



July 2023

EAA Chapter 1387 Newsletter

President's Corner | July 2023 | Brett Siefert

Snakes on a Plane (but also cats, dogs, birds...)

Entering many places of business or assembly these days, you're seemingly more likely than ever before to see pets, companion animals, service animals—the nomenclature can be nuanced... --also milling around. What about animals riding in GA aircraft? That seems to be ticking upward as well, and places like London Biggin Hill Airport in the UK were among those early to this segment of the market, clearing 2000 or so pets annually for flight since established in 2003. The private jet service allows for pets to enter the country while avoiding quarantine, and is staffed with dedicated employees who help coordinate the travel from planning to touchdown and disembarkment (or is that disem-Bark!-ment?).



Commercial carriers each have their own rules for transporting animals but the focus here will be on general aviation. So what about non-commercial, non-charter flight for pets .. just you and your pal(s) hopping into a typical two- to six-place aircraft? While there is much latitude here with respect to what you can legally do, there are also best practices that should be observed regardless of the requirement that you do so or not. Just like humans, animals should be evaluated for physical readiness for flight, whether it's by you or your veterinarian. If you aren't sure then do what's right by your pet and have the doctor examine them. You may also need to get a prescription or other product designed to help soothe your pet when in flight, if that's indicated. A sedative or related drug could actually interfere with respiration and circulatory needs so their use should be guided by a professional. Young animals should at least be weaned, while older animals may need special considerations based on their age and condition. The particular animal's temperament also comes into consideration. Don't forget the destination, either, as not all places allow animals. Exercise your pet prior to flight to influence relaxation in flight; this may also help your pet eliminate right before flight. Of course, pack items that will help with calmness and familiarity, like a favorite toy. In general, dogs are more chill than cats, while birds are more of a mixed bag. Have a way to let your pet relieve her/himself if needed in flight. And absolutely do not cut corners with respect to safety. This means using an appropriate harness system and/or a kennel or crate. Many can be attached and secured to the aircraft itself. Unrestrained pets have perished or been severely injured in flight during turbulence or other high-velocity/high-amplitude movements. And, consider a headset, even with active noise cancellation/reduction, as the noises associated with an aircraft in operation are even "louder" for those whose ears are more sensitive than ours. Also pack a basic first aid kit for your pet and know how to administer first aid and medication properly.

It's hard to discuss flying with animals without a mention of one or two of the more famous ones. Several years ago, Patty Wagstaff wrote for Plane & Pilot Magazine an article about two birds she has shared her life with: Parker and Buddha. Parker was a baby mockingbird



she rescued from an injury who then flew with her to shows in a Baron. She eventually returned Parker to the wild. She then acquired Buddha, a South American parrot, who has flown hundreds of hours with Patty (but can do his own aerobatics and thus does not ride along during routines). Buddha is loose in the cabin but only once clear of the pattern and the aircraft is trimmed and otherwise in steady flight. Then there is Gilmore the Flying Lion, who set several speed records with racer Roscoe Turner in 1930 (Gilmore became too big after nine months of flying but had already logged over 25,000 miles in the air in that time).

Some people specialize in transporting animals by plane, and that could be a whole 'nother article on its own. What could go wrong flying three 440-lb-each lions across the African continent? It was done just a few years ago. Same with whales, elephants, horses, giraffes, ... Co-existing with our animal companions is full of delight, heartache, danger and joy. Flying them requires extra-special care and consideration, if we are to do right by them.

See you at the July meeting!

Event: EAA 1387 Meeting

Date: 12 July 2023

Time: 7:00 PM

Location: Lincoln County Health Department Community Room

5 Health Department Drive

Troy MO 63379

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Congratulations! EAA Chapter 1387 has been approved for a 2023 Ray Aviation Scholarship! Due to your chapter's dedication to EAA, youth engagement, overall activities and chapter health, and the wonderful application you submitted, EAA and the Ray Aviation Scholarship Review Committee are excited to have your chapter onboard this year!



EAA Chapter 1387 is now approved to nominate a scholar for the 2023 Ray Aviation Scholarship. As a pre-qualified chapter, you will be sent an updated Ray Aviation Scholarship Handbook and handouts for your chapter to distribute to the parents of the scholar you wish to nominate.



NEWS FROM HQ

In this month's Chapter Video Magazine, Jack Pelton gets you up to date on EAA happenings:



Chapter 1387 Events for 2023. 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 - 2023

July

- Chapter Meeting – YE Lessons Learned and Review - 12 July
- EAA AirVenture – Chapter Breakfast and Picture – 26 July

Aug

- Member Input – Tech Update – (Volunteer needed)

September

- Sat 2nd - YE Rally at Mexico
- Jeff Schans – Lycoming Engine Tech Rep Presentation – 13 Sept
- Chapter Poker Run Fly Out (Tentative)

October

- Member Input - Volunteer Needed

November

- Officer Elections – President and Vice President
- Member Input - Volunteer Needed

December

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



Other potential Fly In/Fly Outs of interest...

Nicholas-Beasley museum in
Marshal, Mo.

www.nicholasbeazley.org

102nm by air, 149sm by car

\$10 admission

The Aircraft Spruce in the 1920's and early 30's.



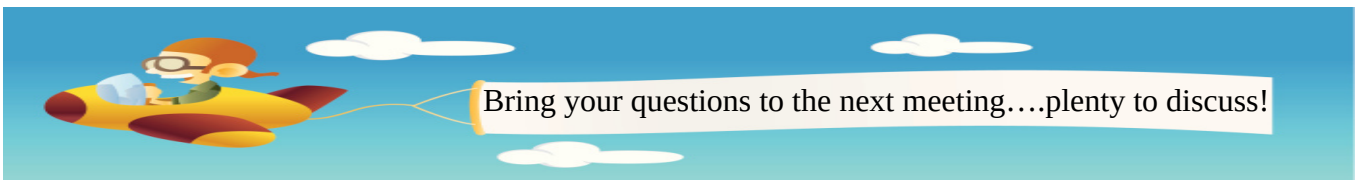
VMC Question of the Month

VMC Question: What are the requirements for a pilot's use of oxygen while flying?



Answer: Pilots are required to use supplemental oxygen when flying at cabin pressure altitudes of 14,000 feet and higher, and for any portion of a flight at 12,500 to 14,000 feet that exceeds 30 minutes. Above 15,000 feet, all occupants must use oxygen.

Source: FAR 91.211





Chapter 1387 Young Eagles at Washington Mo.

17 June 2023

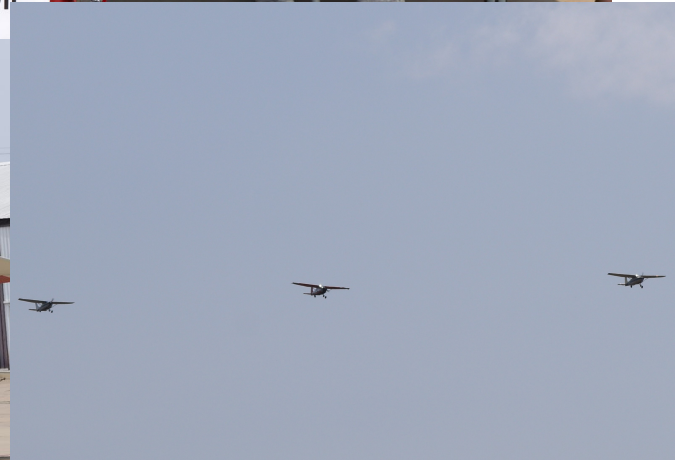
Many thanks to all the volunteers who make this happen and for our photo journalist, Wendy Uthe for capturing the many moments! Here's a few for your viewing pleasure.

"Thank You" Wendy!











PILOT'S TIP OF THE WEEK

Finding Traffic

Featuring [Jeff Van West](#)



Subscriber question:

"When ATC calls traffic for me, I never see it until I'm passing it, even when it's at or near my altitude. Is there any trick to this?" — Shawn R.

Jeff:

"The best advice really comes down to angles.

Suppose traffic is called out to us at 12 o'clock, five miles, same altitude. Instinctively, we look to the horizon because we're terrestrial beings most of the time and that's where we think we are. However, that's not quite correct due to the curvature of the earth. Even only 1000 feet in the air, the horizon in the distance is 1.5 degrees below level. By 10,000 feet, that's about two degrees, and by FL410 it's about 3.5 degrees.

Two degrees is about the width of one finger held out at arm's length. So if we're flying at 10,000 feet or lower, we need to hold our arm out in front of us at arm's length and put the bottom of our finger on the horizon. The traffic is somewhere behind that finger—which is a really small slice of the sky just above the horizon. Put the finger down now and look for traffic right there.

Suppose the traffic call was 12 o'clock, five miles, 1000 feet below. Would you look much lower? Not really. A point 1000 feet below you and ten miles away is only one degree down visually. So 1000 feet below and five miles away is two degrees down. If traffic at your altitude is directly behind your finger held at arm's length, then traffic five miles away and 1000 feet below is just below your outstretched finger. Traffic five miles away and 1000 above, is a just above that finger.

In other words, look for traffic two finger-widths above the horizon to one finger width below. That's where all the traffic is that matters when it's approaching—and where it will stay if it really matters!"





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.**

7/11/23 7 p.m. **916iS - The New Rotax**

CDT **Engine**

Nino Tavio

Homebuilders

An in-depth look at the new Rotax 916iS aircraft engine.

Webinar Series

7/12/23 7 p.m. **How to Ground an**

Prof. H. Paul Shuch

3 CDT **Airplane**

Qualifies for FAA

Nobody wants to fly an unsafe airplane. Fortunately, we pilots have numerous opportunities to uncover conditions which might compromise safety, including prebuy examinations, preflight inspections, thorough run-ups, inflight vigilance, post flight inspections, and post-maintenance checks. This WINGS and AMT award webinar will prepare you to ground the aircraft before it grounds you!

WINGS and AMT

credit.

8/8/23 7 p.m. **Homebuilt Highlights**

Paul Dye

CDT **from AirVenture 2023**

Homebuilders

Kitplanes Magazine's Editor at Large Paul Dye and EAA's homebuilt community manager Charlie Becker will cover the important homebuilt news, products, and just plain cool aircraft that caught their attention at AirVenture 2023. Even if you attended AirVenture 2023, put this one on the calendar as you just can't see it all.

Webinar Series

8/9/23 7 p.m. **Unbelievable**

Mike Busch

CDT **Compressions**

Qualifies for FAA

The FARs require a differential compression test to be performed at every annual inspection, but it's a really terrible test that is neither reliable (i.e., repeatable) nor a valid indication of cylinder health. In this webinar, Mike Busch, A&P/IA, demonstrates its shortcomings, explains its pitfalls, and emphasizes why poor compression alone should never justify cylinder removal unless backed up by more trustworthy supporting evidence such as a borescope inspection.

WINGS and AMT

credit.