Webinars Schedule

Upcoming EAA Webinars

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars. Registration is required, and space is limited.

[The Van's RV](#) | Museum Webinar Series

Tuesday, April 2, 2024, 7 p.m. CDT with Chris Henry & Dick VanGrunsven

The Van's RV series is one of the designs that changed the landscape of homebuilt aircraft. Tonight we will talk about the examples in the EAA Aviation Museum collection, as well as the history of the type.

[Ending the War on Jugs](#) | Qualifies for FAA WINGS and AMT Credit

Wednesday, April 3, 2024, 7 p.m. CDT with Mike Busch

Historically, the rule A&Ps were taught about cylinders was simple: If the compression reading was less than 60/80, the cylinder had to come off for repair or replacement, period. This works well for mechanics, who are always happiest when they have clear-cut guidance to follow. But it was bad news for aircraft owners, who have to shell out several thousand dollars each time a jug gets yanked, and occasionally suffer catastrophic engine failure when the cylinder installation isn't done precisely right. In recent years, we've developed far more effective methods of assessing cylinder condition, catching problems early, and remediating them without the need for costly and risky cylinder removal. In this webinar, Mike Busch discusses these modern methods, techniques, and practices.

[Fueling VFT - Learning from Mistakes to Prevent a Tragedy](#) | Qualifies for FAA WINGS Credit

Wednesday, April 17, 7 p.m. CDT with Keith Clark

Everyday aircraft are fueled, and what happens during this time is the key to preventing a tragedy. Keith Clark from Phillips 66 Aviation discusses proper communication of aircraft fuel orders and strategies to ensure verification. Keith reviews examples of past mistakes and how to learn from these mistakes to prevent another aircraft misfueling.

[Mr. Bearhawk's Wild Ride: A Surprise Encounter With Extreme Turbulence](#) | Qualifies for FAA WINGS Credit

Thursday, April 18, 7 p.m. CDT with Russ Erb and Karl Major

Russ Erb and Karl Major, retired USAF flight test pilots, discuss their encounter with an invisible mountain wave rotor, and their subsequent analysis of what happened. Includes a re-creation video depicting the sequence of events, and details of how the airplane was inspected for damage after the incident and thoughts on how this event could have been mitigated.



Four Ways to Save Fuel, Time, and Money with Better Flight Planning | Qualifies for FAA WINGS Credit**Wednesday, April 24, 7 p.m. CDT with Andy Matthews**

Andy Matthews, of iFlightPlanner, discusses four simple ways you can save fuel and fly faster every time you step in the cockpit using iFlightPlanner. EAA members receive special discounts of 20% plus on iFlightPlanner. Andy will review key features and how to use iFlightPlanner to the maximum benefit.

Borescope Initiative | Qualifies for FAA WINGS and AMT Credit**Wednesday, May 1, 7 p.m. CDT with Mike Busch**

The borescope is one of the most important and versatile tools for inspecting GA aircraft, and is the gold standard for assessing cylinder condition in reciprocating aircraft engines. However, aircraft and engine manufacturers have provided no guidance on how to perform a proper cylinder borescope inspection, and A&P training doesn't cover it. In this webinar Mike Busch, A&P/IA, discusses what his company (Savvy Aviation) has done recently to fill this vacuum.



How Can We Help?

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