



December 2021

## *EAA Chapter 1387 Newsletter*

Greetings Chapter 1387! Merry Christmas and Happy Holidays! Looks like it might even be warm enough to have a Bar-B-Q this year. The warmest Fall/Winter that I can recall!

Like many of us, I am glad to see 2021 exit and a New Year usher in. There's been a number of important news worthy items happening in the Chapter and wanted to make sure we end on the same page.



Firstly, elections were up in November for both the President and the VP position. The officer positions normally rotate every 2 years but given the lite tempo the past couple of years and the lack of volunteers looking to step into these positions, Brett and I have agreed to stay in position but with a twist. Brett will rotate to the president position and I'll rotate to the VP slot. This will ensure we maintain the continuity but also introduce a change in leadership for some fresh ideas and perspectives for 2022. Please welcome Brett into the Presidents chair and give him your full support as we seek your thoughts and ideas moving forward in 2022! Other Chapter Officers remain unchanged for 2022 which includes Pat Donovan as Treasure and Dale Baldwin as Secretary.

To close out the year, I would certainly like to thank everyone who was able to attend the year end Chapter Dinner and Christmas social at the Woods Fort Golf Center in Troy. The food and set-up was exceptional and the dessert table was well represented with all things sweet. We did take the opportunity to

discuss some of the events accomplished this year and discuss some planning for 2022.

Throughout 2021, the Chapter was supportive of three Young Eagles progressing their pilot pursuits with much success. Two of the three have completed their PPL with the third ready for his check ride. Conner Davis and Tyler Young have completed their PPL licensing requirements and Jonas Uthe has completed his training and is awaiting his check ride. The Chapter is extremely proud of the efforts these young aviators have put into their piloting pursuits and look forward to their continued involvement within EAA and advancement in their pilot development. A little more on this later.

To start off 2022, we will have our first meeting on 12 Jan at the Lincoln County Health Dept which will cover YE planning and events we wish to accomplish. We will also have the 2021 Service Awards to distribute too.

Thinking about our path forward, we expect to have two YE events with dates tentatively marked below. As I mentioned at the social, it has been brought up about having a pancake fly-in type breakfast at Troy Airpark. We need to discuss interest, merits and Airpark

### **EAA Chapter 1387 2022 Calendar of Events**

#### **Monthly Chapter Meetings**

**2<sup>nd</sup> Wednesday @ 7PM – Exceptions as noted\***

1/12	7/13
2/09	8/10
3/09	9/14
4/13	10/15*
5/11	11/09
6/11*	12/10* Christmas Party - 4-7PM

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



approvals to pursue. Your thoughts and inputs are welcomed on what you'd like to accomplish in 2022 that's both beneficial to the Airpark and EAA alike. Please let Brett or I know what you think about this potential or if you have other thoughts about Chapter activities you'd like to see happen. Please bring those thoughts and ideas forward!

## Young Eagle Year End Update

We had a good year getting back into the YE program and were able to hold two events and hosted 26 Young Eagles. Weather is always a contender in these activities and our 2<sup>nd</sup> outing did get postponed a bit but we did manage to get it in. Many thanks to the perseverance of the Chapter to make it happen!

Our YE events are a fantastic opportunity for the Chapter to not only give some young people an introduction experience to aviation but this also gives us the ability to screen for some new participants to potentially receive the benefits of the Ray Scholarship. We currently have two active candidates from this year's YE outings.

Here's some recent feedback from our YE participants and Ray Scholarship recipients.

### Connor Davis –

Since I've gotten my license I've been working and saving up to potentially buy my own airplane. I fly my friends and family around to keep current. I definitely see a future in aviation still but don't know exactly how yet. Aviation is still and will always be what I want to do but the cost of it is hard to get around.

I've looked into a couple schools and I've been flying my friends and family around in the rental Cessna 172 at Elite aviation. I'm interested in buying into a club plane to build my hours and get more licenses. But right now I'm saving up the money for it.

### Tyler Young -

Thank you for reaching out. It certainly has been busy since I got my Private.

I got my PPL on July 27 of this year. Since then, my flights have really taken off! I got my license in 80 hours, and in the last five months, I have added about 65 more! Currently, I am a Professional Pilot major at the University of Central Missouri. All of my flights have been training for higher ratings. I am about halfway through Instrument training and a third of the way through Commercial.

This wouldn't be complete without a couple of notable events!

- 1) Passed the written exam for Instrument Rating, Instrument Ground Instructor, and CFI-I in the past week.
- 2) My dad and I took a flight to Sikeston (KSIK) for the experience of Lambert's... I highly recommend it!!
- 3) My girlfriend and I have taken a couple of flights; one to Galesburg for dinner (KGBG), and one to Branson Downtown (KPLK).
- 4) Finally, my instructor and I took a flight to Stearman Airport in Kansas (1K1) and had dinner on the field. Excellent place to visit!

### Jonas Uthe -

Jonas has successfully completed all of his private pilot requirements. He passed the written exam last month. Has done the check-ride prep work a couple of times. He is ready to schedule his check ride is doing great job according to his CFI. The goal is for him to do his check ride in the next few weeks.



Young Eagles Presenting Sponsor





### ***Let's try something new in 22!***

As the Newsletter editor at large, I'm always seeking your input for sharing with the Chapter. To this end, for 2022, all input for the Newsletter is due at the end of the month for the next issue. For next year, we need to develop a section for all members to present or discuss an aviation project or "item of Interest" they're working on or topic they would like to share with All. Not everyone makes it to a meeting but there are plenty of things going on we'd all like to hear about. Don't be bashful and we'll get a list out in January. I'll take the first crack at it in January with something I've been working on...

### **IT'S ABOUT THAT TIME**

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!



Blue Skies and Stay Safe,  
Joe V



## NEWS FROM HQ

In December's Chapter Video Magazine, Charlie Becker discusses EAA Homebuilders Week in January, chapter renewal, upcoming training sessions, Young Eagles credits, and chapter recognition. Check out the link below!

### EAA HQ CHAPTER VIDEO MAGAZINE

## Made in Missouri and “Still” the Best!

In case you missed it, check out the November Issue of the Rural Missourian featuring our own Lynn and Martin Weber – Nice work Lynn and Martin and wishing you all the best!



### All Hearts

by Zach Smith | Nov 22, 2021

The spirit of Switzerland, made in Missouri The Alps are a long way from Missouri's Rhineland, but on the Marthasville farm of Martin Weber and...





## Here, Here to the Holiday Cheer! Enjoy!!

A few selected shots of the December Christmas Social held at Woods Fort. A good time had by one & All. Thank you to those attending and spreading the holiday cheer. We need more of these events!!





## PILOT'S TIP OF THE WEEK

## Black Out Landings

Featuring [Ryan Koch](#)

Subscriber question:

*"My instructor taught me to land at night without my landing light (with the runway lights on) in case the landing light ever failed. This has certainly come in handy over the years. So not so much a question as a suggestion: People really should learn this if they haven't before." —John T.*

**Ryan:**

"On my first nighttime flight as a private pilot, my landing light burned out. I didn't know that until it failed to light up the landing runway, at which point I was happy I'd practiced landing without it in training.

I make sure to do the same with my own students, which has revealed an interesting phenomenon: Students who struggle with the landing light on actually improve when it's turned off. I think it's because with the light they fixate on the small part of the pavement they can clearly see: the part lit by the landing light. If you stare at something, you're probably going to hit it—and they hit the pavement hard. Without the landing light, their eyes naturally move down the runway and they take in a wider picture.

The primary risk, of course, is misjudging height in the roundout and flare. The FAA's Airplane Flying Handbook suggests that the roundout should start 'when the lights at the far end of the runway first appear to be rising higher than the nose of the airplane.' Then it's a matter of judging the flare. When the moon is out and the runway lights are bright, it's not much different than a normal night landing. However, on an especially dark night it can feel like dropping into a black hole.

Seaplane pilots encounter a similar situation landing on clear, glassy water. The glassy-water technique involves setting a landing attitude and a shallow rate of descent, and waiting for touchdown. The same idea works for night landings without the landing light. Rather than trying for a full-stall landing, leave in a bit of power and slowly ease down, 'feeling' for the runway. The touchdown might be a bit firmer than usual, but that's ok. It's better than misjudging a full-stall flare, and dropping like a rock from 10 feet.

This technique can result in a longer landing, so it's important to keep track of how much runway is left and set an appropriate abort point. For standard runway lights, it could be the point where the edge lights change from white to amber. That indicates either 2000 feet remaining or the last half of the runway, whichever is shorter.

Check all the aircraft lights on every preflight, even for day VFR. Too often, landing lights or position lights aren't working when you need them most. That's not a manifestation of Murphy's Law—it's the result of only checking them when they're needed."







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)
1/5/22	7 p.m.	<b>Balky Alternator</b>	Mike Busch
	CST	<b>Qualifies for FAA WINGS and AMT credit.</b>	<i>Maintenance expert Mike Busch describes how he dealt with an intermittent alternator failure on his airplane, how he was able to troubleshoot the problem and then resolve it quickly and economically. Mike's tale offers some lessons that apply to a wide range of intermittent aircraft problems, and demonstrates why aircraft owners may be in a much better position to troubleshoot such problems than their mechanics.</i>
1/11/22	7 p.m.	<b>The Incredible, Roadable, Aero-car</b>	Chris Henry and Ben Page
	CST	<b>Museum Webinar Series</b>	<i>Join EAA Aviation Museum staff members Chris Henry and Ben Page as they explore the incredible Aerocar — a concept to make a vehicle that can drive like a car and also be converted for flight.</i>
1/12/22	7 p.m.	<b>Ground Reference Maneuvers — Practicing Precision Patterns</b>	Prof. H. Paul Shuch
	CST	<b>Qualifies for FAA WINGS credit.</b>	<i>Ground reference maneuvers are called out as a required training area in the private pilot air certification standards and the sport pilot practical test standards. But they are more than merely boxes to check off during your practical test. In this webinar, you will learn how to master them, and become a safer pilot through precision pattern practice.</i>
1/18/22	7 p.m.	<b>Young Eagles Coordinator Orientation</b>	David Leiting
	CST		<i>Learn how to perfect your chapter's Young Eagles rallies, improve operational efficiency, and maximize Young Eagles' flight experience. EAA Eagles Program Manager David Leiting will cover a wide range of topics including YoungEaglesDay.org — EAA's Young Eagles pre-registration system, EAA's new eSignature app for Young Eagles waivers, best practices for rallies, and how to keep youth involved in aviation following a Young Eagles flight.</i>
1/20/22	7 p.m.	<b>Become a Better Chapter Leader — Presidents/Vice Presidents 2022</b>	Charlie Becker
	CST		<i>Chapters Director Charlie Becker provides insights on the necessary tasks associated with the president and vice-president positions within EAA chapters, as well as tips on chapter management and critical due dates for chapter-related events.</i>

DECEMBER 2021



EAA CHAPTER 1387 NEWSLETTER







## How Can We Help?

**President & Newsletter: Joe Veile**

jveile01@gmail.com

**Vice President: Brett Siefert**

brettsiefert@gmail.com

**Secretary: Dale Baldwin**

dale.baldwin@gmail.com

**Treasurer: Pat Donovan**

pa24pilot@centurylink.net

**Young Eagles: Pat Donovan**

pa24pilot@centurylink.net

**Young Eagles: Nic Dawson**

nickdawson@gmail.com

**Membership: Gloria Roser**

gloriaroser7@gmail.com

**Social: Kathy Veile**

krveile@gmail.com

**Web Editor: John Roser**

311bonanza@gmail.com

**Technical Counselors:**

**Frank Baldwin**

fbaldwin@troyairpark.com

**Dale Baldwin**

dale.baldwin@gmail.com

**Gale Derosier**

kgderosier@gmail.com

**Tim Finley**

vfrecon@gmail.com

**John Tracy**

jtracystl@yahoo.com

**Flight Advisors:**

**Frank Baldwin**

fbaldwin@troyairpark.com

**Bill Jagust**

bsarj@cs.com

**Pat Donovan (VMC)**

pa24pilot@centurylink.net

**Mike Bradsher (IMC)**

mikebrad@troyairpark.com

Helpful Links:

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

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

<https://www.faasafety.gov>

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