



November 2023

EAA Chapter 1387 Newsletter



President's Corner | November 2023 | Brett Siefert

We need your help! Would you like to help with the success of Chapter 1387? In order to keep the Chapter running smoothly, elections are open and we're seeking both President and Vice President positions. Please let Brett or Joe know if you're interested in taking the leadership positions. Both positions are available at the start of the new year.

See you at the November meeting!

Event: EAA 1387 Meeting

Date: 8 November 2023

Time: 7:00 PM

Location: Lincoln County Health Department Community Room

5 Health Department Drive

Troy MO 63379

...

Washington STEM Young Eagles Event

Chapter 1387 along with help from Chapter 32, flew 15 Young Eagles on 11/4 who also participate in the local Washington High School STEM program. A few YEs pushed to next Saturday due to lack of parental signatures.



A big thank you to the volunteers. Pilots: Mike Bradsher, Dave Brickhaus, Bill Jagust. GroundStaff: Dale Baldwin, Don Glasser, Sarah Lowery, Pat Donovan, and Jennifer Kephart from the Washington School District.

Great weather day with overcast conditions making for generally smooth flights for all!!

To complete our STEM participation at Washington this year, we're in need of more volunteers (Pilots and Ground staff) for this Saturday 11/11 @ 2-4pm. Weather forecast for Saturday is for similar overcast conditions. Please contact Pat D. if you have any questions.



NEWS FROM HQ

In this month's Chapter Video Magazine, Charlie Becker 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

November

- Officer Elections – President and Vice President
- Member Input – YE Update at Washington STEM Program 11/4 and 11/11

December

- Chapter Christmas Gathering?
- Election Results
- Chapter Renewal by 31 Dec for HQ



2023 10 OCTOBER
“OH, WHAT A MONTH!
YOU RETIRED AND DID WHAT?”
mr. bill

Here I sit in Albuquerque, NM after 7 wonderful days at the AIBF-ALBUQUERQUE INTERNATIONAL BALLOON FIESTA. Today was the final day and because the winds were 20 miles per hour (as indicated by the flags surrounding the stadium) and no Hot Air Balloons flew. None even came out of their cargo vans. It was a day of good byes and “Happy Trails to you,” wishes.

Because the winds were 12 mph on the launch surface, the 0600 am Morning Balloon Glow gang launch was grounded.

The National Anthem is sung at 0700 but again, due to the winds, no balloons were launched with the American flag below it to salute. In this situation, the balloonists with their baskets in the back of their trucks just “blast their burners” at the end of the song. This is called “Candle sticking.”

“Candle sticking” the burner after the National Anthem
On the perfect calm morning day, this was the view at 0600 in the morning.....





WHY this Balloon Fiesta to go and visit? That is a great question.

It seems that the Code of Federal Regulations states: That an Airline Pilot can NOT fly on his 65th birthday. So, in preparation for the end of my 35 year career at the airlines, I was able to bid a 4-day trip that had layovers in STL and two nightly layovers in Chicago-ORD O'Hare, at the airport hotel. I was able to get a "retirement" send off leaving Saint Louis and in Chicago too.

The best part of it all was after the landing on Saturday, October 07, from Chicago-O'Hare Airport to the DFW Airport, I was able to get the Airport Water Cannon Salute from the DFW ARFF (Airport Rescue Fire Fighters) as I taxied the airplane into the terminal gate for the last time.



The FINAL taxi in for the Retirement flight



So, what does the newly retired pilot do when they CAN DO WHATEVER THEY WANT NOW???

Well, on his Bucket List was visiting the ABQ Balloon Fiesta. The plan started last January with reservations for a car in DFW to drive to ABQ. Oh yeah, this event is booked up years in advance like OSHKOSH. No cars or hotels or airline seats! I was in contact with the MASTER BALLOON INSTRUCTOR in ABQ and was told to meet the Shuttle Van at 0500 on Monday morning. (This was already day 3 of the Fiesta.) When I arrived at 0500 for the 0515 am drive into the CREW parking lot, I was excited. I was crewing for SMOKEY BEAR. The people in the van had all been doing this for over 20 years. They tested this Rookie and quickly called me GRANDPA because I was the oldest in the van.





Well, the first part of Flight Training is to learn all the skills needed on the ground. And after 7 days of removing/ assembling, filling, static glowing, and on three occasions, LAUNCHING the balloon, I received my ground crew checkout of this 97-foot Aerostar International Special Shape Balloon. This is the B-747 of balloons.

The launches are fairly easy. It is finding a spot to land and deflate and repack that can be a challenge. And the week was filled with many challenges. With the event ending today, my seven days of morning and night crewing was quite THE learning experience and one I will never forget.

It is said that the only FUN in ballooning is for the two or three people who get to go in the basket and FLY in the balloon. The others do ALL the hard work of assembling for the flight or the Static glow. Even that gets exciting because we have two 150-foot static lines that need to be held so Big Smokey Bear stays stable from any wind that will move him around..... And on Friday it did when the winds picked up. And after all that wrestling, the parachute top of the balloon is pulled, and the fabric comes SLOWLY down. And the 145,000 cubic feet of warm (150°F) air must be “milked out” of the envelope. Here is that photo of milking and the “gathering of the fabric.” More fun.



Here is a balloon (Sunshine) that was next to us and had to pull the parachute top out and it collapsed over the crowd. The B(ear) team was called in to “milk” and roll up the balloon. The Sunshine ground crew went shopping and missed this.



Well, this morning I am leaving ABQ and heading to Roswell, New Mexico to go visit some alien friends. Actually, I hope to buy the nose gear door off the MD-82 that I flew into Roswell on 09/04/2019.

Tomorrow I will be walking Carlsbad Caverns in the morning followed by the 7-hour drive back to the DFW area. Then I will sort through all the gifts, the knowledge, and the memories of the last 10 days of my life. Or was that the first 10 days of my retirement. Hmmm.

One last photo I wanted to leave you with.

I took this selfie and hoped to use it in the title of my last flight article. We took off from Chicago, O'Hare Airport and were told to fly south earlier this year. We then flew by the Chicago Midway Airport. That is the airport you see over my shoulder in the selfie. I thought it was a cool and fitting photo of the airport that I grew up (me grown up???) and rode my bike around drooling over airplanes as a youngster. It was the airport where I soloed in August 1975, which was the beginning of my flying adventures in a Cessna 150. Now I am flying over it in a Boeing 737-800 Next Generation.



Flying to DFW as I pass over Chicago-Midway airport where it all began in 1975.

Thank you ALL who have helped me along the way to make it through the coolest job a person could ever have.

Q? What is the cost per day to park your aircraft on the ramp in storage at the Roswell, NM airport?

A: \$15 a day



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Cross-country to T25 in my Sonex

OCTOBER 23, 2023 / [6 COMMENTS](#) / BY [ROBBIE CULVER](#)

https://airfactsjournal.com/2023/10/cross-country-to-t25-in-my-sonex/?trk_msg=L6BV1612GSAKNETTPD1LR0E5Q0&trk_contact=K81INGEKINI9HR7B5N8GOTIQ2K&trk_sid=8QH0ON42FFD8JIIQ39QG8E5HIKG&trk_link=N6GJQ3LQPN045BGDVJ19COBV80&utm_source=listrak&utm_medium=Email&utm_term=Cross-Country+to+T25+in+My+Sonex&utm_campaign=F23111A&utm_content=Caught+Above+an+Overcast+Layer+%2b+The+Friends+in+Aviation+I+Do+Not+Know



PILOT'S TIP OF THE WEEK

When to Announce Each Leg in the Pattern

Featuring Doug Stewart

Subscriber question:

"In the traffic pattern at a non-towered airport, some pilots call in the turn (turning base, turning final) while others call once established on those legs. Is one better than the other?" — Chad C.



Press to play audio

Doug:

"What I advise my clients is: Use something that is going to help other pilots see you. So, when is the best time to make those calls? Make those calls as you roll into the turns.

Midfield downwind? Well, it kind of tells where you are, but sometimes it's hard to see. But 'turning base' or 'turning downwind'—when the airplane is banked, there's more to see.

Make those calls as you bank."

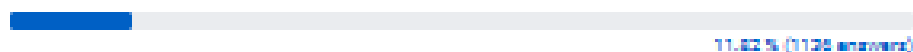


When do you announce your position on a pattern leg?

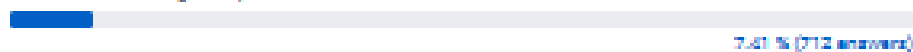
✓ While turning



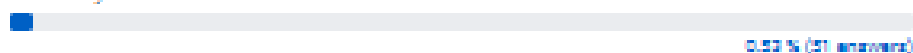
Once established



I don't have a regular practice



I don't fly with a radio





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.

Cloudy With A Chance of PIREPs | Qualifies for FAA WINGS credit

Wednesday, November 8, 7 p.m. CST with Prof. H. Paul Shuch

Pilot Reports are just one more way for aviators to share critical safety information with each other. In this WINGS award webinar by Prof. H. Paul Shuch, we will review the format of PIREPs, including what they cover, when to file them, where to check them, and how to interpret their sometimes cryptic language.

We're all in this together! Qualifies for FAA WINGS Credit

The DC-3 | Museum Webinars Series

Tuesday, November 14, 7 p.m. CST with Chris Henry

Standing guard in front of the EAA Aviation Museum is a DC-3. Join us as we talk about the airframe and the many different versions of this legendary aircraft.

Solid Edge Modeling 101

Wednesday, November 15, 7 p.m. CST with Muhammad Sajjad

Join us for an enlightening webinar on Solid Edge Modeling 101, presented by Muhammad Sajjad with Siemens. This webinar is designed for both newcomers to Solid Edge and seasoned professionals looking to enhance their 3D modeling skills. Topics will include:

- *Synchronous Modeling workflows*
 - *Ref planes*
 - *Sketching*
 - *Extrude, revolve, sweep and loft*
 - *Multi-body modeling*
 - *Text to models*
-

Hosting a Young Eagles Rally – Advanced Best Practices

Thursday, November 16, 7 p.m. CST with David Leiting

Join David Leiting, EAA Eagles Program manager, as he provides a review of Young Eagles rally best practices. This webinar will go beyond the requirements of hosting a rally and focus on best practices used at various chapters all across the association. In addition, a brief overview of the Young Eagles



online registration process will be discussed.

Three Strikes and You're Out: A Practical Strategy for Stopping the Accident Chain | Qualifies for FAA WINGS Credit

Wednesday, November 29, 7 p.m. CST with Kenneth Solosky

We all are safe and conscientious pilots. We train for emergencies and read accident reports to learn from other's mistakes. We often wonder, how did the pilot miss the signs? But they did. Join Kenneth Solosky as he discusses three strikes as a practical approach to stopping the accident chain before it ever happens.

Digital Management of Aircraft Maintenance Records | Qualifies for FAA WINGS and AMT credit

Tuesday, November 21, 7 p.m. CST with Crewchief Systems

If you're not managing your plane with data, you're not flying in the 21st century. Learn how to maximize the utility and value of your aircraft while improving safety through empirical data and systemized maintenance monitoring. Crewchief Systems discusses how you can take advantage of this electronic platform, now an exclusive EAA member benefit.

Deadly Switches | Qualifies for FAA WINGS and AMT Credit

Wednesday, December 6, 7 p.m. CST with Mike Busch

That ubiquitous key-operated ignition switch in most single-engine piston airplanes is fraught with peril. There are two different designs that have different failure modes and are subject to different airworthiness directives. Yet one critical failure mode is unaddressed by any of these ADs and has resulted in death, serious injury, and costly property damage. Maintenance expert Mike Busch discusses how and why these switches fail and what you can do to protect yourself from the deadly consequences. If you own or fly an aircraft with a key-operated ignition switch, this webinar is a must-see.



How Can We Help?

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