



March 2024

EAA Chapter 1387 Newsletter



President's Corner | March 2024 | Bill Jagust

Dear Fellow EAA 1387 Members,

Good morning. On Saturday March 2, we will have an EAA meeting at Joe V's Troy Airpark hangar if the weather is good so we can view his Van's RV-7 homebuilt. Also in his hangar that is a under construction Van's RV-14.

I am hoping that the Bradsher RV-6 can be taxied over to be put on display. Also, I hope that the Baldwin RV-8 can be wheeled over to be put on display also.

I am sending a request to the RV-12 boys of EAA 32 to see if the Club Built aircraft can be flown into the airpark to put on display. (They just said, weather permitting, the -12 will be there.)

In an effort to bring the 4 local chapters together, our EAA 1387 newsletter will be going out to EAA 32 St. Charles, EAA 64 Alton, IL, and to EAA 1675 Spirit of St. Louis. This is to bring us ALL together for YE pilots and meetings.

IF THE WEATHER IS NOT GOOD, we will sneak back into the Bradsher Skunkworks Hangar. We will make that call Friday night.

Any comments, questions, criticisms, or suggestions, please pass them on.

March MEETING (0900 Sat. 2 March)

The March meeting will be at Joe & Kathy's hangar (the red barn...) @ 300 Bonanza Court so we can learn more about Aviation and the world of Van's RVs. There are several RV's in in the Airpark so bring your questions. We expect to talk about;

- Static Displays of RVs
- Pilot/Owner Maintenance allowed to be performed
- Living with your RV
- Update on the Van's RV14 Build
- Vans and Laser Cut Parts (with samples)

Our guest speaker is Joe Veile who flies an RV7 and is assembling an RV14A.

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





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.



NEWS FROM HQ



Looks like March is not out yet but here's the latest info from February's video in case you missed it! In February's Chapter Video Magazine, Charlie Becker gets you up to date on EAA happenings:

- 1.) Virtual Ultralight Days
- 2.) EAA Aviation Foundation Sweepstakes
- 3.) EAA Learn To Fly Week
- 4.) EAA Tribute Opportunities
- 5.) Chapter Leadership Training





AIR FACTS

the journal for personal air travel—by pilots, for pilots

ARTICLES MOST POPULAR VIDEOS NEWSLETTER WRITE FOR US WHAT IS AIR FACTS?

From the archives: The real value of an instrument rating

FEBRUARY 21, 2024 / 9 COMMENTS / BY ED MCDONALD

Editor's Note: Originally published in December 2021, we're pleased to offer this article as part of Sporty's IFR Month being celebrated in February – a four-week focus on the challenges and rewards of instrument flying. Author, Ed McDonald, discusses the value he's experienced with an instrument rating and some advice for getting started, staying current, and getting better. For more information on IFR Month at Sporty's, visit Sportys.com/IFR.

In 2006 I was 70 years old and moved to Florida. I switched from flying basic avionics to the most advanced avionics available. This was a whole different world of flying, and opened up a new adventure for me. I trained in and rented Cessna 172s with Garmin 1000 avionics and started over. I completed my training and got my instrument rating.

The instrument rating is the most valuable training a pilot can have. I flew 30 years without it, but I strongly encourage everybody that intends to fly anyplace to get the rating. It is amazing how this training gives you the skills to fly in weather and marginal conditions and even avoid thunderstorms. Without it you risk your life when encountering weather. This training is so valuable to pilots that I don't understand why it isn't required for all pilots before they can fly cross country. The statistics show that pilots who are not trained will only last an average 187 seconds in solid clouds before they lose control and crash.

When I was in training, I was flying on my first night practice flight with my instructor. This flight convinced me the value of IFR training. We were out over the Everglades on a pitch-black night. There were heavy clouds, no moon, no stars, nothing. We set up the flight plan for an airport in a small town there and proceeded to fly on instruments. Halfway down on the approach and about four miles out, there was no sign of anything—totally black. I activated the airport lighting system and the runway lights come on. I expected it but when I did it there was the runway exactly in front of us, right where it should be. This convinced me of the value of this wonderful system, to be that accurate that you can trust your life to it.

Once you have the skills to fly instruments it is amazing how easy it is to fly in clouds. In some ways it is easier. Once you have filed a flight plan and started it, ATC really takes care of you. They guide you through airspace and alert you to activity ahead. They help a lot with weather and help with rerouting your course to avoid it. I flew IFR so often that I had to remind myself there was still VFR flying when you have to take care of all of these details by yourself.



Figure 1: After a while, trusting these instruments becomes second nature.



IFR skills do require constant practice to keep safe. The rules require that you practice six approaches every six months to keep current. This isn't really enough to keep safe; it requires *constant* practice to be really safe. I flew IFR and practiced approaches on almost every flight, even short ones for lunch. It was actually more fun than flying VFR and it kept me very current. Knowing how to fly and doing it aren't the same. When you are in heavy weather, there is no wishing your way to get through it. You have to be very current on every detail of instrument flying, which is very complex but easily doable if you are prepared for it. To me it is almost as comfortable as flying in clear weather, it is just a different mindset. As long as you have proper avionics, it is extremely safe. I called it playing with the clouds.

I bought my 2010 Cirrus SR22 and thoroughly loved every minute of it. It was a fantastic airplane. It flies about 185 knots. The Garmin G1000 avionics in it are state of the art and are much more advanced than most airliners. The avionics include Nexrad radar, autopilot, night vision system, PFD and MFD flat panel screens, and GPS. I could program the autopilot and engage it as soon as I was off the ground. It would completely fly the route to my destination. After I selected the landing approach, it would fly the plane down to about 200 feet, where I took over and landed. I didn't use it to this extent, but it had this capability.

I flew out of Ft. Myers, Florida (FMY). Some of the trips that were probably the most fun were to go to our daughter's house at Ocean Reef. We could fly there in about 45 minutes, compared to almost three hours to drive it. We would also fly back and forth to Minnesota and Cleveland, and made many other interesting trips like Texas, Greenbrier (West Virginia), and Pittsburg, where we would meet family for a weekend.

In 2015 we were going to Minnesota and had a large front between Nashville and there. We sat at the airport east of town for a couple hours in heavy rain as I watched the radar reports at the FBO until the weather had an opening for us to get off with a safe path to get to Minnesota. I then talked to Flight Service, got their help, and was able to program my flight to skirt south and then around the west side of Nashville and get between weather. It took us almost over Indianapolis and an hour longer than normal, but I could do it safely and the tops were above 16,000. We flew in solid clouds at 12,000 ft. for about four of the four and a half hour flight. This would have been impossible without my training and would have been extremely difficult without the autopilot and equipment I had in the plane.

In 2016 we flew out ahead of a hurricane and went around it, watching it to the west on Nexrad radar as we flew past. It was a beautiful, smooth flight. Nexrad does have a little time delay but with the faster plane I would stay far enough away from weather to stay safe.

Sometimes weather reports are not accurate and Air Traffic Control might give you the wrong information, but the avionics in my plane helped me overcome the situation. For example, we were going into a small airport near Charleston, South Carolina, and ATC reported the airport had clear weather and to expect a visual approach. I started to descend in the clouds from 9000 and got down to 1500 ft, while my Nexrad showed heavy precip at the airport. I contacted ATC. reported their error and requested permission for an instrument approach. I set it up and did the instrument approach and landed. The clouds were down to just over 200 ft AGL. A small weather system was over the airport and not at the nearby reporting airport. This is the fun of flying: always a challenge but satisfying knowing that you have it under control.



I flew often for Angel Flight, a volunteer organization that flies patients to and from treatments for cancer or other illnesses. We would pick up and fly the patients from their home towns to their treatment places in an hour or two, when driving it would take many hours. Several of them were cancer and organ transplant patients going for checkups. This whole experience was very satisfying as it really helped these people. I encourage you to get into it. I did it for several years after coming to Florida.

We flew to Yellowstone Park in 2011 and spent several days exploring the park. Mountain flying was exciting also. The airport at Livingston, Montana, was at 6500 ft elevation but the density altitude was 8600 ft that day. The manager at the airport warned me about this as it was normally a problem for most airplanes. I had the Cirrus loaded to max weight with three of us and baggage. It was airborne at about one third of the way down the runway and it climbed out beautifully—a wonderful airplane. We went to 11,000 ft. to clear all mountains and flew for home. By the way, while the rule says use oxygen at 12,500 this is only for a few minutes. Always use oxygen anytime over 10,000 ft; I can't express this strongly enough.



Figure 2: A Cirrus SR22 is a great way to travel the country—especially if you have an instrument rating.

In 2017 we had a hurricane hit our house in Florida. I wanted to get us and the plane out of town. The day it passed the Keys we hopped in the plane and flew to Frederick, Maryland, to stay with our son. Three days after, we flew home in beautiful weather but as always in some clouds.

I was diagnosed with an eye problem in 2018 and I decided to sell the plane. I was 83 years old. My eyesight was getting too bad for me to be comfortable flying. I was legal but it was time to quit. My flying gave me independence. The whole enjoyment of flying is to play with the clouds and be free as a bird. My last flight made me feel great. I greased the landing so smoothly that the wheels started turning before I felt it touch the ground. It just glided to the ground—a nice way to end.

I wrote this story to encourage more people to take advantage of the fun flying can give. If you are going to fly any cross country at all, you are going to get into clouds and can easily get into trouble without IFR training. Get your instrument rating. It will save your life. Think of it this way: if you fly 70 hours a year, cut it to 50 hours and fly those hours with an instructor while getting your rating. It will be more fun than burning holes. I started flying in the Cessna 180 with 1953 avionics (a VOR and ADF) and 35 years later, even though I was getting a little older, I could still learn to fly modern aircraft and continue my love of flying. I had the luxury of flying very advanced avionics but you can still fly IFR with modest IFR avionics. I am 85 now and miss it terribly.

[Ed McDonald](#)

Ed flew in a friend's 1953 Cessna 180 from 1970 until he died in 2001. He didn't fly again until 2006, when he moved to Florida and, at 70 years old, earned his instrument rating. In 2011, he bought a 2010 Cirrus SR22 and started flying cross country. He flew the eastern half of the US from Yellowstone to Minneapolis, Cleveland, Texas, Washington, DC, and many places in between. One of the most satisfying flying experiences was flying medical patients for Angel Flight. His eyesight began to give him problems so he stopped flying in 2018 at 83 years old. He really misses it.



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.

Chapter 1387 Calendar of Events - 2024

March

- Order chapter marketing materials for spring/summer events
- Sign up for Chapter Camping for AirVenture
- Member Input – RV Days.....Joe Veile on the RV7 and RV14 Build

April

- Member Input -
- 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 at Washington?
- IRS Form 990N due by 15th
- Plan for Chapter Camping for AirVenture
- Major Achievement Awards deadline
- Member Input –

June

- International Young Eagles Day - June 8, 2024
- Chapter Fly Out?

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.

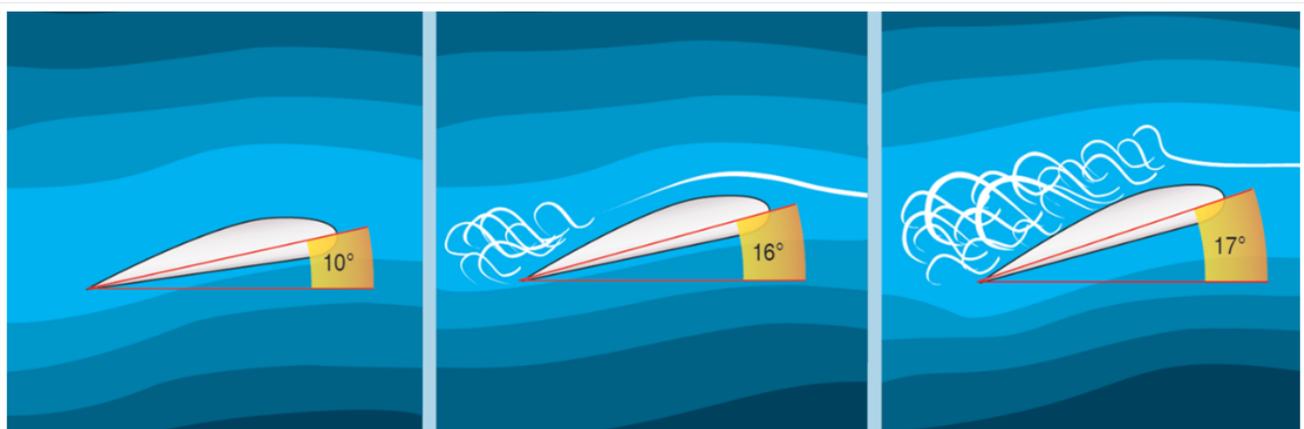


Participants stay at the EAA Air Academy Lodge in Oshkosh. Day one of the event includes an afternoon check in, followed by a social hour with EAA staff and a special welcome dinner. Day 2 starts a full day of class, which conclude at noon on day 3. Count on meeting and talking with a host of EAA staffers, 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°.



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.**

Maintaining Insurability

Wednesday, February 28, 7 p.m. CST with Tom Turner

Tom Turner from the American Bonanza Society Air Safety Foundation discusses the insurance challenges for pilots with low experience in type, pilots who want to maintain high levels of insurance protection, those flying harder-to-insure aircraft, and older pilots, and a strategy for making themselves better risks for otherwise hesitant insurance underwriters. We'll cover:

- Why aircraft insurance has become costlier and hard to get in recent years
- The difference between insurance brokers, agents, and underwriters, and questions to ask each
- A strategy for getting underwriters to see you as a better risk than the average airplane owner

Hosting a Flying Start Event 101

Tuesday, March 5, 7 p.m. CST

May 18 is International Learn to Fly Day, and your chapter is invited to participate by hosting a Flying Start event! Join this live webinar, and we review how to plan the perfect Flying Start event. Topics covered will include event



planning, event best practices, and what resources EAA provides to simplify the hosting process for chapters.

Unleaded AVGAS -- Cure or Curse? | Qualifies for FAA WINGS and AMT Credit

Wednesday, March 6, 7 p.m. CST with Mike Busch

In this webinar, Mike Busch explores what we know about valve recession and lead, and discusses how much of an issue this is likely to be.

Swallow and Travel Air | Museum Webinar Series

Tuesday, March 12, 7 p.m. CST with Chris Henry

One of the special things about Pioneer Airport is the opportunity to have flights right at the EAA Aviation Museum. We will talk about the two biplanes which can be not only seen by our visitors, but actually flown in by anyone wanting a ride.

Jumpers Away! Seeing and Avoiding Skydivers | Qualifies for FAA WINGS Credit

Wednesday, March 13, 7 p.m. CST

Skydivers may not be ADS-B equipped, but they share the same airspace as we pilots do. In order to see and avoid those who don't mind jumping out of a perfectly sound airplane, we need to know how, where, and when skydivers operate. This FAA Safety Team WINGS award webinar will help you to anticipate their actions, altitudes, and location when you hear the magic words "Jumpers Away!" on the common traffic advisory frequency.

Fueling V F T - Learning from Mistakes to Prevent a Tragedy | Qualifies for FAA WINGS Credit

Wednesday, March 20, 7 p.m. CST 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.

Young Eagles Rally Planning 101

Tuesday, March 26, 12 p.m. CST

Gear up for EAA's International Young Eagles Day, scheduled for June 8, 2024. This webinar will cover rally planning best practices, how to utilize Young Eagles online registration/digital signature app, and other program updates!

Lessons from a Performance Chart | Qualifies for FAA WINGS Credit

Wednesday, March 27, 7 p.m. CST with Catherine Cavagnaro

We often rush through performance calculations to ensure our aircraft is up to the mission. Join Catherine Cavagnaro from ACE Aerobatics School as she explains that these charts have so much more to teach us than that. We'll consider takeoff performance and weight and balance, and learn important considerations for safe flight.



How Can We Help?

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