



October 2021

EAA Chapter 1387 Newsletter



Greetings Chapter 1387 and a happy Fall to everyone!

Fall in the Midwest normally brings some of the best flying weather, but it's been a little hit & miss right now. Hopefully you're able to take advantage of some clearer skies. Even still, the weather has continued to drive some of our gatherings. Our Fall YE event had to be canceled due to the low ceilings and lingering persistent rain around the Midwest. We are still looking at potentially having a rescheduled event in November, but I'll let Pat D advise us.

Looks like this weekends weather is shaping up to be great. We're meeting at the Martins Farm in Marthasville on Sunday (10/17) for a little Oktoberfest gathering and catching up with Lynn & Martin on how the distilling business is going. Sounds like they have been busy as ever and business is bustling. It should be great to catch up with them and everyone attending. Thanks for those who are coming and bringing dish to share. Please bring your chair and any other adult beverages if you so choose.

Some of us did get out to Hermann this year and explore the world of Night Fly with Jonas and family. There was plenty of flying going on and exceptional RC flying, creativity and skills on display. We did experience the latest in the RC & Drone technologies and "goggle" type display for real time viewing. I have to say – standing while trying to fly an RC via the goggles and a live camera makes for a quick vertigo tour. Better be sitting if you take this seriously. The guys demonstrated incredible 1080P video performance on both the RC and Drone. Always something new at the Night Fly and this year was no exception. Thanks to Jonas, Wendy and Jim for hosting!

With a few good spots of weather in late September, we did manage to get out on a cross-country with the Rosers. We managed to take a short trip during the week. (This retirement thing is great!). With clear skies from Troy to northern Michigan, we headed for Mackinac Island for a little fall back in time travel. Such a beautiful place where everything operates at the pace of a horse and buggy! There are no cars or motorized vehicles on the island to get around so it's a pretty special place to experience. And – watch where you step! I've included a few pics for your viewing pleasure.

For the Newsletter, Mr. Bill has a nice and touching segment as usual. Thank you Mr. Bill! For next month, I'd like to get some inputs from the broader chapter. Please send in a status of your home project(s) and let's get this out for everyone to enjoy.

Looking forward to getting together Sunday in Marthasville – See you then.

Be safe,
Joe V

EAA Chapter 1387 2021 Calendar of Events

Monthly Chapter Meetings

2nd Wednesday @ 7PM – Exceptions as noted*

1/13	7/14
2/10	8/11
3/10	9/08
4/14	10/13 (10/17)
5/12	11/10
6/12*	12/11* Christmas Party - 4-7PM

Meeting Location:
Lincoln County Health Dept.

SUN'n FUN – 13-18 Apr
Chapter YE Events;
Sat 12 Jun
Sat 02 Oct



NEWS FROM HQ

In October's Chapter Video Magazine, Charlie Becker discusses an opportunity to serve on EAA's Chapter Advisory Council, AeroEducate, staffing changes for the Young Eagles program, and more. Check out the link below!

EAA HQ CHAPTER VIDEO MAGAZINE

Night Fly 2021 – Check out the FB Hermann Airport Community Group for all the fun...





2021 10 OCTOBER
LEARNERS AS WE GO
“THE BEST WINGMAN, THE NOT SO GOOD ENDING,
AND THE JUST SILLY ENDING.

mr. bill

In all the years of writing these articles, this one maybe the toughest. I lost my wingman, Gale Derosier.

THE BEST WINGMAN

From the earliest photo in 1993, when we had hair, and it was colored dark,



Jim Cone, Gale Derosier, and mr. bill
to the most recent one with are thinning and graying hair, in Gale's hangar with some of
his cool toys.





As neighbors out at the Troy "International" Airpark it was a sad ending to an awesome aviation life. From Gale's working the maintenance radio for Trans World Airlines, so pilots could call in their request for "fixing" the airplane while flying the TWA jets inbound to STL. To sharing hotel rooms at the Sun N' Fun Airshows or the Oshkosh events we attended in the Big Brown Buick his Mother-in-Law had up in Milwaukee, to helping Gale land his EXPERIMENTAL aircraft in a turf farm when the Chevy V-6 engine decided to stop running, Gale and I had some awesome times together. I had done more with him in aviation than anyone else. He had a smile that was halfway there, but you knew that he was laughing pretty hard on the inside. Gale had another look, (usually around people that were building airplanes) that was saying, "You really think that your aircraft assembly is going quick? You need to get building on this project."



Gale and Rich E at the chapter breakfast at OSHKOSH 2021

Over the last 28+ years we visited airshows, people's basement projects, lifted and hauled out, and moved several projects to the various local airports and helped many assemble, start, and fly their fine aero machines.

It was fitting that in the latest EAA Sport Aviation magazine (October 2021) has Gale listed as "Flown West." Then a few pages later, is a photo of the TWA SST Model that is in a stairway at the EAA Museum.



I have Gale's TWA SST model that he built while he was a mechanic for TWA. He had hoped to be an SST Airframe and Powerplant Mechanic when TWA acquired those airplanes to fly.

Thanks buddy, for the many years of fun, laughter, and flights that we shared together. I will always cherish the times and the things I learned with you and from you.

THE NOT SO GOOD

For many years my screen saver photo was this F-14 doing a flyby past this aircraft carrier. It was just the coolest shot.



Dale "Snort" Snodgrass Top F-14 pilot

Sadly though, this is one of the last photos of this pilot.



From the various videos the plane is seen pulling straight up, stalling straight ahead and then banking right, with no control movements from any control surface as the plane falls to the ground. And the famous last words were broadcasted on the radio, "Oh Sh**!"

<https://youtu.be/Qsvwts9vjxl>

When I do an aircraft check out with an owner, I TRY to instill the RIGHT to LEFT checklist movement. I know that after about 20 hours of flight time in their specific airplane the owner, who ONLY flies one airplane, get very comfortable with that airplane. I try to show those pilots to have a "Take off Flow." To figured out and just roll with that inlew of following each step on the checklist.



During the hundreds of (B)FR's and flight checks I have given, I have seen it happen that "SOMETHING IS FORGOTTEN." Then during the flight check I get told the many "Silly Things that Happen!" as these pilots were flying their airplane! Canopy's not locked. Brakes left on. In fact, a recent accident in a Cessna Latitude Jet was caused by the flight crew leaving the Parking Brake-SET during the take-off roll!

Bottom line, is to have a flow that goes over the instrument panel and your flight controls (FLAPS) and canopy latch, to assure that all is well before you roll for takeoff. Also run the flight controls from full back to full back right, full forward right, full forward left, then full back left, then full back center. This way you know that you have moved the Ailerons and the Elevator thru ALL of their travel and there are no restrictions. Then as you taxi out do the same with the rudder, FULL Deflection and tap the brakes. Try both sides of the BRAKES if you have a co-captain with you.

THE UGLY

We end class today with these pictures of a light pole. Video one: B-737 and the light pole:

https://www.youtube.com/watch?v=_bOWQbTdN0k

Video two: A Stearman and a light pole.

<https://www.youtube.com/watch?v=rQ55ngkhBfg>

We will review airport marking next month to assure we know WHAT we are looking at on the ground and where we should (and should not) be on the airport because.....There are more videos!

<https://www.youtube.com/watch?v=iZ-NdI29s3M>

Q? What is the most common reason for gear-up landings?

A: Water landings in amphibian's aircraft.

Q? National Aviation Day is observed on

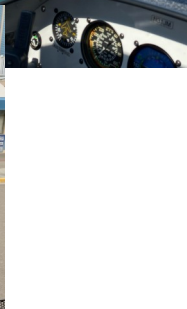
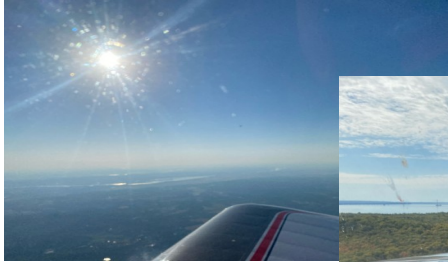
A: April 16th Wilbur Wright's Birthday

OCTOBER 2021



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A few selected shots to Mackinac.....get out and fly! Enjoy!





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)
10/20/21	7 p.m.	Preventing VFR Into IMC: CDT Using Your Personal Weather Minimums Qualifies for FAA WINGS credit.	Dr. Scott Dennstaedt <i>Flying VFR into instrument meteorological conditions (IMC) kills more pilots than all of the other weather-related accidents combined. Dr. Scott Dennstaedt will dive into the reasons why even experienced pilots make these fatal mistakes and explain how to use personal minimums to quantify the risk prior to making a flight, especially as it relates to adverse weather.</i>
10/27/21	7 p.m.	A Clue (or Two) For Your Next Flight Review CDT Qualifies for FAA WINGS credit.	Rod Machado <i>Would you like to learn a little history about the flight review? Perhaps you'd like to make your next flight review a more pleasant and enjoyable experience? Or, would you like to know what is required of you during the flight review? If any of these strike your fancy, then please join award-winning CFI Rod Machado for a fun and educational discussion on this topic.</i>
11/2/21	7 p.m.	Building a Canard Aircraft CST Homebuilders Webinar Series	Mike Beasley <i>Mike Beasley, editor of Canard Aviation magazine introduces the awesome world of canard aircraft and will cover considerations for selecting, building, owning, and flying these unique and efficient composite aircraft. Discussions will highlight the benefits of canard aircraft and also provide sources of support for builders and owners.</i>
11/3/21	7 p.m.	How Hot is Too Hot? CST Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>Keeping CHTs under good control is one of the most important contributors to piston aircraft engine longevity. But how hot is too hot? Is cooler always better? And if CHTs are too hot, how can you figure out why and what can you do to correct it? In this webinar, Mike Busch A&P/IA offers the operational guidelines and troubleshooting techniques you need to keep your CHTs well-behaved.</i>
11/9/21	7 p.m.	The Autogyro CST Museum Webinar Series	Chris Henry and Ben Page <i>There are several gyroplanes in the EAA Aviation Museum's collection. These aircraft have been used from everything from news aircraft to flying around the world. Join Chris Henry and</i>



Ben Page from the EAA museum staff as they discuss the gyros preserved here in the museum as well as the history behind this type of aircraft.

11/10/21 7 p.m. **Where's My Oil Pressure?** Prof. H. Paul Shuch

CST **A Case of Maintenance-Induced Failure** *The most hazardous flight you're ever likely to make is the first one after your airplane comes out of the repair shop. This is a case study of an actual maintenance-induced failure (MIF), leading Prof. H. Paul Shuch to declare an emergency and make an unscheduled power-off landing. Learn how to prepare for and deal with the unexpected — MIF is no myth!*

Qualifies for FAA WINGS and AMT credit.





How Can We Help?

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Helpful Links:<https://www.eaa.org/eea><https://chapters.eaa.org/EAA1387><https://www.faa.gov>

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