



February 2022

EAA Chapter 1387 Newsletter



President's Corner |

Many of us are in the throes of cabin fever, and yearn for the return of more frequent days we can enjoy certain outdoor activities. Flying is, of course, one of those activities and is a common element binding our chapter. Yes, general aviation planes and pilots can operate in winter but when snow or ice are the surface of the runway, or the weather conditions along the intended route are simply too iffy, it's often a no-go. And so it goes also for motorcycling. Not all pilots are riders and not all riders are pilots but it's not surprising that a lot of people are active in both. While not meant to be an exhaustive comparison, I wanted to touch on at least a few similarities between general aviation and motorcycling.

Roll, Pitch, Yaw – Both are 3-dimensional activities, or rather, the pilot or rider must be engaged in managing resources and forces around three axes. This, compared to driving, where two axes are mostly considered while we don't have to think too much about the vertical axis. It's not that the same forces and laws of physics apply differently, simply that fewer planes (as in, planes of motion, not the aircraft itself here) are essentially fixed when flying or riding. And between aircraft and motorcycles, roll, pitch and yaw are typically more pronounced and higher amplitude in the plane than on the bike but riders definitely feel these. Changes in speed and direction require coordination, using throttle as well as multiple other inputs

we command of the machine, all in an integrated and coordinated fashion.

Ambient Conditions – We feel wind shift more in a plane or on a bike as compared to a car. Pressure changes and what it does to the inner ear, temperature fluctuations, humidity levels ... these are all more "felt". Just as the longitudinal axis of a plane may not necessarily align with the heading as it is rotated about its vertical axis, a motorcycle traveling straight in a heavy crosswind may actually be at a lean/rotated about its longitudinal axis, to counter the force of the crosswind—it is essentially in a constant turn yet travels straight forward. Both require compensating inputs on the controls to maintain or change velocity. Again, the same forces act on your four-wheeled vehicle but require much less operator involvement. Temperatures and icing; we are familiar with the disabling effect ice on aircraft control surfaces can have. Icing as it typically manifests on an airplane is different than on a bike but for both there is a point where full control is not possible—on the bike it may be the rider whose hands are too numb to effectively operate the clutch, front brake and throttle.

Exclusivity -- Both are activities relatively few do. There are many more licensed motorcyclists than private pilots but it's still a specialized group and something not everyone can or wants to do. This can also mean non-enthusiasts don't fully understand and may even label inaccurately. Whether



we fly, ride or both, it's imperative to always remember we are ambassadors whether we consciously acknowledge it or not. Those outside GA or biking need to see exemplary behavior if we are to expect the hope that our interests and freedoms are not eroded by those who were influenced by negative experiences. GA is more regulated but all the same, it doesn't take much to offend some people and it's in our collective best interest to be courteous and act professionally. It's safer too.

Emergencies – While we can often get away with relaxing somewhat in a car, it's not even close as compared to flying or biking. Both use acronyms and mnemonics to quickly remember and recall procedures when seconds count. Always looking for that place to land if needed, or where and how fast to steer the bike to avoid a collision; we should constantly be seeing and rehearsing the emergency maneuver, anticipating the next few moments and options, always. "See and Avoid" is meaningful all around. In general, if you want to have the best long-term safety record it pays to remain ahead of your machine, living in the present but also in the near future, anticipating the next few seconds around you. True in a car but so much more impactful in a plane or on a bike, Well, hopefully not impactful at all!

Maintenance – Both activities are maintenance-intensive. Again, aircraft are more subject to required and periodic inspections and maintenance than are motorcycles but both can see catastrophe when something goes wrong, wears out, fails. Tires; on a car a blowout can be deadly but it is typically not as catastrophic as when it happens on a plane or bike, perhaps more so with the bike. A blowout is a handful and

is easier to mess up when in the plane or on a bike as compared to in a car. Our 172 nosewheel tire once failed upon landing; maintaining our desired path of travel while trying to slow but also keep as much weight off that tire as possible (and using process of elimination as we could see the mains were intact) required more attention and mental presence than it might in a car. We might be able to get away with sloppy maintenance on a car but it'll cost big on a plane or motorcycle.

Performance – There are liquid-cooled planes and motorcycles but also many that are air- and oil-cooled. Air temperature, humidity, density ... these have a more noticeable and greater effect on the powerplants than their liquid-cooled counterparts. Aerodynamics are affected too, more so in the plane for sure.

Advocacy – If you fly or ride, or both, you really should be involved at some level in the preservation and success of the activity. Non-participants do not always understand the contributions we make to our overall economy, or that we often tend to do charitable work around these activities, etc. If you're (still!) reading this then you're probably involved in EAA—great!! There's AOPA too, and by the way, do you know who in our state or national legislatures is GA-friendly? Who is not? And what about newcomers? You wouldn't strap a first-time flyer into the seat and proceed to demonstrate the full aerobatic capabilities of the plane. You wouldn't impress them so much as scare them and otherwise leave that individual and everyone they tell about it a bad impression. Similarly, when giving someone a first ride on the pillion of your bike, just because the vehicle will out-



accelerate even some exotic cars doesn't mean you launch the front wheel while they hang on for fear of being thrown off the back. And what of the naysayers who mistakenly attribute a higher level of danger to our activities than is warranted? "Small planes/motorcycles are SOO dangerous!" Sure, they can kill you. So can choking on your oatmeal. What outsiders often fail to realize (as well as some pilots and riders) is that risks associated with flying or riding are generally concentrated. We effectively mitigate risk when we know what is most likely to cause problems. For example, in motorcycling, a disproportionately high number of deaths and serious injury are resultant from 2-3 main factors—riding when impaired and not wearing appropriate gear. Substantial reduction in risk comes when one rides only when alert and when properly geared. We owe it to ourselves and to our fellow enthusiast to be responsible with our training, overall competency and adherence to best practices.

Fun – we can tend to rationalize the time and money spent on certain pursuits. I convinced my significant other when buying a street bike once that every mile ridden was basically money in the bank because cost to operate such a small vehicle as compared to a full-size pickup truck was smaller. I kind of knew then (and was called on it) that that was hogwash but I was campaigning hard. Probably better to simply acknowledge that economy is not the strong suit here but what we gain is less tangible but oh so significant. You know what I mean so no need to elaborate.

As mentioned, this has not been an exhaustive look at what differentiates aviation and motorcycling from other pursuits and from each

other. There are certainly many more similarities and differences. But to revisit one of them and add another, I'd like to reiterate that we must be active and not passive when it comes to preserving our rights as GA participants. Being active in a local EAA chapter is one way to do this. Then there's the social aspect and all that means—flying, biking...both can be deep and rich wells of experience with like-minded others.

Brett Seifert

EAA Chapter 1387 2022 Calendar of Events Dates

Monthly Chapter Meetings

2nd Wednesday @ 7PM – Exceptions as noted*

1/12 7/13

2/09 8/10

3/09 9/14

4/13 10/15*

5/14* 11/09

6/11 12/10* Christmas Party - 4-7PM

Meeting Location:

Lincoln County Health Dept.





2022 Chapter 1387 annual dues are due. \$15 for a single membership and \$20 for a family membership payable to EAA Chapter 1387

and sent/given to our treasurer, Pat Donovan. His mailing address is: 421 Piper Ct, Troy, MO 63379. Thanks

Young Eagle Update

(by Pat Donovan)

Jonas has passed his private written and is applying for the remaining of his scholarship funding.

- Jonas is looking to schedule a DPE for his check ride.
- The application period for the Ray Scholarship for 2022 ends on Jan 31st which we have applied for. Expect to hear back by mid-February.



Young Eagles Presenting Sponsor



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 stay warm!

Joe V.



NEWS FROM HQ

In February's Chapter Video Magazine, Charlie Becker discusses our upcoming Virtual Ultralight Days online event, training opportunities for chapter leaders, Learn to Fly Day, and International Young Eagles Day. Check out the link below!

EAA HQ CHAPTER VIDEO MAGAZINE

Below is a little more detail on the Events we're thinking about in 2022. I've been collecting your idea's and really appreciate the inputs. For the basics, we're looking to have membership inputs on what everyone is working on or what you'd like to share with the Chapter on a monthly basis. Building projects, Items of Interest, etc. would be ideal. I've added in some suggestions but send me what you'd like to contribute, and we'll get it scheduled for all to enjoy! We have 2 YE event's planned, a couple of build projects to discuss, and working on a fly-in at the Troy Airpark (pending approvals) and even a suggested Flying Poker Run! (That sounds like fun!) Please review and let me know your thoughts! Thanks, Joe V.

Chapter 1387 Calendar of Events for 2022

February

- Sign up Air Academy nominee
- Update Planning Events for Year
- Member Input – B. Siefert - Sonex Update (Or Home Hangar Status)

March

- Order chapter marketing materials for spring/summer events
- Sign up for Chapter Camping for AirVenture
- Member Input – D. Baldwin – KR2? RV8, etc
- Field Trip – Site visit to Creason Racing Engines in Troy

April

- Member Input - J. Roser – RV 6 Update
- Chapter Project – Need Chapter Sign or Adirondack Chair for EAA Blue Barn

May

- **YE Rally at Washington**
- IRS Form 990N due by 15th
- Sign up for Chapter Camping for AirVenture
- Major Achievement Awards deadline
- Member Input – Pat Donovan – Comanche / RV9 ?



June

- **International YE Day – June 11th**
- Chapter Fly In at Troy Air Park?

July

- EAA AirVenture – Chapter Breakfast and Picture

Aug

- Member Input – John Tracy / Tim Finley– Tech Update?

September

- Member Input - Bill Jagust – ATP Update
- Chapter Poker Run Fly Out

October

- YE Rally at Mexico
- Member Input - Volunteer Needed

November

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

December

- Chapter Christmas Social
- Election Results
- Chapter Renewal by 31 Dec.

In case you missed it, pick the link below if you missed Homebuilders Week – Lots of great learning and information available on a variety of topics for the Builder!



Sponsored by





The Aviators Beacon

(by Gloria Roser)

This Month's Pilot Spotlight:

Mabrey "Pat" Donovan

Total fixed wing hours: 1500; Total Helicopter hours: 15,000+

It all started in the 1930s with a bicycle ride from Kirkwood, Missouri to Lambert Field to watch a fixed based operator give sightseeing tours of St. Louis, MO. Pat Donovan would watch for hours until his mom called the FBO and said to send the little red haired boy home for dinner. Sometimes, he was lucky enough to fill an empty seat on the sightseeing flights before he pedaled home.

When did he learn to fly? He built his time as part of the Civilian Pilot Training (CPT) Program started as WWII was looming in a Piper J3 Cub then moved on to a J5 and had his first solo in September 1942. He logged 38 hours in Piper Cubs and still has original logbook. His CPT was located in Maryville, Mo under a contract to Maryville School of Aeronautics for fixed wing training. The ground school was at Northwest Missouri State Teachers College. After 37.5 hours he graduated and waited for the USN to call. He entered the Navy in the fall of 1943 and trained in the N2S-3 (USN version of a Stearman Kaydet) and SNJ. <https://www.history.navy.mil/content/history/museums/nnam/explore/collections/aircraft/s/snj-texan.html>



On January 10, 1944, he became Carrier qualified and by February 7, 1944, left the USA on the US Gambier Bay CVE #73 enroute to Pearl Harbor. He joined the ComAirSoPac Pilot pool. (Commander Aircraft South Pacific) <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-usn-g/uss-gambier-bay-cve-73.html>



He had a leave in Sydney, Australia, before departing Espiritu Santo and saw Bob Hope in August 1944. By September 1944, one year and one day as a US Naval Aviator he travelled 22,800 miles point to point, visited 24 separate Islands, had been in 85 Pilot pools, started 3, and slept in 34 beds in the Pacific.

In November 1944, Pat joined VT-44 USS Langley, CVL 27 and was off to Luzon in the Philippines. <https://www.history.navy.mil/our-collections/photography/us-navy-ships/alphabetical-listing/l/uss-langley--cvl-27-0.html>

January 1945, after numerous flights, bombings, and raids, the first carrier raids from the China Sea, the Japanese struck back against the Langley. While he was watching the attack from the flight deck, a bomb hit adjacent to his state room filling it with shrapnel. By February he said that word came of relief, and he had waited 51 weeks for this. He was heading back to Alameda, San Francisco after 385 days.

May 12, 1945 he heard Germany had Quit!

June 1942 he had reported to Eugene, Oregon to form yet another squadron and retrain. There he met a young lady. His squadron was transferred to San Diego in July for anti-sub training, and the young lady decided to follow him. On July 28th they married. He was then off to Holtville, California for rocket training.

August 14, 1945, Japan had "surrendered unconditionally" per Pat's logbook notes. The official V-J Day! Just before being released from active duty, Pat was given command of Smart Field for a few weeks.

Pat was recalled during Korea in March 1952, and began recurrent training at Pensacola in the SNJ, TBM, and F4U while waiting for jet training. The Navy was



looking for helicopter pilots and Pat volunteered. First learning rotary wing in the HTL-4 & -5 (Bell 47 like on MASH).

He was a full Lieutenant now. Elizabeth City, North Carolina was his next stop to fly the HUP-3S where he protected the East Coast from North Korean submarines.



Pat shared he wanted to fly helicopters because they were new and upcoming.

https://en.wikipedia.org/wiki/Piasecki_HUP_Retrieve

Pat had an amazing career in the Navy, but the majority of his helicopter hours were logged after he was released to inactive duty as a civilian. Here a few positions he held flying helicopters:

- Flying construction supplies to Greenland DEW Radar Stations where he brought his son Pat, a harpoon which he proudly still displays.
- Supporting electrical tower construction in Puerto Rico.
- Supporting activities off the Gulf coast; Alaska; and the jungles of Columbia for both oil exploration and operation.
- Flying the Hughes-500 MediVac helicopter over Heavenly Valley Ski resort.
- Flying over the Sierra Nevada Mountains with hydrologists snow testing for water levels in California.
- Ferrying Bell 47 helicopters to/from Louisiana and Alaska.
- Flying Sikorsky 61's for 14 years in the San Francisco Bay area. https://en.wikipedia.org/wiki/Sikorsky_S-61



You can see from the most recent photo and the smile on his face, how much he loves to fly helicopters.



**Thank you, Mabrey “Pat” Donovan for your service in the
Navy and your aviation history!**



2022 02 FEBRUARY

“LOOKS LIKE THIS IS GOING TO BE THE YEAR!”**mr. bill**

If I just wrote the words, “Hey, the masks DO NOT have to be worn anymore,” this would be GREAT!

But as I believe that the above statement will be announced somewhere down the road, as I am very optimistic about this year.



First off, did you see the picture in my article header, it is the “she” and not the “he” of the family! The she is Ms. Jackie, a “let’s get this done” right seater who was just not going to sit by and watch that Left seater man in her life fly the airplane, took to the skies and started flight instruction in the RV-12. Lady J was taking ALL the actions and motions in and quickly turned them around and showed us that SHE could make it happen. It is amazing what the person sitting next to you and watching your every move flying an airplane picks up and transfers into actual flying motions when given a chance to fly the airplane. Ms. Jackie could get it pre-flighted and fired up and taxied out to the end of the runway with NO help from me. She could even take off and climb out! So, we practiced on landings and happen it did! After my two lessons she was good to 100 feet above the runway and with CFI Doug he tweaked her the rest of the way for some awesome landings and then for her BIG MOMENT, as captured below. She flew by herself and brought the airplane back to the hangar and got her SOLO Shirt! Congratulations Ms. Jackie.



Jackie and her clipped shirt from her solo

In a tag team event Lady Jackie from the EAA 32 group has soloed the family airplane! The other tag team instructor was Mr. Doug T. who was recently was hired by the American Eagle family which will have him up flying at American Airlines in less than 4 years. Congratulations to you CFI Doug.

Also on this date, your very own article writer rolled over 22,000 hours of total flight time. Earlier in the week on January 20th, I marked my 33 years of airline flying. Where did the time go? Especially now that all the DFW based Boeing 737 pilots are Internationally Qualified, I am visiting some really neat and remote places below the southern border.



mr. bill accumulating 22,000 flight hours and 33 years in the airline industry with his landing in
Cabo San Lucas, Mexico

As your EAA 32 Librarian, I was able last year to drop off the unbounded magazines to the same place where Mr. Paul H. Poberezny had his magazines bound. I see that there are a few years that are still unbound in our EAA 32 library, and I will be updating those on this next go around with travelling to Madison, Wisconsin.



January 28, 2022, Mr. Boeing received certification of his newest airplane the Boeing 777X. The extended wing tipped airplane that fold up has those wing tip extensions manufactured parts made in Saint Louis, MO.

I see that last December 09 that the Civil Air Patrol CAP- celebrated their 80th anniversary. January 26, 2022, was the 69th birthday of our fine EAA organization.

Anybody know whose airplane this was?

< **Inbox** **AINalerts: Januar...** ^ v





N234MM was a Gulfstream I, that was flown by the Disney Corporation. Its call sign later became, "N 234 Mickey Mouse."



I found this while I was in the Phillips 66 gasoline station in Moscow Mills, MO up Highway 61 at the Highway C exit. Octane 91 with NO Ethanol. Looks like I will be using this fuel that is "nice to my rubber seals" in my VW Volkswagen VW aero engines. More info later.

SOMEDAY IS TODAY!





Recently I was at a seminar. I was to talk at this seminar. After 1 hour and 47 minutes I was given the floor to discuss the title of the seminar.

One thing I have learned about the youth of today.

IF WE ARE NOT RELEVANT AND INTERESTING AND ACTIVE IN OUR PRESENTATIONS, WE LOSE THEM TO THEIR iPhone REALLY QUICK. They do NOT like long boring stories about our past because their world moves much faster and is more “flashy” for them. They do not like boring books because they have YouTube videos which shows them HOW TO DO IT in less than 5 minutes.

So, if we are going to reach them it needs to be cool, quick, and exciting and relevant and QUICKLY EXPLAINED things to their “TODAY” world standards.

Q? What is the cost of that of that new Boeing

B-777X aircraft?

A: 442.2 million dollars

If you think that is expensive....

Q? What was the cost of a new Cessna 172S in 2021?

A: \$486,000

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.

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| <p>2/8/22 7 p.m. Mustang: The History
CST of EAA's P-51s
Museum Webinar
Series</p> | <p>Chris Henry and Ben Page
<i>The P-51 Mustang is one of the most iconic aircraft of World War II and the EAA Aviation Museum is fortunate to have two different examples of this legendary airplane in our collection. Join museum staff members Chris Henry and Ben Page as they discuss the history of the type, as well as the two in the museum's collection.</i></p> |
| <p>2/9/22 7 p.m. ATC and You: Getting
CST the Most Out of Flying
in Controlled Airspace
Qualifies for FAA
WINGS credit.</p> | <p>Bob Obma and Brad Wilco
<i>There are many myths and assumptions regarding the services that pilots receive when they are in contact with ATC. Some pilots think controllers are providing more than they actually are while others don't take advantage of all that controllers can do for them. Join air traffic controllers Bob Obma and Brad Wilco as they discuss the services that ATC provides and when. Participants in this webinar will be able to fly safer and more efficiently in and around controlled airspace.</i></p> |
| <p>2/15/2 7 p.m. Become a Better
2 CST Chapter Leader –
Secretary/Treasurer</p> | <p>John Egan and Charlie Becker
<i>Chapters staff John Egan and Charlie Becker provide insights on the necessary tasks associated with the secretary and treasurer</i></p> |

2022

positions within EAA chapters, as well as tips on chapter management and critical due dates for chapter-related events.

3/2/22 7 p.m. [Teardown Needed?](#)

Mike Busch

CST **Qualifies for FAA**

WINGS and AMT credit.

When metal is found in the oil filter, cam distress is noted after cylinder removal, or a foreign object is accidentally dropped into an aircraft engine, many A&Ps immediately conclude that a costly engine teardown, overhaul, or replacement is necessary. More often than not, it isn't. In this webinar, Mike Busch A&P/IA tells the story of three such aircraft engines (two Lycomings and a Continental) that were rescued from euthanasia under his guidance, and illustrates why mechanics shouldn't be spring-loaded to the teardown position.

3/3/22 12 [EAA Ray Aviation](#)

p.m. [Scholarship](#)

CST [Coordinator Training](#)

Christopher Gauger

Christopher Gauger from the EAA Chapters staff will be reviewing the duties and responsibilities of the Scholarship Coordinators and how they can achieve success in the Ray Aviation Scholarship program.

3/8/22 7 p.m. [The Treasures of](#)

CST [Pioneer Airport, Part](#)

[1](#)

Chris Henry and Ben Page

One of the hidden gems of the EAA Aviation Museum is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft. Museum staff members Chris Henry and Ben Page take a look behind the doors of Pioneer Airport.

3/9/22 7 p.m. [Shiny Side Up —](#)

CST [Avoiding Spatial](#)

[Disorientation](#)

Qualifies for FAA

WINGS credit.

Prof. H. Paul Shuch

Spatial disorientation is a contributing factor in a significant fraction of aircraft loss-of-control accidents. It is often associated with physiological factors, leading pilots to place an aircraft in attitudes from which it cannot recover. Hear Prof. H. Paul Shuch review several landmark accidents that will help you keep the greasy side down and the shiny side up, in this FAA Safety Team WINGS award-qualifying webinar.



How Can We Help?

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Helpful Links:

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

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

<https://www.faa.gov>

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