



August 2021

EAA Chapter 1387 Newsletter



Greetings Chapter 1387 and a happy hot Summer to everyone! On the heels of Oshkosh, I trust everyone made it back safely just in time for the blistering heat of August!

No doubt, I'm sure many of you picked up feedback on Oshkosh in one form or another. With the absence of 2020, it seemed like a well attended event given the packed campgrounds witnessed and just the sheer volume of aircraft on the ground.

It was certainly great to get back into the AirVenture camaraderie, forums, hands on exhibits and seeing the tremendous numbers of aircraft on display. As a welcomed change this year, for those who bought their tickets early, it was good to get the wrist bands in advance which helped streamline the entrance crowd. The daily flying was exceptional to see and hear, although the weather interrupted a few of the events from time to time. With the Wednesday storm threat, some folks did depart early. Regardless, from all accounts, a special time was had by many.

AirVenture aside, it was super exciting to get a note from Tyler Young on passing his check-ride! Congratulations to Tyler and well done in completing this exceptional milestone. With certificate in hand and wasting no time, he also took a check-ride with his new school to help him advance towards his Commercial and Instrument ground school curriculum starting this month at Warrensburg, UCM. Way to go Tyler and good luck this Fall!

For the Newsletter, there are a few more tidbits on AirVenture to share and I've included a double installment from Mr. Bill since I missed his input from June. Very worthy information and appreciate his perspective too

on the success of AirVenture as well. Thank you Mr. Bill!

We are having a meeting on the 2nd Wed – 11 Aug at the Health Dept. and look forward to catching up with everyone available. And, just a reminder, with Covid cases on the rise, etc, masking up is welcomed.

Looking forward to getting together for those that can make it and discuss other aviation related events as 2021 continues to unfold.

Be safe,

Joe V

EAA Chapter 1387 2021 Calendar of Events

Monthly Chapter Meetings

2nd Wednesday @ 7PM – Exceptions as 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*

Christmas Party - 4-7PM

**Meeting Location:
Lincoln County Health Dept.**

SUN'n FUN – 13-18 Apr

Chapter YE Events;

Sat 12 Jun

Sat 02 Oct

AirVenture Jul 26-Aug 1

Night Fly at Hermann – Sat 18 Sep



NEWS FROM HQ

No August Chapter Video Magazine available at the time of this letter - I'm sure Charlie is still recovering....I've kept the link in here in case you missed July.

In July's Chapter Video Magazine, Jack Pelton discusses updates for AirVenture 2021, the expansions underway of the EAA Aviation Museum, and our newest youth initiative, AeroEducate. Check out the link below!

EAA HQ CHAPTER VIDEO MAGAZINE



Congratulations Tyler Young!! July 27, 2021



Bravo Zulu Tyler!!



A few other tidbits from AirVenture –

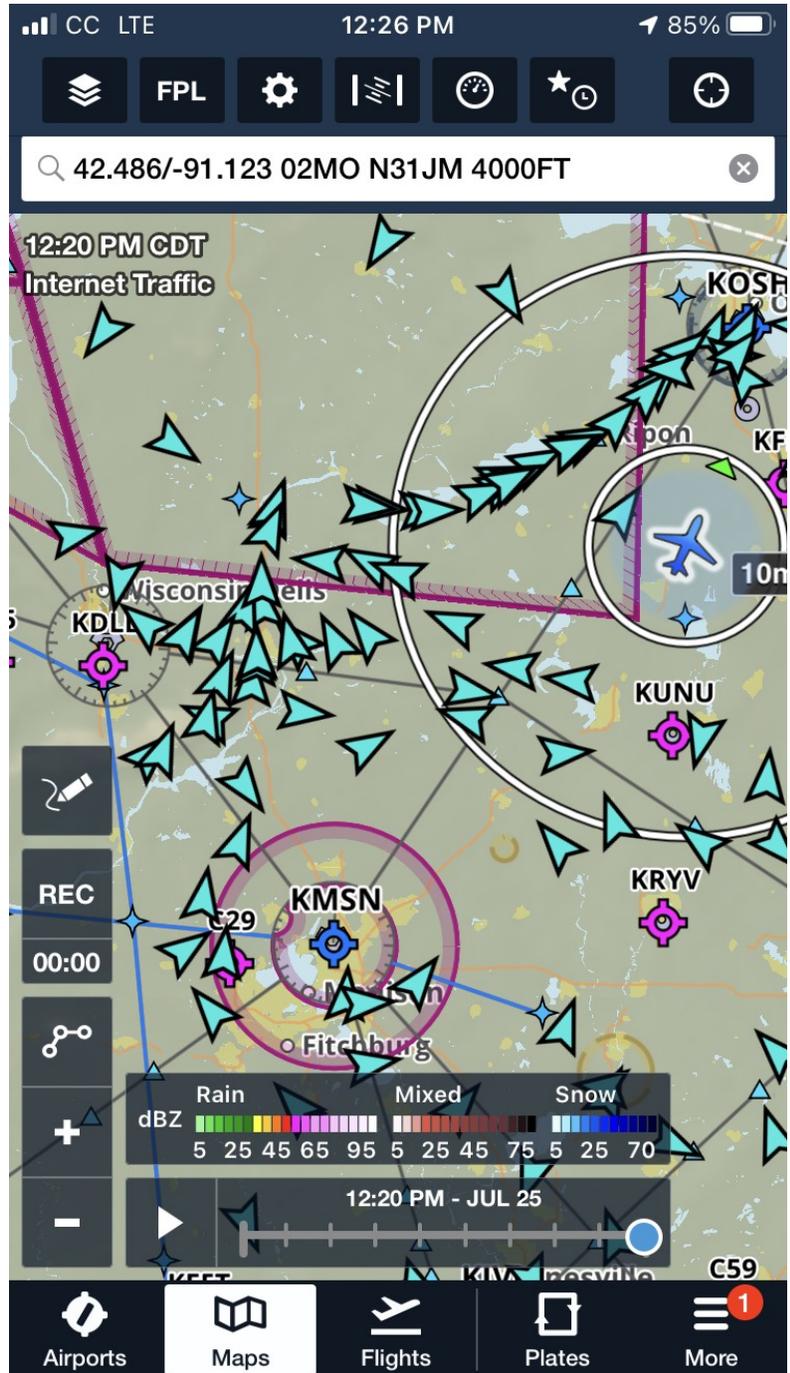
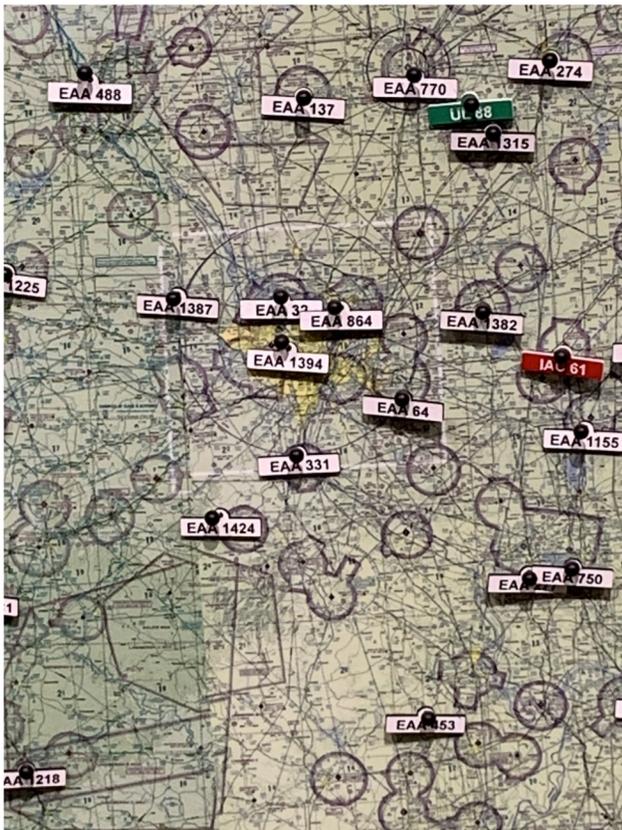
Here’s a little snap of Foreflight as Kathy & I were inbound driving the airplane icon noted. Quite the line-up going to KOSH the Sunday afternoon!

And from our Colorado Chapter Office of Jerry Folkerts;

He put on 21.2 hrs on the Super Rebel to/from Oshkosh. That included several rides the week prior. One I took Charlie Becker to Palmyra for breakfast. A beautiful 200 ft wide grass strip south of Oshkosh with a restaurant nearby. Was near Watertown.

Roughly 8.5 hrs including start and taxi time to/from Oshkosh.
Jerry

Local EAA Chapters to ours
(Courtesy of the Blue Barn and Pat D.)





The Overall Badge Map in the Museum



Mechanical wt/balance calculator for Martin PBM seen at EAA Museum





AUGUST 2021 OSHKOSH

**As the theme of the airshow stated:
“THE WAIT IS OVER!”**



Well, I decided to ROAD TRIP it this year to Oshkosh because I wanted to MAXIMIZE the experience. A drive Saturday into Brodhead, Wisconsin for the Pietenpol Fly-in had a nice surprise of two newly built hangars. One, dedicated to the early aviator, an EXPERIMENTAL builder, Bernie Pietenpol and his airplanes.

The other hangar was dedicated to a couple who invented plastic safety devices. Think of the orange traffic safety cones and vests. The male of the couple also had a side in-



terest in aviation. Their family history was in the hangar along with several of his early airplanes.

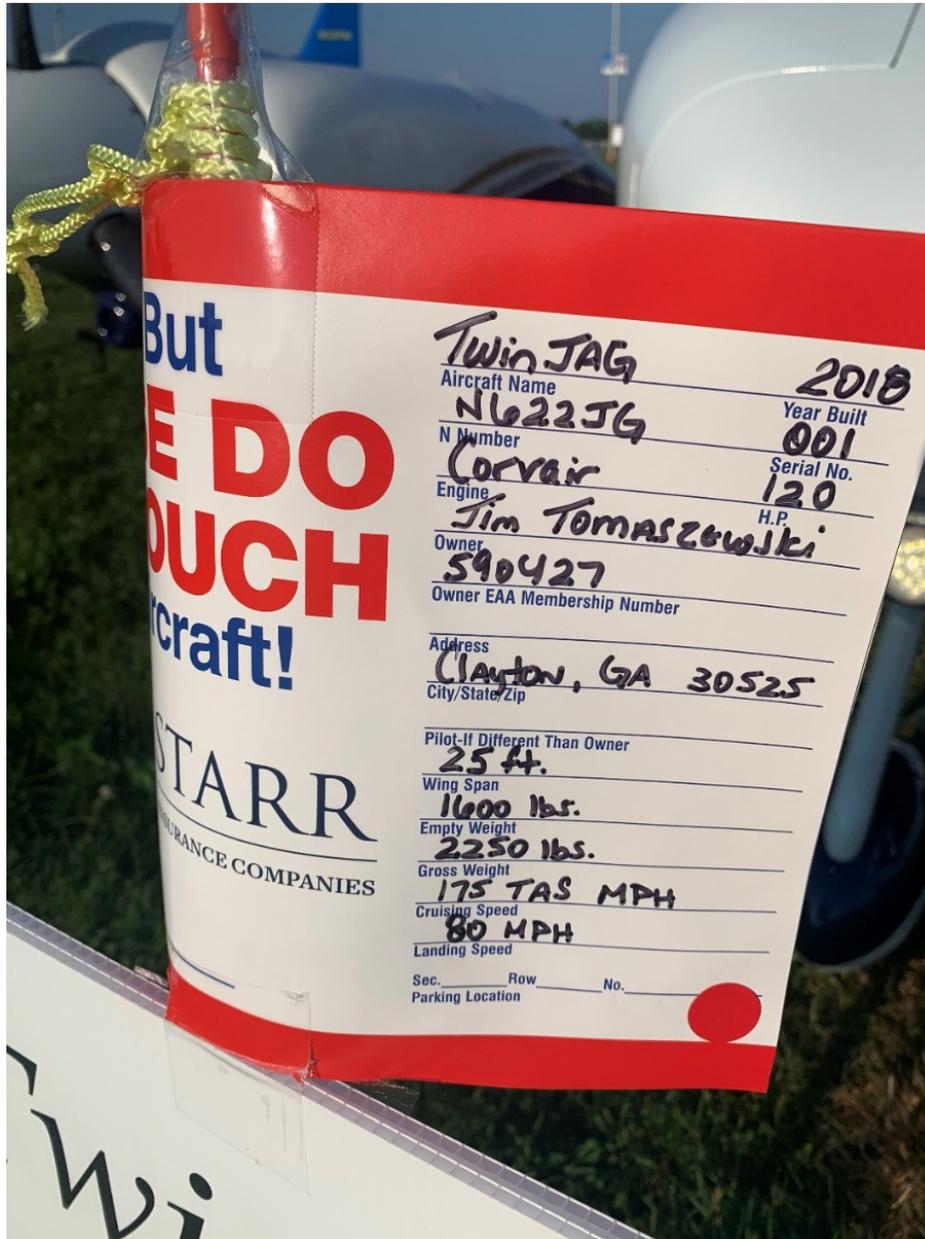
After the morning in Brodhead the ground vehicle was pointed toward OSHKOSH and driving up the east service road of Wittman Field my first glance told me ALL I needed to know. By noon on the first Saturday, the Camp Schoeller Camping area was 90% FULL. A bus ride down to the last row of parked airplanes for camping, usually row 156, was now extended to row 170.

A school bus ride down to this area on Sunday the next day at 2:00 PM in the afternoon had this area TOTALLY filled with transient airplanes and people camped out under their flying machines. "No more room at the Oshkosh Fly-In."

The Most Unique Airplane:



The Twin JAG Twin: Part RV-6, part RV-9, powered by two Corvair Engines

**Wildest Moment:**

<https://www.youtube.com/watch?v=vZITFzitr4>

One video is worth a Thousand Complaints. Watch her hair move from the shock wave! The day before the F-16 went from West to East over the Campgrounds and set off several car alarms!

The last item on this summer vacation was to get the borrowed Sport Aviation bounded magazines from Charlie Becker. Though catching up to him at the Oshkosh Airshow would be difficult. The "top secret" volume, along with a 2020 addition was passed to me at the TO FLY BLUE TENT.



As some may not know, our library of magazines did not fair well with the recent flood of 2019 at the EAA 32 Aviation Resource Center (ARC). Mr. Charlie Becker had a bound set from Sir Paul and we obtained that set. Our newest member, Captain David Albright donated his past years magazines. So, with those magazines in the car, I visited Grimm Book Bindery in Madison, Wisconsin on the drive back to St. Louis and had those donated magazines set to be bound like the current issues in our library.

So, all in all, the trip was a success. Aviation was seen and done. Van's aircraft followers have built over 11,000+ machines. Sir Van's announced the NEW machine would be a High Winged STOL/Bush machine. I am sure it will be a thing of beauty!

I will leave you with this thought,

IF EVERYTHING SEEMS TO BE GOING WELL, YOU OBVIOUSLY OVERLOOKED SOMETHING!



2021 06 JUNE
“BACK TO THE FUTURE”
AND
READY FOR THE PAST
mr. bill

As I entered the STEM- Science, Technology, Engineering (Arts people want an A in this) Mathematics Aviation Program at Creve Coeur Airport this past June, I was reminded of my past. Parking in the FULL parking lot on the west side of the airport and walking to the flight line on the far East side of the airport, I saw that the place was packed. Upon arriving at the EAA 32 setup, I was told to get my Boy Scout Merit Badge material. I saw Mike S. on his ten-speed bike and quickly borrowed it from him to pedal back over to my car and retrieve my brief case and my C-172 instrument panel, so I could teach a mini aviation ground school to the Young Eagle candidates waiting for flights.

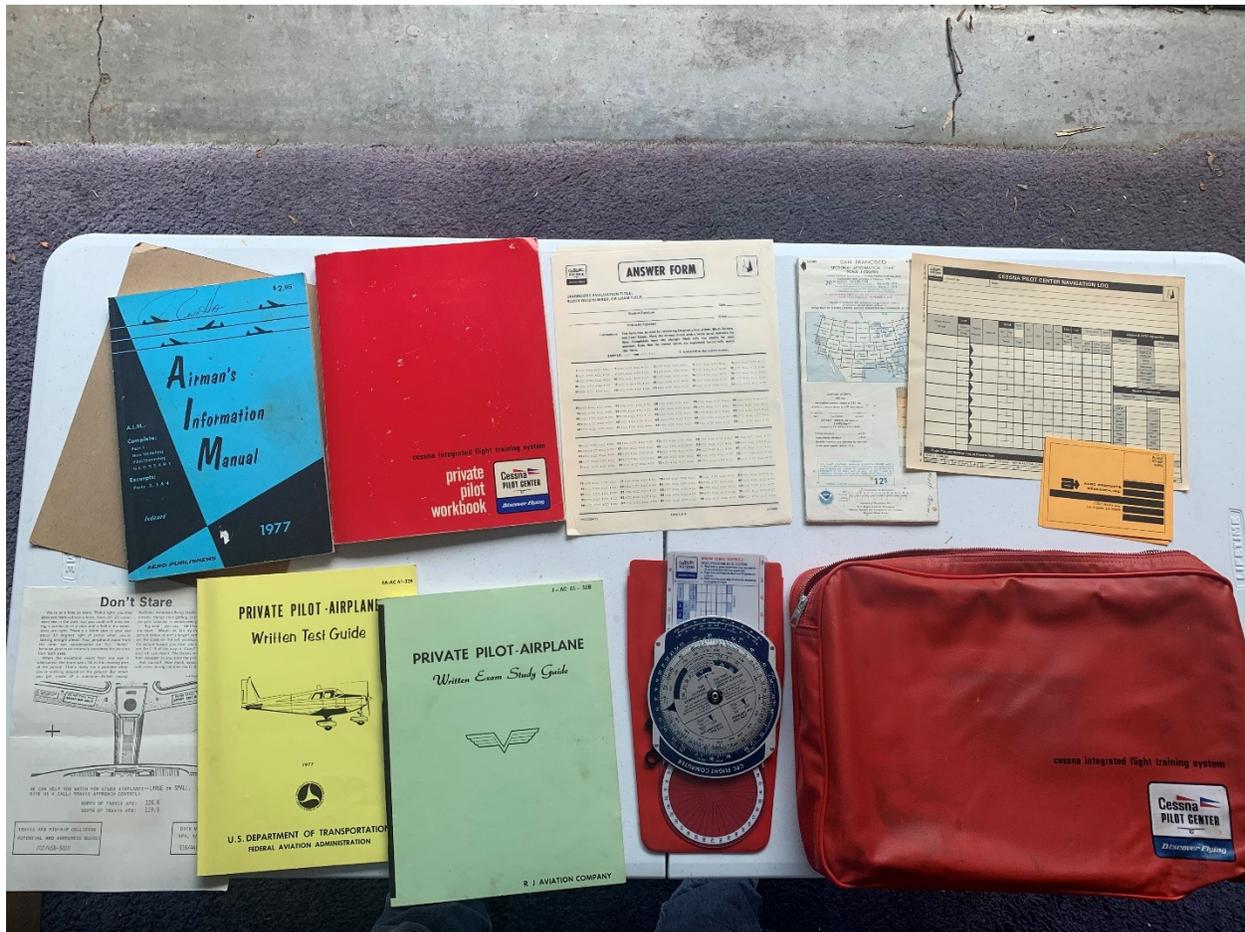


mr. bill flashing back 45 years

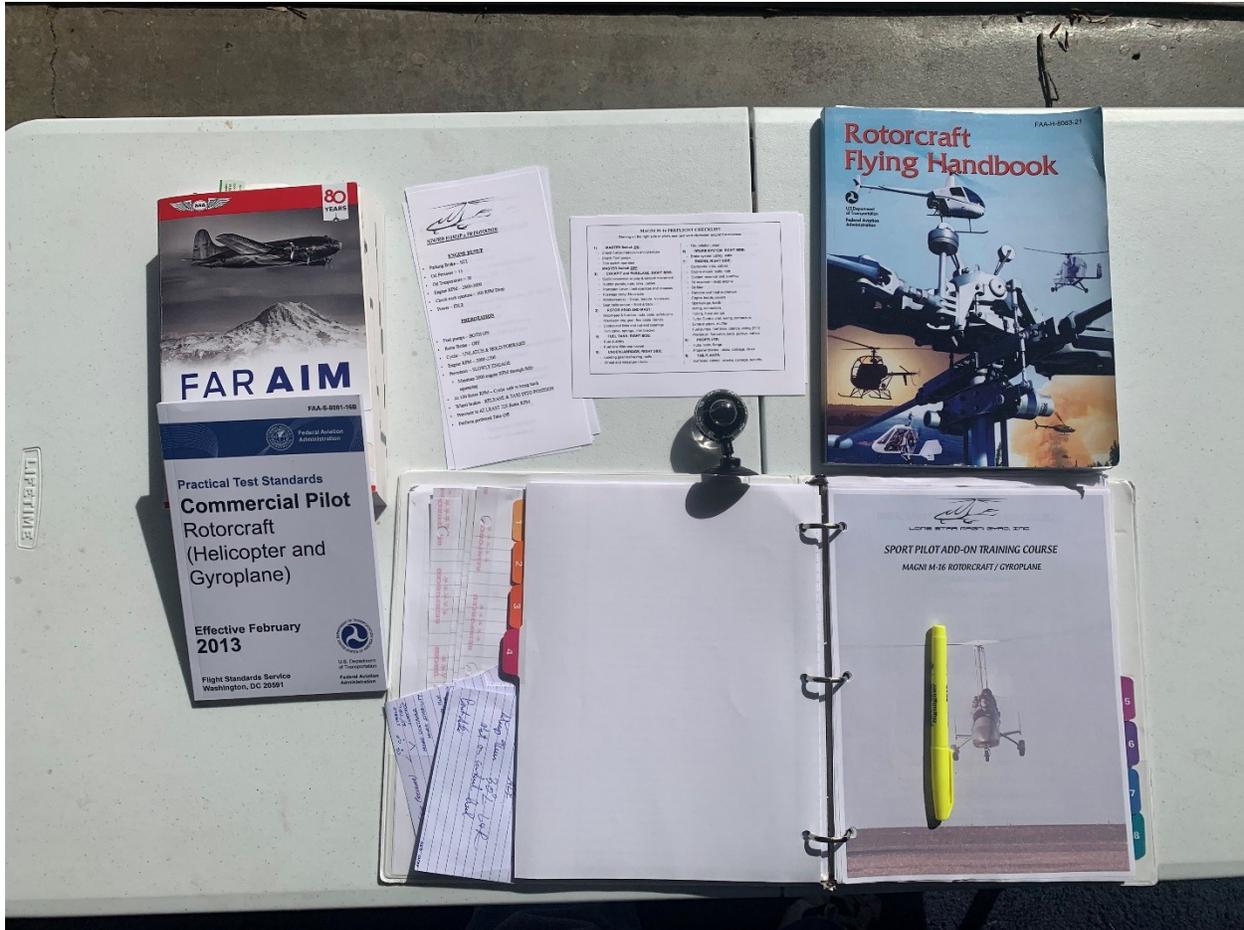


Pedaling back from the car I chuckled because I flashed back to about 45 years ago, of me riding my new Ross Eurosport Ten-Speed bike I just purchased (instead of a car at age 16) so I could start taking flight lessons at the Chicago Midway Airport one mile East of my parent's house. I barely remember signing a contract with T.K. Aviation, a Cessna Pilot Center (CPC) Flight School, for \$1,134.00 for the Private Pilot Program. (I had \$1,000 in my savings account.) I remembered how I had my red CPC case in the letter carrier on the back of the bike as I pedaled towards the airport for my weekly flying lessons. I told myself while biking back over to the Creve Coeur flight line that "SURELY" somebody on eBay would be selling a 1975 Cessna Pilot Center Flight Kit with the Red Flight Bag filled with all those important things that this "future" pilot needs to know.

Sure enough, later that night, for \$48.00 I was the new owner of an OLD 1977 CPC Flight kit.



WOW! Have things changed. Now everything is in the iPad or a hyper link. But now as I plug away at my SPORT PILOT CERTIFICATE, with a gyroplane Category and Class Add-On Rating, I cannot function without having the paperbacked books along with a notebook filled with three ringed paper and pockets for my checklists and info cards to get me through this program.



Three years ago, while adding my Certified Flight Instructor-Glider Rating, the Glider ground school guy, young Willie, who was 20 years old, approached me with ONLY an iPad in his hand to accomplish my review of the flight test oral exam. He marveled, as Old Willie (ME), pulled out my paper PTS (Practical Test Standards) from my paper world of paper books and lesson plans and handed him another copy so WE COULD BOTH GO THROUGH EVERY LINE OF THE paper PTS-PRACTICAL TEST STANDARDS GUIDE.

And that seems to be the problem with Education, Ground School, and Flight Training these days!

Without mentioning names, the last 2 YOUNG “student pilots” I was asked to assist with checkouts, were differently prepared for the program in which they were enrolled. It was NOT that the “brain power” wasn’t there, but of an **ATTITUDE**. “YES, I READ THE MATERIAL BUT, YOU HAVE TO TEACH ME THIS STUFF!”

In another situation with two OLDER flight students, One student, highly educated, brought two books and reading material from 20 years ago. Even after showing this student my CURRENT 2021 books, my setup of study manuals and the current paper aeronautical navigation charts, and the layout of how to approach the training and the paper PTS, I was mocked. After prepping this person for that all important FAA check ride, this person stated, “Well I do NOT do it that way.” This attitude from a Sport Pilot



Student to me, a 40+ years teaching CFI. It was a recipe for BIG TIME Frustration on their part. I pointed out a few things on the paper navigational chart and received no answers. Only that, "I have never seen that Chart Legend which shows all the AERONAUTICAL SYMBOLS before." REALLY! This is what the examiner is going to ask YOU on the Oral Exam!

The other older (stellar) student, stressed out so much that we had to post pone training because they were raising the bar too high for themselves. After I suggested taking two weeks off, and calming the individual down, we were able to meet in the calm of the early morning, slowly working into the flight deck checkout, and smoothly into flying the airplane and administering an aircraft check out. It included a Flight Review, for the HIGHLY qualified, but "out of actually flying an airplane" for three years. This person had ALL THE LATEST BOOKS AND CHARTS AND WAS VERY RECEPTIVE TO THE TEACHING PROCESS.

Which one do you think PASSED the check ride?

Q? What is the cost of a New Cirrus G-22 Turbo Generation 6 aircraft?

A: \$988,000

Q? What is the cost of the new Cirrus Jet?

A: That price was \$1.8 million out the factory door.

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.

Date	Time	Title	Presenter(s)
8/10/21	7 p.m.	Bugatti 100P:	Bob Havens
	CDT	One of a Kind Museum Webinar Series	<i>Explore the fascinating history of one of the crown jewels of the EAA collection — the one-of-a-kind purpose-built Bugatti 100P racer. Join us as EAA Aviation Museum docent Bob Havens leads a discussion on the history of the aircraft and how it survived to one day become the museum artifact that it is.</i>
8/11/21	7 p.m.	Runway Directional Control	Tom Turner
	CDT	Qualifies for FAA WINGS credit.	<i>If you're going to have an incident or accident, most likely it'll happen because you lose directional control during takeoff or landing. Crosswind management is a big part of runway control, but it's only part. Tom Turner from the ABS Air Safety Foundation will explore the elements of loss of directional control on the runway (LODC-R) and the steps you can take not only to maintain control, but to predict and avoid the causes of this very common type of accident or incident.</i>



- 8/17/21 7 p.m. **Alluring Figures in Aerobatics: What the Rules Say, What Judges Like, and What Pilots Do** DJ Molny
 CDT **Qualifies for FAA WINGS credit.** *Ever wonder what aerobatic judges are really looking for? Want some easy ways to improve your scores? Aimed at newer competitors and pilots who are curious about competition, this webinar provides practical tips about what the rules say, what judges look for, and common mistakes that pilots make.*
- 8/18/21 7 p.m. **How to Become a CFI** Radek Wyrzykowski
 CDT **Qualifies for FAA WINGS credit.** *During his two decades as an aviation educator, Radek Wyrzykowski trained and signed off dozens of successful flight instructor students. Are you thinking about teaching in a light-sport, single-engine, or any other airplane? During this webinar, Radek will share his experience and knowledge about how to be successful if you want to become a certified flight instructor. This webinar is not just about regulations and requirements but about what it takes to be a successful CFI, how to pass your flight instructor practical test on the first try, and succeed after you have your certificate.*
- 8/25/21 7 p.m. **Tundra Tires Rule: Alaska Style** Laura Herrmann
 CDT **Qualifies for FAA WINGS credit.** *Learn what it's like to fly north of the Arctic Circle the day after summer solstice, fly around Denali, the tallest mountain peak in North America, or land on a road, gravel bar, or short gravel strip. Listen as Laura Herrmann describes her Alaskan summer and winter aviation adventures. Enjoy photos and GoPro video of the spectacular Alaskan scenery in Talkeetna and Fairbanks.*
- 9/1/21 7 p.m. **Machine Learning** Mike Busch
 CDT **Qualifies for FAA WINGS and AMT credit.** *Predictive analytics has been revolutionizing the maintenance of big airline jets. Huge amounts of data gathered from thousands of sensors throughout the aircraft are analyzed using machine learning and other artificial intelligence techniques to predict when components are likely to fail so that they can be replaced or overhauled before they do. This cutting-edge technology is now being applied to piston GA to predict exhaust valve failures before they happen, and more predictive analytics are in the pipeline. In this webinar, Mike Busch brings you up to date on where things stand now and what's coming.*
- 9/8/21 7 p.m. **Avoiding Car** Prof. H. Paul Shuch

AUGUST 2021



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CDT buretor Icing
- A Cool Pi-
lot's Guide to
Carb Heat
**Qualifies for
FAA WINGS
and AMT
credit.**

Carburetor icing can rob your engine of power, and if not corrected, will quickly turn your airplane into a glider. In this FAA Safety Team WINGS and AMT award presentation, Prof. Shuch tells you everything you always wanted to know about carb heat, but were too cool to ask.





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Helpful Links:

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