



January 2022

EAA Chapter 1387 Newsletter



President's Corner | "Beginnings"

I know, a title like that at the beginning of a new year, borders on the cliché. But, since we are indeed at the start of this year let's go with it, a little anyway.

As a chapter we of course start the year anew with Joe Veile and I switching spots; Joe moves into the Vice President's slot while I assume the President's role ... and please let me add that I'm very grateful for the opportunity to serve this chapter and general aviation at what can literally be the grassroots level. Lynn Weber was President when I joined 1387 and I'll consider it a job well done if I can be half as effective as the two immediate past presidents have been. Again, very grateful. Please take a look at the sidebar in each newsletter and you'll see several names of those who make the magic happen. These, in addition to each member, without whom, well, we wouldn't have this extraordinary chapter.

We already have some great events in the pipeline for 2022 but good ideas should come from anyone and everyone continually. so please take another look at that sidebar of awesome achievers and shoot an email when inspiration strikes. I'll throw one out there now; some of us know everybody while some of us have yet to meet fellow members and friends. If you all think it would be interesting it might be neat to hear the stories of how each of us got into aviation (you know, her or his beginning...still carrying the "newness" theme here ☺). I know the more I learn about our members, I'm both impressed and

intrigued at what these individual paths have looked like. We truly have a wealth of knowledge and experience in our own ranks and one of the most important things in any organization or industry is the transfer of knowledge to the upcoming generation. In general aviation, one need not be young to be inexperienced, nor older to be a real pro. Not sure it qualifies as an actual start but I'll share what is surely at least an early manifestation in me of that bug that infects us and makes us plane crazy. You see, I actually owned and flew a one-place, single engine, monocoque, aerobatic aircraft as young as ten years old, maybe even a little younger. Orange in color, low-wing, retractable gear...and the stall speed was ridiculously low, as in single-digit knots. And oh yes, it was an experimental – pretty sure that after "uncrating" it and spending approximately 0.5 hours on the build, I had performed at least 51% of the construction. Who was the kit manufacturer, you may ask? Not sure, but it was likely Fisher-Price, or maybe Tonka. What I do remember is that its one-foot span of wing was quite sufficient to keep little dreams aloft. Even the little composite...er, plastic...propeller spun as I held a steady course. Controls were rudimentary but effective and consisted mainly of little fingers clutching the fuselage. This did not seem to compromise airspeed at all, and setting trim was easy and intuitive. The buzz of that (probably overspeeding) prop was the sound of this small but spunky aircraft keeping pace in tight formation—literally an arm's length—right off the open rear window of the mother ship, typically my



parents' mid-70s Plymouth Valiant. Never did hit Vne. Can anyone relate, at least in part? I'll wager that some of you can, and will go further and say that there are prospective Young Eagles out there who can too. Those events in this year's pipeline? Well, we're hoping at least two of them will be YE events in the warmer seasons. Of course, these require pilots but not just pilots. A component of successful flight missions is a ground crew – our pilots and non-pilots alike are ambassadors of general aviation and spreading the gospel includes jobs for both. Or rather, opportunities ... to be an integral part of another person's beginning (still on the theme, eh) of what could end up being a pivotal moment in that youngster's life.

YE not your thing? That's okay, there'll be other opportunities to help enjoy, safeguard, perpetuate and otherwise celebrate the lifestyle that is general aviation.

Did you know Chapter 1387 is a multiple-time recipient of the Ray Aviation Scholarship? Another way to help facilitate "beginnings", as these scholarships provide direct assistance toward the realization of a PPL for young adults. Even a single scholarship results in at least three beneficiaries; the aspiring pilot gets training and equipment, the chapter gets a nice boost in its status (did you know we are a Silver ranked chapter by the way?), and general aviation benefits by the addition of someone with an interest in helping protect our interests. something we should not take for granted.

By now you may be wondering if there's an ending to <ahem> complement all this "beginning". Mercifully, there is, and you've arrived. Just for this passage though, as our 2022 journey is mostly ahead of us. So, let's

finish our walk-around, do the runup, and rotate – we're on a mission!

Brett Seifert

EAA Chapter 1387 2022 Calendar of Events Dates

Monthly Chapter Meetings

2nd Wednesday @ 7PM – Exceptions as noted*

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

Meeting Location:

Lincoln County Health Dept.



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



Young Eagle Update

(by Pat Donovan)

Jonas has passed his private written and is applying for the remaining of his scholarship funding.

- Jonas is looking to schedule a DPE for his check ride.
- The application period for the Ray Scholarship for 2022 ends on Jan 31st which we have applied for. Expect to hear back by mid-February.



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 2022, 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 as Brett discussed. 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. I'll take the first crack at it in January meeting with something I've been working on.

Thanks! Joe V.



NEWS FROM HQ

Jack J. Pelton welcomes you to January's Chapter Video Magazine with a recap of EAA's successes in 2021, and looks forward to the new programs, education resources, advocacy efforts, and offerings coming in 2022. Happy New Year! Check out the link below!

EAA HQ CHAPTER VIDEO MAGAZINE

Below is a little more detail on the Events we're thinking about in 2022. I've been collecting your idea's and really appreciate the inputs. For the basics, we're looking to have membership inputs on what everyone is working on or what you'd like to share with the Chapter on a monthly basis. Building projects, Items of Interest, etc. would be ideal. I've added in some suggestions but send me what you'd like to contribute, and we'll get it scheduled for all to enjoy! We have 2 YE event's planned, a couple of build projects to discuss, and working on a fly-in at the Troy Airpark (pending approvals) and even a suggested Flying Poker Run! (That sounds like fun!) Please review and let me know your thoughts! Thanks, Joe V.

Chapter 1387 Calendar of Events

January

- New Chapter Officers take Place
- Distribute Membership Certificates and Pins
- Identify Chapter nominee to attend Air Academy
- Member Input – J. Veile on RV 14 build
- **Don't forget!– Home Builders Week – 24-28th. (See link below)**

February

- Sign up Air Academy nominee
- Update Planning Events for Year
- Member Input – B. Siefert - Sonex Update (Or Home Hangar Status)

March

- Order chapter marketing materials for spring/summer events
- Sign up for Chapter Camping for AirVenture
- Member Input – D. Baldwin – KR2? RV8, etc
- Field Trip – Site visit to Creason Racing Engines in Troy

April

- Member Input - J. Roser – RV 6 Update
- Chapter Project – Need Chapter Sign or Adirondack Chair for EAA Blue Barn

May

- YE Rally at Washington
- IRS Form 990N due by 15th
- Sign up for Chapter Camping for AirVenture
- Major Achievement Awards deadline
- Member Input – Pat Donovan – Comanche / RV9 ?



June

- International YE Day
- Chapter Fly In at Troy Air Park

July

- EAA AirVenture – Chapter Breakfast and Picture

Aug

- Member Input – John Tracy / Tim Finley– Tech Update?

September

- Member Input - Bill Jagust – ATP Update
- Chapter Poker Run Fly Out

October

- YE Rally at Mexico
- Member Input - Volunteer Needed

November

- Officer Elections – Treasure and Secretary
- Member Input - Volunteer Needed

December

- Chapter Christmas Social
- Election Results
- Chapter Renewal by 31 Dec.

Week of January 24-28th

(Link Below)

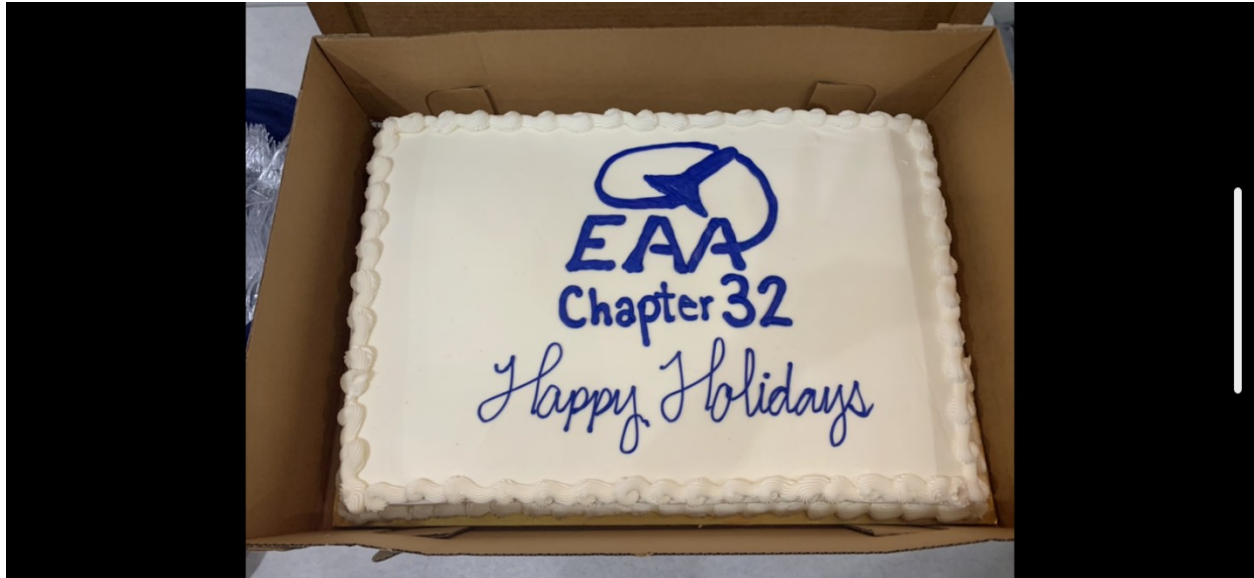


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2022 01 JANUARY
LEARNERS AS WE GO
THE GOOD: EAA 32 HOLIDAY PARTY
And the not so good
"THE ULTIMATE "GET-THERE-HOME-IT IS"
mr. bill



Well, I am glad the good people at Chapter EAA 32 ended the year on a GREAT note with an awesome Holiday Party. The great backroom of the Creve Coeur Airport was the perfect aviation setting for this annual gathering of the OLD and YOUNG in the crowd. It was so nice to see the young and future pilots of our group in the building for a very fun and enjoyable evening.

And with a guest speaker, General Jack, who knew his crowd and was a very knowledgeable and a very funny man, the night was awesome. In short, he was telling us and showing us pictures of a Russian Jet that he was asked by "some people" to fly and evaluate its performance.

Well, about 10 minutes into seeing these photos and hearing his words I had to say in my best Russian voice, "Comrade, where did you get these pictures?"

Captain Jack quickly stated that these were the ones that he was allowed to keep after his adventure over on the other side of the world. That adventure was to fly a Russian Fighter Jet. He informed us that he was told, "Don't ask the wrong question while talking to the KGB!"



**WELCOME AND HAPPY NEW YEARS!**

I am hoping that we can get these masks off our faces by March 18, 2022. The mandate says that is the latest end date for masks on faces of people traveling on airplanes. WE SHALL SEE!!!

Several items have popped up in the news lately and I really wanted to touch on one that really hits home. It is a situation like our own Smartt Field. From time to time out at Smartt Field you can see an airplane coming from the northeast at about 450 above ground level as they are flying the VOR-A approach to runway 18. The idea in flying this instrument approach to runway 18 (it is a VOR-A because it is more than 30 degrees off the centerline of the runway) is to HOPEFULLY find yourself, below the clouds on a $\frac{3}{4}$ mile final at 450 feet above the ground and land straight in on the south runway, Runway 18. If the winds were strong out of the west and you chose to land on the west runway, Runway 27, you would just STAY at 450 feet above ground and fly around the air traffic pattern keeping the runway in sight at ALL times and enter the downwind for runway 27 and when, YOU CAN MAKE A NORMAL APPROACH TO LANDING ON RUNWAY 27, YOU CAN LEAVE YOUR CIRCLING ALTITUDE, THE 450 FEET ABOVE GROUND LEVEL, AND LAND THE AIRPLANE ON RUNWAY 27.

If you were circling east of Smartt Field the big concern is the Portage de Sioux Powerplant stacks.

With all this stated, here is what a Gates Learjet 35A did at Gillespie Field. Basically, the same flight BUT, on the approach chart the instructions state:

DO NOT CIRCLE EAST OF THE FIELD

Here is the AOPA report on the flight and it is so sad that two beautiful nurses were hurt because of the knucklehead maneuvers of these pilots. Mainly the captain.

https://www.aopa.org/training-and-safety/online-learning/early-analysis/N880Z?utm_source=epilot&utm_medium=email&utm_campaign=asi+products

Having flown these Learjets they are great to “crank and bank” in good VFR Visual Flight Rules weather. But that approach was a bad idea that just kept getting worse. They had an RNAV approach that would have left the jet at 450’ on a 1 mile final for the south runway. THEY CHOSE to stay on top of the clouds and for legal reasons, cancel their Instrument Flight Plan.

THEY CHOSE to circle and try to find the runway in all the city lights in an area with mountains.

Well, you get the idea.

The same thing could happen to us with Smartt Field. The airport is near the river and is in a low-lying area that can fog up and present us with the same situation.

THE SOLUTION:

Go to high ground like Alton Airport and land using the straight in ILS system which will let you get down to 200 feet above the ground. The runways there have bright instrument landing light systems to guide you to the runway. BE SAFE! Cranking and banking a Learjet looking for the runway caught these pilots peeking out the window and stall spinning the airplane into the ground.

Would this happen to a Boeing 737 Driver?

Funny you should ask? Now that I am Internationally qualified to go to remote island airports, and I have found myself in the same situation. Basically, where the approach states: 250 knots at 13,000 feet, BUT the controller wanted me to be flying over that intersection at 310 knots. GREAT! Ten minutes later I found myself at 5,000 feet on a three mile final for the runway 14 at Nassau, Bahamas struggling to get down and lose altitude. After two



meandering turns, we both realized that this landing was not going to happen, so we did a “soft” go around. The jet climbs at 1,000 per minute. Nice and slow so things happen slow. BUT, because we messed up the controller’s traffic flow of landing, we were punished and advised to land on runway 10. No worries. Just a big WIDE turn taking our time and not “cranking and banking” to get back to the airport and nicely line up with the new runway.

LIVE TO FLY ANOTHER DAY!

Speaking of flying another day, it seems that with this Covid stuff hanging around we pilots are getting a little rusty and the accident rate is ticking up again. When possible, please try to take a SAFETY PILOT or a CFI Certified Flight Instructor to go up with you. SCFS-Saint Charles Flying Service has many young and talented flight instructors at your service for \$52 dollars an hour. A small price to pay for someone who you can trust and can help you through any situations you may be facing with your RUSTY SELF!

Q? American Airlines recently painted an Airbus 319. How much weight did the paint add to the planes total weight?

A: 125 pounds

Q? Are you Youth Protected for this year’s Young Eagle Flights?

A: Check with your YE Coordinator who has all your data. NO Protection Plan, No YE Rallies for you.

I will end with you just gotta love how people think. NOBODY wanted to be the person to damage the EAA writing on the cake.

All a BIG thank you to Bob M and his lovely wife, and all the others who set up this great Holiday Party setting.

Just like we did in Chicago, when it came time to pull the 50/50 Raffle name out of the hat.....

Bob pulled HIS name out of the raffle jar!

After a redo, our EAA Ray Scholarship student won the money!



BE SAFE Y'ALL. AND IF YOU NEED SOME TECHNICAL COUNSELOR (BUILDER SUPPORT) HELP OR FLIGHT ADVISOR (FIRST FLIGHT OR CFI HELP) PLEASE GIVE SOMEONE A CALL IN EAA. WE ARE HERE TO HELP!

**TROY AIRPARK ADDITION**

When the grass moles were not tearing up the grass runway the asphalt “moles” were busy making the runway meet ICAO standards for the markings.

The FAA requires us to know how much runway we have when we take off at an airport. So, I got out my 100 foot measuring tape out and had a nice walk on the runway. Every 100 feet down the runway I sprayed a white marker on the south side of the runway. At the 500 foot, the 1,000’, and the 1,500’ mark I sprayed a red marker.

The total asphalt length is 2150’ as depicted by this photo. The runway marker guyz will complete the task when the weather gets warmer. But for now, we can assure ourselves on the amount of runway we have for takeoff from either end of our “hidden oasis.”

We plan to also make the centerline runway stripes 120 feet long with an 80 foot gap between lines so that at the start of each runway line is 200 feet from the start of the next line. Another clever method of knowing just how much runway we do have for our take off.



I came up with a 35 foot displaced threshold because that gave us 1,900 feet of runway from this threshold line on the East side of the runway 26 to the end runway lights (red ones) at runway 08.



At the west end of the runway looking East, I placed two lines. One at the 2,000' foot mark of total runway distance to the east end.



2,000 feet from here to the end of the runway

ANOTHER LINE IS AT THE 2,100 FOOT MARK. FROM THOSE LINES TO THE END OF THE ASPHALT ON THE EAST SIDE IS THE TOTAL HARD SURFACE RUNWAY DISTANCE.





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)
1/11/22	7 p.m.	The Incredible, Roadable, Aerocar Museum Webinar Series	Chris Henry and Ben Page <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.	Ground Reference Maneuvers — Practicing Precision Patterns Qualifies for FAA WINGS credit.	Prof. H. Paul Shuch <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.	Young Eagles Coordinator Orientation	David Leiting <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.	Become a Better Chapter Leader — Presidents/Vice Presidents 2022	Charlie Becker <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>



How Can We Help?

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Helpful Links:

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

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

<https://www.faasafety.gov>

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