



May 2023
EAA Chapter 1387 Newsletter



President's Corner | May 2023 | Brett Siefert

Hello Everyone, The heat is on and so is the May meeting! See you at the meeting.....

• • •

Event: EAA 1387 May Meeting
 Date: 10 May 2023
 Time: 7:00 PM
 Location: Lincoln County Health Department Community Room



5 Health Department Drive
 Troy MO 63379

• • •

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.



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

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

- Vintage Aircraft Replacement and Modification Article
- EAA Tour Aircraft Update
- Sport Pilot Academy Update
- AirVenture
- International YE Day





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

April

- Chapter Project – Need Chapter Sign for EAA Blue Barn

May

- Sat 6th - YE Rally at Washington (Canceled due to weather, reschedule date TBD)
- IRS Form 990N due by 15th
- Sign up for Chapter Camping for AirVenture?
- Major Achievement Awards deadline
- Member Input

June

- STEM Program at Creve Coeur Airport – 3 June
- International YE Day – 10 June
- Chapter Fly In/Out at Troy Air Park

July

- EAA AirVenture – Chapter Breakfast and Picture

Aug

- Member Input – Tech Update?

September

- Sat 2nd - YE Rally at Mexico
- Member Input -
- Chapter Poker Run Fly Out

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.





EAA AirVenture SetUp help and volunteering

<https://www.eaa.org/apps/volunteer/eaaweekendworkparty.aspx>

Jun 10-11, 24-25

Jul 9-10

Is this something that folks might be interested in? Pat D had done this and it was very rewarding. You can fly or drive up. Limited bunk house lodging, Plenty of camping space.



May 21 Fly N Dine Food Truck Series



Interested



Going



Share



More

Public · Hosted by **St. Louis Regional Airport**

Sunday, May 21, 2023 at 11 AM

St. Louis Regional Airport
8 Terminal Dr, East Alton, IL 62024

Details

Join us for the inaugural St. Louis Regional Airport Fly N Dine Food Truck Series event featuring food from Taqueria Los Toros. Located near the Airport Administration Building, there is plenty of parking for aircraft on the apron or for vehicles in the parking lot.
8 Terminal Drive
East Alton, IL 62024

Hope for clear skies, but this event is rain or shine.

Important to note, only pilots and those flying in for the event will be allowed access on the aircraft apron.



VMC Question of the Month

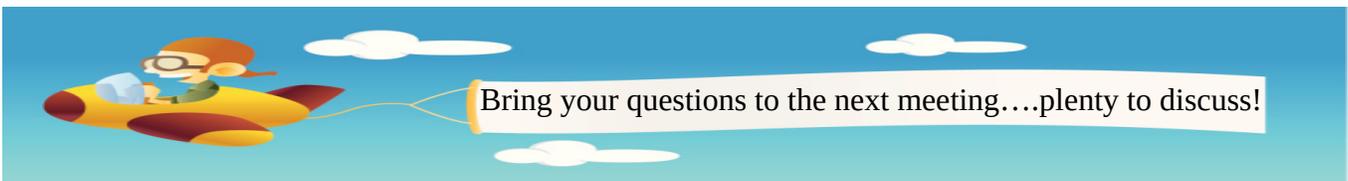
VMC Question: What information regarding a planned flight must a pilot determine for any flight (local or cross-country)?



Answer: According to FAR 91.103 (b), For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:

- 1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and
- 2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.

Note that for flights under IFR or a flight not in the vicinity of an airport, the pilot must also obtain weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays.





2023 05 MAY
LEARNERS AS WE GO
“THE NEIGHBORS DOWN THE BLOCK
SIR CHARLES and LADY MARY”
mr. bill

Though it seems like just last week that I met the neighbor down the road from my Airpark hideaway, it actually has been 20 years now. A very knowledgeable “young man” that had thought “so many things out” as his life went on.

Moving out to the airpark and purchasing a 3-acre lot, he quickly became that go-to-guy when it came time to designing or building a project. What every that project was....and airplane or an 8-foot antenna to pick up the PBS programs from the St. Louis transmitter.

With several aircraft builds under his belt, namely, a Zenith, a Glastar, and a Rebel, there was always something “in the works” in the hangar or under the 8-foot ceiling of his lower-level workshop. Though he was brought in on so many other builders projects. His kind words of, “Have you thought about using Stainless Steel welding rods as the hinge pins for the piano hinge?” Sure enough it was the perfect solution (because it was just as strong BUT smaller in diameter so the hinge pin slid in easily) for the problem of trying to re-inserting the original hinge pin rod for the attach bracket.

Charlies lovely (an older women, Mary was two weeks older than Charlie) Bride was always watching my property in the early days. One time Mary called me to tell me there was a strange car on the property. I said, “Thank you Mary. I bought a new car last week and this is now my drive in the country vehicle.” “OK Bill. I just wanted to let you know I was watching the place for you!”

As Charlie and Mary prepared to move from the airpark, they opened their doors to the people of the airpark to “view” the collection of memorabilia in their place as they headed off to the assisted living facility. And what a collection it was.

THANK YOU, Charlie, for ALL the help you provided to the many people who came and visited you for assistance.

THANK YOU, Mary, for ALL the times you made us smile with your can do attitude and friendly smile.



In other airpark news, we are working with a young lady named Grace (the second) for our EAA 1387 RAY Scholarship candidate. She was to visit and work with us at the Mexico Young Eagles Rally which was cancelled on May 06 due to weather. Stay tuned for more information.

Next BIG event locally is the STEM Program at Creve Coeur Airport on June 03, 2023. Come out and see the newest flight schools and programs for today's Youth!



Read of the Month...

Martin Aircraft built only three M-130 flying boats. With a wing span of 130 feet and a range of 2,400 miles, at 130 mph they could fly Pan Am's transpacific route to Manila in 60 hours.

First off the Martin production line but third to be put into service, NC16714 was slated to begin operations in December 1935, but got frozen in at Baltimore harbor and didn't fly to Alameda until March the following year. Finally, all three of the Martin Company's M-130 Clippers were in service across the Pacific with Pan Am.

NC16714 flew its first scheduled flight carrying mail to Manila with Ed Musick piloting, departing May 2nd from San Francisco. May 3rd, the plane was christened "Hawaii Clipper" at Honolulu by Patricia Kennedy, daughter of Stanley Kennedy, the President of Inter-Island Airways, which later became Hawaiian Airlines (Oct. 1941).

In October 1936 the "Hawaii Clipper" was the first plane to carry scheduled passengers all the way to Manila.

Photo:

Pan Am's M-130 "Hawaii Clipper" christening at Honolulu, May 3, 1936 (PAHF Collection).

Source:

"Airlines of Pan American since 1927," by Gene Banning (Paladwr Press, 2001), p. 426.





And for the Aviation History Buffs...

(Courtesy of the 66 • Piper Flyer | May 2023)

MAY 1

1960 — A Lockheed U-2 reconnaissance aircraft, piloted by United States Air Force Col. Francis Gary Powers, is shot down over the Soviet Union by a surface-to-air missile.

MAY 7

1937 — The first successful pressurized airplane cabin is achieved in the Lockheed XC-35.

MAY 8

1935 — The United States Commerce Department announces in Washington, D.C. that blind-landing radio equipment developed by a United States Army Air Corps team under Capt. A. F. Hegenberger is to be installed at all major airports between New York and Los Angeles.

MAY 9

1932 — United States Army Air Corps Capt. A. F. Hegenberger has become the first pilot in the world to make a “blind” landing using instruments alone, with no backup co-pilot on board in Dayton, Ohio.

MAY 11

1927 — Charles Lindbergh lands his new Ryan airplane, the “Spirit of St. Louis,” in St. Louis after a record nonstop overnight flight from San Diego of 14 hours, 25 minutes.

MAY 12

1964 — American flyer Joan Merriam Smith lands her Piper PA-23 Apache to complete the second round-the-world flight by a woman; she took 56 days.

MAY 14

1908 — The first passenger flies in an airplane. Wilbur Wright takes Charles W. Furnas of Dayton, Ohio, on a 28-second flight that covers 600 meters at Kill Devil Hills, North Carolina.

MAY 18

1953 — American Jacqueline Cochran becomes the first woman to fly faster than the speed of sound while flying a Canadian-built North American F-86 Sabre. On the same day, she sets the world speed record for women at 652 mph (1,049 km/h).

1966 — The first round-the-world solo flight by a woman is made by British pilot Sheila Scott. She flies 29,000 miles (46,670 km) in stages in her Piper PA-24 Comanche Myth Too.

1983 — American Airlines carries its 500,000,000th passenger.

MAY 20

1927 — The first solo nonstop flight across the Atlantic is made by Charles A. Lindbergh. In his Ryan monoplane “Spirit of St. Louis,” he covers 3,600 miles in 33 hours, 29 minutes and wins the Orteig Prize of \$25,000.

1932 — The first solo flight by a woman pilot across the Atlantic is made by American Amelia Earhart. She flies from Harbor Grace, Newfoundland to Londonderry, Northern Ireland in a Lockheed Vega monoplane in 13 hours, 30 minutes.

MAY 24

1918 — United States Army Air Service organized.

MAY 25-28

1931 — A world endurance record for non-refueled flight is set over Jacksonville, Florida, by Walter E. Lees and F. A. Brossy flying a Bellanca powered by a Packard Diesel 225 hp. The time is 85 hours, 32 minutes, 38 seconds.

MAY 29

1934 — The Collier trophy for the year’s outstanding aviation achievement is awarded in Washington, D.C. to Hamilton Standard Propeller Company for the development of the controllable-pitch propeller.

MAY 31

1928 — The first airplane flight across the Pacific is made by British Capt. Charles Kingsford-Smith and crew in a Fokker F-VIIB/3m. They fly from Oakland Field, California, to Brisbane, Australia, 7,389 miles (11,890 km), in 83 hours, 38 minutes. On the way, it becomes the first airplane to land in Fiji.

Walter E. Lees and F. A. Brossy flying a Bellanca.



PILOT'S TIP OF THE WEEK

The VOR Phase-Out



Featuring [John Krug](#)

Subscriber question:

"I heard that the FAA is still phasing out VORs. How many will eventually disappear and what does that mean for us GA pilots?" — Richard P.

John:

"In 2012, FAA released a proposed rule for phasing out some of the 967 VORs in the National Airspace System. Citing the increased costs of maintaining a network, the plan would leave about 500 VORs located at what the FAA calls the Core 30 airports around the country. Those are larger airports served primarily by Air Carriers. This remaining VOR network is called the Minimum Operational Network, or MON.

The MON is meant as a backup navigation system for IFR aircraft in the event of a widespread GPS outage and is an operational contingency. It's not the robust network of current VORs. The transition would be slow to allow users time to equip with new avionics for RNAV and RNP.

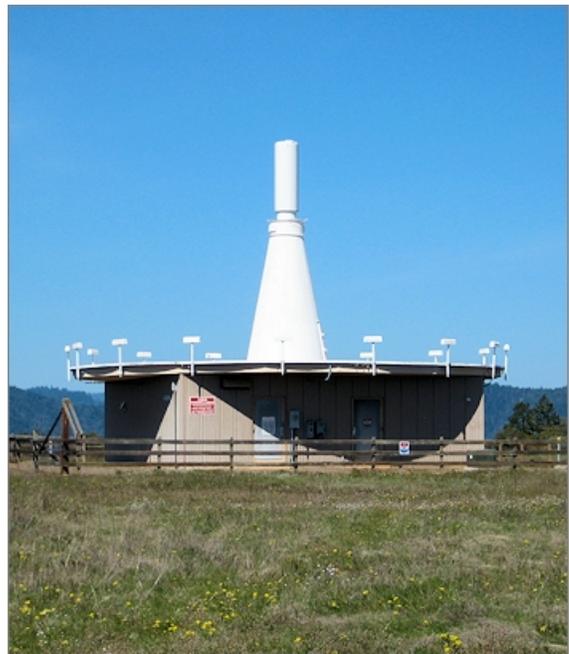
The planned MON VOR coverage would enable airplanes in the conterminous United States to proceed safely to a destination with a GPS-independent approach within 100 NM. "MON" in bold letters above airport names on the low altitude charts indicates that the airport has at least one ground-based approach that can be flown without GPS or DME. However, the ground-based approaches might not be precision approaches (with a glideslope) or afford the lowest minimums. A pilot may have only a circling approach available.

To complement the transition to MON, FAA has increased the service volume of the remaining legacy VORs. Above 5,000 feet AGL, the service volume has been increased from 40 nm to 70 nm. MON coverage would only be guaranteed above 5,000 feet AGL. In other words, you will have to be above 5,000 AGL to get guaranteed VOR reception.

When a VOR is decommissioned, it is replaced with a GPS-based intersection and GPS-based airways. Sometimes the DME is retained even if the VOR is removed.

The original plan called for decommissioning 470 VORs starting in 2014 and completing the project by 2020. As with most things in the FAA, the project has slipped. As of February 2022 (the last data available), the agency had decommissioned 117 VORs, with 187 VORs on the Discontinuance (Removal) Candidate List."

Here's a video where the instructor (Ryan) shows the student (Mike) the best use of automation to fly a VOR approach.





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.**

- 5/10/23 7 p.m. **A Look At** Prof. H. Paul Shuch
 CDT **Clouds** *You probably can't see through clouds, however sometimes you have to fly through, around, below, or above them. Join Prof. H. Paul Shuch as he discusses cloud types and the associated weather patterns. After this FAA Safety Team WINGS webinar, you'll no longer be able to say (in the words of Joni Mitchell) "I really don't know clouds at all."*
Qualifies for
FAA WINGS
credit.
- 5/15/23 12 p.m. **Stop Dreaming**
 CDT **and Start Flying**
– Flight Training EAA Staff
First Steps *So, you're ready to jump in and begin your flight training, but where do you start? Join EAA staff members as they cover all you need to know to jump-start your flight training journey.*
Learn to Fly
Week Webinar |
Qualifies for
FAA WINGS
credit.
- 5/15/23 7 p.m. **Flight**
 CDT **Simulators 101 -** Chris McGonegle
Leveraging a *Flight simulators have exploded in popularity recently. With new software options, impressive flight controls, and EFB app integration, it has never been easier to use a home flight simulator for real training (in addition to fun). In this fast-paced webinar, Chris McGonegle, a commercial pilot and Sporty's flight simulator expert, will discuss how to use simulators effectively and how to avoid making mistakes that will degrade your flying skills.*
Home Simulator
for Flight
Training
Learn to Fly
Week Webinar |
Qualifies for
FAA WINGS
credit.
- 5/16/23 12 p.m. **How to Pass the**
 CDT **Private Pilot** Bret Koebbe
FAA Written
Test in Less
Time
Learn to Fly
Week Webinar |
Qualifies for



**FAA WINGS
credit.**

It's something all pilots have to do during training for a private pilot certificate — pass the FAA Knowledge Test. While this test has gotten a bad rap over the years from some, the reality is it's a non-event when you approach it with the proper mindset and use the right study tools. In this webinar, we'll show how to use tried-and-true study methods using Sporty's Learn to Fly Course to make the process an engaging and meaningful learning experience, and not just another exercise in rote memorization.

- 5/16/23 2 p.m. **How to Save** Larry Bothe
 CDT **Time and Money** *Learn what it really takes to learn to fly. Is it difficult? Do I have to deal*
in Flight *with higher math? How much testing must I undergo? What is the real*
Training *total cost of learning to fly? Are there "hidden costs"? How can I save*
Learn to Fly *money along the way? All this and more in this comprehensive look at*
Week Webinar *flight training.*
- 5/16/23 7 p.m. **Become a** Paul Maloy
 CST **Professional** *Being a professional pilot is often considered a dream job. If that sounds*
Pilot; Which *good, you most likely have bunches of questions! How do you start?*
Path is Best? *What are the requirements? What are the training options? How much*
Learn to Fly *time and cost will be needed? This webinar can help you prepare for your*
Week Webinar *next steps. And learn how EAA's new [AeroEducate.org](https://www.aeroeducate.org) website can*
help you on your path.
- 5/17/23 12 p.m. **Getting Back** Jamie Beckett
 CDT **into the Left** *Falling out of currency is a common risk for general aviation pilots.*
Seat – No Matter *Fortunately, getting that currency back is often easier than you might*
How Long It's *think. This webinar explores the FAA requirements for currency and*
Been *explains how most pilots can get current and back in the left seat no*
Learn to Fly *matter how long it has been since they flew last. From medical*
Week Webinar | *requirements to flight training options, and even a few hints on how to*
Qualifies for *contain costs, the webinar is the perfect place to begin planning your next*
FAA WINGS *flight review, whether you're current now or haven't been in the left seat in*
credit. *decades.*
- 5/17/23 2 p.m. **Getting Started** Timm Bogenhagen
 CDT **in Ultralights** *Ultralight vehicles have long been an affordable way to experience the 3-*
Learn to Fly *dimensional freedom and exhilaration of the sky. Join EAA staff member*
Week Webinar | *and ultralight and light-plane guru Timm Bogenhagen as he discusses*
Qualifies for *the simple rules of Part 103 and tips for getting started. Topics covered*
FAA WINGS *include types of vehicles, regulations, costs, training, comparison to sport*
credit. *pilot and light sport aircraft.*
- 5/17/23 7 p.m. **Pass Your** Larry Bothe
 CDT **Checkride (Part**



1 of 2) – The

Oral

Get your paperwork right so the examiner is happy. Do your homework.

Learn to Fly

Bring everything you need. Learn the common errors in the oral quizzing

Week Webinar |

portion, and how to avoid them. You have more control over your

Qualifies for

practical test than you think. Take advantage of these things, and pass

FAA WINGS

the first time.

credit.

5/18/23 12 p.m.

Preparing to

David Leiting

CDT

Attend a Flying Start Event

EAA's Flying Start program will get you out to the local airport, where you will learn all about your local aviation community and how your EAA

Learn to Fly

chapter can support your interest in learning to fly. EAA staffer David

Week Webinar

Leiting will help you prepare for this event so you get the most out of this experience.

5/18/23 7 p.m.

Pass Your

CDT

Checkride (Part 2 of 2) – The Practical Exam

Larry Bothe

Learn to Fly

Do the flight portion of your checkride like a pro. Perform maneuvers in ways that always work. Learn to correct maneuvers that aren't working out. What will the DPE accept, and what is just flat bad? All this and

Week Webinar |

more, in this detailed flight portion guidance. Includes a quick (5-minute)

Qualifies for

review of the paperwork & oral quizzing presentation. Fly well, and pass

FAA WINGS

the first time.

credit.

5/19/23 12 p.m.

FAA Medical

CDT

Certification and You

Tom Charpentier

Learn to Fly

Join EAA Government Relations Director Tom Charpentier as he covers

Week Webinar |

all things aeromedical-related and addresses all your burning FAA

Qualifies for

medical questions.

FAA WINGS

credit.

5/19/23 2 p.m.

Conquer the

CDT

Checkride: Strategies for a Successful Practical Test

Loren French

Learn to Fly

In this session we'll discuss the structure of a checkride (practical test), and share examiner, instructor, and student perspectives on the process.

Week Webinar |

We will talk thru some strategies to help you, or your student prepare for and conquer any FAA Practical Test. The session will include interactive

Qualifies for

Q&A following the presentation.

FAA WINGS

credit.



- 5/24/23 7 p.m. **ATC & You:** Karoline Gorman and Wendy Smith
 CDT **Communicating with Confidence and Clarity** *Communicating with air traffic controllers can be intimidating if you don't know the language. Instead of avoiding it, pilots can learn what they need to know to fly safely and efficiently in controlled airspace. Air traffic controllers Karoline Gorman and Wendy Smith will give participants the knowledge and insight they need to do just that in this FAA WINGS credit.*
- 5/31/23 7 p.m. **Introduction to Hot Air Ballooning** Gary Brossett
 CDT **Qualifies for FAA WINGS credit.** *The winds have welcomed you with softness, the sun has blessed you with its warm hands, you have flown so high and so well that God has joined you in your laughter and set you gently back into the loving arms of Mother Earth. Join hot air balloonist Gary Brossett to discuss the basics and the joys of hot air ballooning.*
- 6/6/23 7 p.m. **Flying With AOA** Paul Dye
 CDT **Qualifies for FAA WINGS credit.** *Wings fly, and stall, based on angle of attack, despite what you've been told about using the airspeed indicator. We were all told that stall speed goes up with bank angle, but does anyone remember by how much, or under what loading conditions? Angle of attack simplifies all of this — you only have to keep out of the “stall” regime to keep your wing flying! Paul Dye discusses and shows just how simple flying by AOA really is, and tells you how you can fly more precisely, and more safely, with any of the many AOA systems on the market today. Not ready to spend more money? If you have an EFIS, you already have it!*
- 6/7/23 7 p.m. **Mechanic Crisis** Mike Busch
 CDT **Qualifies for FAA WINGS and AMT credit.** *GA is now facing a severe mechanic shortage. Simply put, there are not enough A&Ps to maintain our airplanes. Mike Busch A&P/IA describes what this crisis looks like from both the shop owner's and aircraft owner's point of view, and explains what must be done to enable the industry to cope with this difficult and challenging situation. Qualifies for FAA WINGS and AMT credit.*

Date	Time	Title	Presenter(s)
3/8/23	7 p.m.	Airframe Parachutes and Canopy Concerns	Prof. H Paul Shuch
	CST	Qualifies for FAA WINGS credit.	<i>First introduced in 1982, the whole airframe parachute has offered us a new safety option for surviving catastrophic aircraft accidents. But, despite hundreds of successful deployments, inclusion of a chute is still controversial among some pilots. In this FAA Team WINGS and AMT award webinar, Prof. Shuch explores the pros of parachutes, as well as the cons of canopies.</i>



How Can We Help?

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Helpful Links:

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

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

<https://www.faasafety.gov>

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