



Anyone ready to get out of the house and talk about aviation? Yes, there's a lot going on in the world right now and we are going to strive for normalcy while practicing our social distancing. The State is ready and hopefully we are too. Hope this letter finds all of our Chapter members fit and safe!

We are going to have a meeting this coming Sunday (6/14) at our regular location with safety and caution in mind. We recommend that wearing a mask is not a bad idea but won't be required. Local guidelines currently limits occupancy to 15 people and recommends six foot separation for non-household members. Otherwise and obviously, don't come if you're sick or have a fever. The room will be sanitized space beforehand.

We are going to host a "GoToMeeting" which is similar to "Zoom" if you've been using any of these virtual chat sessions during the pandemic. Details to dial in are below.

Hopefully, we'll be able to catch up and discuss the future Chapter plans, meetings for the summer and follow-up with all members' projects and activities.

One of the Young Eagles, Jonas Uthe, is our featured speaker and will be presenting the topic on "The World of RC Aircraft". This is an ever evolving area of interest for many of us. Looking forward to the presentation and Q & A. Thanks in advance for presenting Jonas.

We also have Conner Davis working on his private pilot license under the Ray Scholarship Award and maybe he can quiz a few of us on some of the latest FAA written questions. Now that could be entertaining the say the least. Many thanks to Pat Donovan and Mike Bradsher for helping Connor on this exciting endeavor.

It's too bad that AirVenture is cancelled but it sounds like HQ is gearing up to put on a virtual week that will still be very educational and informative. Looking forward to hearing more about on this and taking advantage of the virtual

forums and workshops being discussed. Check out the EAA HQ's website or the Sport Aviation magazine for the latest details.

Continued on page 7

EAA Chapter 1387 2020 Calendar of Events

Monthly Chapter Meetings 2nd Sunday, exceptions*, 2-3:30p

| | |
|--------------------|------------------------------|
| 1/12 | 7/12 |
| 2/09 | 8/09 |
| 3/08 | 9/05*YE |
| 4/19* | 10/11* Weber Farm |
| 5/02*YE | 11/08 |
| 6/14 | 12/12* 4-7p, Christmas Party |

Young Eagle Activities (Tentative):

~~5/02 at Mexico Mo~~
9/05 at Washington Mo

Other Important Dates:

~~March 31~~ ~~April 5~~ ~~Sun 'n Fun~~
~~July 20~~ ~~26~~ ~~AirVenture~~

Meeting Location:

Lincoln Co. Health Dept.
Large Conf. Room (South End of Bldg)
5 Health Department Drive
Troy, MO 63379



**GoToMeeting set-up and details;**

EAA1387 June 2020 Chapter Meeting
Sun, Jun 14, 2020 2:00 PM - 3:30 PM (CDT)

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/591301805>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3412](tel:+18722403412)

Access Code: 591-301-805

New to GoToMeeting? Get the app now and be ready when your first meeting starts:

<https://global.gotomeeting.com/install/591301805>

2020 06 JUNE**“IS THAT YOUR FINAL ANSWER?”**

mr. bill

Recently I was with a group of aviation people and I was introduced to a young lady who was going for her Private Pilot Certificate. As the conversation continued, the lady stated that it was going to be windy the day of her check ride. I asked, “What is your wind limit?” She answered, What do you mean? I stated, What is too much wind? She then said, Well, you know. It will be too windy. I asked again, “What are your personal wind limitations?” Well after that question the conversation was over. I was not trying to be a jerk but I was trying to determine WHAT her wind limits were.

With every student pilot we set headwind and crosswind limits in their logbook so they KNOW when they CAN fly and when they CAN NOT fly.

As an instructor I was trying to have this person STATE their limits. It is exactly what the FAA Designated Pilot Examiner (DPE) will ask in their exploratory way to determine if you will be A SAFE PILOT WHO THEY SHOULD ISSUE A PILOT CERTIFICATE to.

So, how do you answer the question? Initially one could say, well the crosswind limit of the B-737-NG is 33 knots. The B-737 MAX crosswind limits are 32 knots. These are demonstrated limits accomplished by a test pilot. Usually the winds are a steady speed of 25 knots and may be gusting up to 40 knots, so we as pilots can and will “attempt” the landing.

According to the 1981 Cessna SKYHAWK Model 172P Information Manual of 30 May 1980, page 1-7:

Demonstrated Crosswind Velocity is the velocity of the crosswind component for which adequate control of the airplane during takeoff and landing was actually demonstrated during certification tests. The value shown is not considered to be limiting.



So, as we turn to the SPEEDS FOR NORMAL OPERATION SECTION (PAGE 4-3) we learned that the Maximum Demonstrated Crosswind Velocity:

Takeoff and Landing..... 15 KNOTS

Getting back to the original question asked: What are your wind limits? If I were the one asked this question by a DPE I would have to say “No more that the demonstrated 15 knots per the Cessna manual.” That is a different story with the Boeing jet. With the big jet as long as the limits were not exceeded we would give the landing attempt the “old college try.”

So much for theory and talk, HOW do we do this landing? Well it is basically the same for each airplane. On short final have all your aileron and rudder crosswind correction in place (and holding the controls) by 100 feet above the runway so you know THEN that you can handle the crosswind you are landing in. If at 100 feet you find that you do NOT have enough aileron or NOT enough rudder to keep the nose straight THEN the only option you have is to go around. Be careful here because the controller could ask you what winds you need to land in.....and magically the winds are below the velocity you need. Several times that has bitten an airline crew and controller. The winds are 13 knots in this video.

<https://www.youtube.com/watch?v=trrUkKUyhl4>

Can you see how the pilot did not set up for the crosswind landing and just bounce it on and off the runway? If they were set up at 100 feet with all the control corrections in position the landing would have been more controllable.

Q? Why is there a difference in the crosswind limits of the two B-737 models?

A: The 737 MAX winglet, called a Split Scimitar Winglets (SSW) which has a vertical winglet and a lower winglet which hangs down. Because of the lower winglet (which provides a 1.6% fuel savings) prevents the wing from being lowered for the cross wind correction. Because of this the B-737 MAX is landed using the crab method. As the pilot flares over the runway in a crosswind crab the pilot just presses the upwind rudder to straighten out the fuselage and lets the airplane settle to the ground.

Q? What percentage of the military is served by women?

A: 15 percent of the military are women.



First Boeing F/A-18E Super Hornet test aircraft delivered to Blue Angels

Boeing has delivered the first F/A-18E Super Hornet test aircraft to the US Navy's (USN's) Blue Angels display team.

The aircraft is to enter flight test and evaluation at NAS Patuxent River in Maryland, Boeing announced on 3 June. The company plans to deliver a total of 11 aircraft to the flight demonstration squadron in 2020.

First Super Hornet for the US Navy's Blue Angels flight demonstration squadron sits on the flight ramp at Boeing's Cecil Field facility in Jacksonville, Florida



The initial aircraft has yet to be painted.

“The validation and verification aircraft will not be painted in the familiar blue and yellow paint scheme until flight testing is complete,” says Boeing.

The Blue Angels currently fly legacy F/A-18 Hornets, which have been in use since 1986. The service's last operational F/A-18C made its final active-duty flight in October 2019. However, the US Marine Corps plans to fly the Classic Hornet until 2030, after which the Lockheed Martin F-35 will replace the aircraft.

The incoming Super Hornet has 40% greater range, will be 25% larger and can carry more weapons than the classic Hornet.



Final assembly of the baseline fighter is performed in St. Louis, Missouri. Boeing converts Super Hornets into Blue Angels aircraft at its Cecil Field facility in Jacksonville, Florida.

“Major modifications include the addition of an oil tank for the smoke-generation system, fuel systems that enable the aircraft to fly inverted for extended periods of time, civilian-compatible navigation equipment, cameras, and adjustments for the aircraft’s centre of gravity,” says the company.

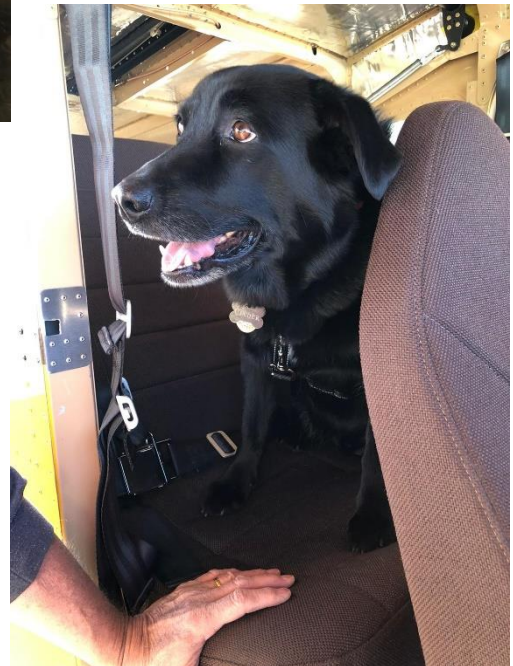
Blue Angels aircraft are designed to be similar to the full-time operational variant, and can be returned to combat duty aboard an aircraft carrier within 72h, says the USN.

And, for those of you following the Super Hornet (yes, I’m a little biased here...), here’s an additional little clip about the Block III version which is just rolling off the line now. Check out the all glass cockpit – pretty much all on one screen. See if you can spot where the addition fuel is stored too?

[<https://youtu.be/SHEiOE2TsUg>](https://youtu.be/SHEiOE2TsUg)



And, from our West Coast Office; Chapter Member Jerry Folkerts has reported Cinder finally made his first ride and into the 10Kft club – Congrats Cinder and well done – no sick bag here!





From Pg 1.

Moving on – What’s the difference between a good haircut and a bad one? Answer: You know about 2 weeks, right? Wrong, mine was about 2 months. I’ve never worn a BB cap this long. I’m just glad I didn’t have to travel anywhere, but I’m still very grateful – thank you Sweetie!

Airplane stuff - I’ve managed to tackle a few things on the RV7 with the help of few Chapter members. The RV7 cowling had a couple of cracks showing up on the exterior from where the baffling dams had rubbed over time from the inside. Had to trim up some of the baffling and install a more flexible seal to let it ride better, but in the meantime, the cowling needed some work. Thanks to Dale Baldwin for demonstrating his fine fiberglass lay-up techniques for a smooth repair to the minor cracking. It turned out great. I then had to refinish and respray the paint, and with a lot of good advice from my friends at PPG and another local Chapter member – painter extraordinaire – John Roser, I can say the RV is back to looking how it should. Many thanks to my Chapter friends for helping out. Just another advantage for being involved in a Chapter, we all need a little help now and then. There’s plenty of expertise out there, just ask around. To paraphrase CCR -- Airplane people are happy to give!

Thoughts and prayers to the many people impacted by this dire pandemic.

Be safe and blue skies ahead!!

Joe V.



The first YE Pedal Plane project is under testing. The volunteer Aircrew was struggling with some of the complexities but after some additional training, have managed to put a few hours on it. There were a few cockpit ergonomics that had to be adjusted to prevent the aircrew from rubbing on a few airframe components while engaging the transmission. Overall, very good success on these initial runs!



EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.

| | | | |
|---------|---------------|--|-------------------------------|
| 6/16/20 | 7 p.m. CDT | Two Guys, One Airplane, and the 2018 World Advanced Aerobatic Championship | Mike Lents and Aaron McCartan |
|---------|---------------|--|-------------------------------|

Mike Lents and Aaron McCartan from the 2018 U.S. Advanced Aerobatic Team will talk about their adventures and teamwork while representing the United States in Ploiești, Romania. Learn what it takes to have an aircraft shipped across the ocean, put back together using the metric system, and flying across eastern Europe under really different rules you just would not believe.

| | | | |
|---------|---------------|--------------------------|-------------|
| 6/17/20 | 7 p.m. CDT | The Doolittle Raid Story | Chris Henry |
|---------|---------------|--------------------------|-------------|

Join Chris Henry from the EAA staff as he discusses the story of heroism and inspiration of the men behind the B-25s launched from an aircraft carrier. Chris will share fascinating details of America's first daring strike back at the homeland of Japan during World War II. Tune in for detailed discussion of the 1942 raid as well as other fascinating events which has honored those involved.

| | | | |
|---------|---------------|--|------------|
| 6/24/20 | 7 p.m. CDT | Your Airworthiness Inspection — Be Ready Qualifies for FAA WINGS and AMT credit. | Joe Norris |
|---------|---------------|--|------------|

The final step in building your amateur-built aircraft is the FAA inspection. In this presentation, EAA staff member and designated airworthiness representative Joe Norris will discuss how to prepare for the inspection and how to avoid the most common mistakes.

| | | | |
|--------|---------------|---|------------|
| 7/1/20 | 7 p.m. CDT | Was Justice Served? Qualifies for FAA WINGS and AMT credit. | Mike Busch |
|--------|---------------|---|------------|

After a fatal air crash, the NTSB investigates and eventually publishes a probable cause. Civil litigation often ensues, usually brought by the family of the decedents. These lawsuits often result in a settlement, but sometimes they go all the way to trial. NTSB findings are inadmissible at trial, so the jury has to make its own determination of who was at fault. In this webinar, Mike Busch takes you through the details of a fatal accident involving a Cessna 421 that crashed shortly after coming out of an annual inspection. You'll learn what the NTSB determined, what the jury decided, and what really happened.

| | | | |
|--------|---------------|--|---------------------|
| 7/8/20 | 7 p.m. CDT | Fast Track to Experimental Qualifies for FAA WINGS and AMT credit. | Prof. H. Paul Shuch |
|--------|---------------|--|---------------------|

Learn the differences between an ultralight, an E-LSA, an S-LSA, and an E-AB, and what can and can't be done with each type. Can you convert one to the other? How would you accomplish that, and why might you want to? Learn about these differences from Prof. Shuch, a longtime member of EAA.



How Can We Help?

- **President & Newsletter:** Joe Veile
jveile01@gmail.com
- **Vice President:** Brett Siefert
brettsiefert@gmail.com
- **Secretary:** Brian Johnston
brianjmms@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
- **Membership:** Gale Derosier
kgderosier@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.faa.gov>

Like Us on Facebook: EAA Chapter 1387

