



April 2022

EAA Chapter 1387 Newsletter



President's Corner |

I don't know about you but when Spring is in the air, there's a spring in my step too .. something about it that seems to energize and renew. Migratory birds are returning, and of course we have had the delight of watching the birds who overwinter here as well. One of the many perks of our "hidden oasis" (was that coined by our honorable Mayor Roser?) is the opportunity to bird watch, both the metal or fabric kind but also the feathered versions. We seem to have many hawks, with the occasional golden and even bald eagle cruising in the pattern. The turkey vultures abound as well, and are perhaps the pinnacle pros when it comes to soaring, exploiting thermals, and overall energy management. It is certainly not the first time anyone has written something in admiration of our feathered aviators but it also never seems to get old so here's a brief addition to those, with a few video links (credit to the respective authors and producers).

It may not be apples-to-apples when comparing bird aerobatics to human aerobatics but why not? Not to discount how impressive human engineering and manufacturing are, but even using gas, Jet-A or rocket fuel, humans only approximate some of what birds do naturally.

STOL – Even larger airframe birds like the Canadian geese who've been frequenting the ponds don't need a runway. Did you know that some geese fly inverted when approaching landing (as in, their heads remain upright while their bodies twist!)? It's called whiffling; see it here:

<https://www.youtube.com/watch?v=Tyzl4mDM5GM> and

<https://www.independent.co.uk/tv/climate/geese-filmed-flying-upside-down-v9cea1c09>

This is believed to scrub off speed, and maybe to evade predators..., an alternative to slipping?

Hovering – The hummingbird pretty much rules here. Remaining directly above a point while facing a headwind is common with birds and sometimes airplanes and of course also helicopters and Harriers but the hummingbird schools them all with powered hovering ability, including the ability to rock, move backwards, and immediately dive or simply "skid" around a point/flower. The hummingbird deserves its own entire article, really – who else can cross the Gulf of Mexico at 25-30 knots or so non-stop? This is a flight of around 500 miles and 20 hours without refueling in an airframe that makes you wonder how it can store that energy.

Rolls, Split-S, Cuban 8, knife-edge flight, Hammerheads ... birds can do these but



often do not need to do them, as their wings really are a whole different kind of design from our fixed-wing aircraft. But, sometimes they do anyway, and the raven seems to be one who performs aerobatics for sport at times. Birds are masters of energy conservation and it would seem inefficient to simply fly to be flying but one has to wonder if they just show off sometimes. If you can, eh? Check out this (I think) raven: <https://www.youtube.com/watch?v=ujptCl7onfo>

VFR and IFR Flight – This is a much-studied yet still not completely understood phenomenon, how birds can navigate across states, continents and oceans in varied weather conditions, even returning to exact lat/long coordinates year after year. Would that our avionics offered this so elegantly and in such efficient packaging! Yikes though, on what that price tag might be.

Formation Flying – We've likely all seen this but it never gets old: <https://www.youtube.com/watch?v=QkNIM5qfp5o>

It was only recently we were able to explain in mathematical terms how they do it. Mr. Bradsher and team, and other pilots who perform formation flights spend countless hours making it safe and impressive—knowing how difficult and exacting it is only makes what these flocks do in huge numbers amazing as well.

And finally, air-to-air takedowns; who can compare with the Peregrine falcon? 180+ mph in a dive! This video is impressive, both the bird and the humans who coordinated it: <https://www.youtube.com/watch?v=PaOyrD1DGp4>

So, hats—er, headsets off to the natural pros. I hope you get ample chances to observe, appreciate and enjoy these marvelous aviators.

Brett Seifert

EAA Chapter 1387 2022 Calendar of Events Dates

Monthly Chapter Meetings

2nd Wednesday @ 7PM – Exceptions as noted*

4/42	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.

YE Rally – 7 May at Washington



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.
- Grace is beginning her flight training under the Ray Scholarship for 2022.



Young Eagles Presenting Sponsor



Grace out for some prep flying with CFI Mike – The smile says it all!



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 April's Chapter Video Magazine, Charlie Becker talks about the upcoming One Week Wonder project at AirVenture 2022, EAA Learn to Fly Day, International Young Eagles Day, and chapter opportunities at AirVenture. Check out the link below!



Creason Racing Engines – Chapter Tour - 9 March 2022

A big “Thank You” to Joe Creason of Creason Racing Engines for hosting a Chapter Tour in March! It was very informative and highlighted many facets of the expertise, skill and knowledge required to build one of these complex racing engines. From the front shop to the Dyno testing, there was something for everyone to experience. Thanks Joe for letting the Chapter come in and tour your state of the art building facility and sharing your expertise. An exceptional tour and experience for everyone!

From our West Office of Jerry Folkerts...

Be on the lookout for the April 20th issue of Kitplanes featuring Murphy Aircraft LTD by Jerry. I'm sure it'll be an interesting read!





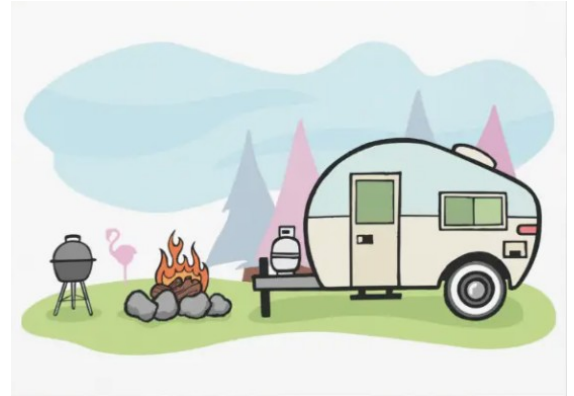
And from our Chapter Camping Committee – In case you haven't seen it – Another opportunity to have fun with your Chapter!! Thanks Gloria for organizing!!

Hello Oshkosh Campers!

Please let us know who is interested in Camping at Oshkosh 2022.

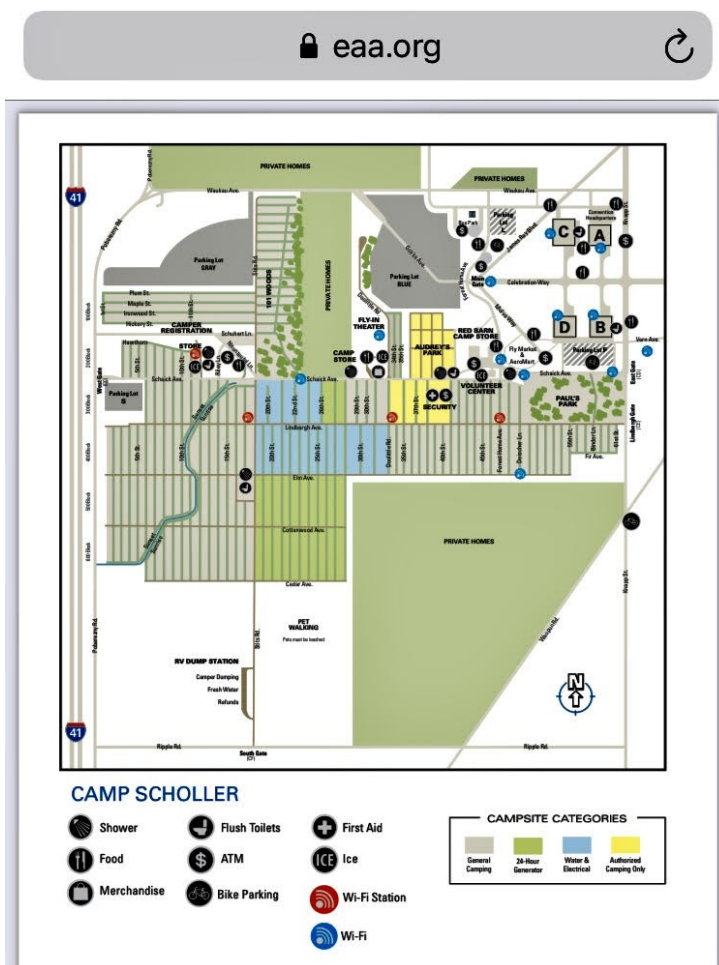
We can arrange to meet and camp together and share our Oshkosh adventures at the end of the day.

Name:
Camper or tent:
Date Arriving:
Date Departing:



Here is a link to all the Oshkosh camping information and maps along with fees:

<https://www.eaa.org/airventure/plan-your-eea-airventure-trip/eea-camping-and-lodging/camp-scholler/guidelines>



We plan to camp along the fire lane West of Elm and 16th. You will need a scooter, a bicycle, a pair of comfy walking shoes or to hop on and ride the EAA bus to the gates.

It's close to a new restroom/showers and bus stop.

There are no electrical, 24 hour generator or water hookups.

This is not the Chapter group campsites.

Please let me know ASAP and I can help arrange a group campsite.

Thanks and Blue Skies!



Chapter 1387 Events for 2022. 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. 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 and even a suggested Flying Poker Run! Please review and send me your input to share! Thanks, Joe V.

Chapter 1387 Calendar of Events for 2022

March

- Order chapter marketing materials for spring/summer events
- Sign up for Chapter Camping for AirVenture
- Field Trip – Site visit to Creason Racing Engines in Troy

April

- Sun N Fun – Attendance/Feedback?
- Member Input - D. Baldwin – KR2 History & Update
- Chapter Project – Need Chapter Sign and Adirondack Chair for EAA Blue Barn

May

- **YE Rally at Washington - 7th May 0900-1200**
- IRS Form 990N due by 15th
- Sign up for Chapter Camping for AirVenture
- Major Achievement Awards deadline
- Member Input – Pat Donovan – Comanche / RV9 Input

June

- **International YE Day – June 11th**
- Chapter Fly In at Troy Air Park?

July

- EAA AirVenture 25 – 31 July – 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 - J. Roser – RV 6 Update

December

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



**2022 04 APRIL
LEARNERS AS WE GO
THE GREAT, THE GOOD, THE BAD
AND THE UGLY
mr. bill**

THE GREAT

We start out this month with some GREAT News!

Mr. Robert Clarke has successfully built and flown his Zenith CH-750 Cruzeiro
EXPERIMENTAL aircraft.



How, you may ask? Well, EAA-The Experimental Aircraft Association, has a Program called the Flight Advisor. This program helps the builder, who may not have flown an aircraft for several years while he was building his aircraft, get to work with a pilot current in the type (or close too it), that will be there in the flight deck incase the need arises.

THE GOOD

Bob, Bert (in the reflection) and mr. bill

After a thorough review of the Zenith CH-750 construction by several members, and a Super DAR- (Designated Airworthiness Representative) from Illinois, and a review of the builder/pilot flying skills it was determined that the LODA Program would be used for the First Flight. The Letter of Deviation Authority (LODA) would allow the EAA Flight Advisor to fly with Mr. Clarke because he had NOT flown an airplane in 25 years. As flight advisor/CFI and LODA letter holder, I made a few suggestions.

First, we will use Mr. Bert as our ground safety person so he can show up with a crash axe or fire extinguisher to put out fires or help extract us from the aircraft if necessary.

Then on the flight instrument panel it was suggested to place some, easy to read labels, on the aircraft engine monitor so we could know EXACTLY what numbers we were looking at and to closely monitor the CHT temperatures and the oil pressure/oil temperatures.



This is what that presentation looked like.

So, after a smooth takeoff and flying for 1 flight hour (which consisted of LEFT 90 degree turns over Smartt Field at 2,500 feet. When those were mastered, we then tried RIGHT 270 degree turns to work on the skills of a pilot who had NOT flown for 25 years. After the hour flight a landing was attempted. Because the flight schools Beechcraft Duchess was taking its time at the end of runway 36, it was decided to do a low approach down the runway for a photo shoot. Opps, no camera ready. Another time around the pattern and a nice, normal landing was made precisely 60 minutes after the wheels left the ground. GREAT flight. GREAT airplane. No squawks.

A quick cowl inspection after landing showed no oil leaks or any abnormalities.





THE BAD

The BAD is the builder that tries to do their own First Flight and it does not go as planned. There are several places that can provide “dual” check outs for your first flights in airplanes. Similar to the one you are flying. It is well worth the money as you will see in the following video.

THE UGLY

<https://youtu.be/l0A6Nqvn-WQ>

ANOTHER UGLY (with adult supervision)

https://youtu.be/o_B-LanaSig

THE SOLUTION

In the Ultralight scenario find a friend that has a two-place ultralight and go for a ride and learn the “movements of the controls” so you can duplicate the smoothness required for that aircraft.

In the C-17 Globemaster (as with any airplane) make your altitudes and speed requirements as planned. It always seems that when pilots are at an airshow or there is a crowd gathered around, they seem to PUSH and EXCEED the envelope or the parameters that they set for themselves. Yes, it is cool to “crank and bank” but when your EXCEEDING bank angles and getting slower than TARGET AIRSPEEDS, then YOU ARE NOT FLYING THE PROFILE! In the C-17 Globemaster (AS IN EVERY OTHER AIRPLANE) when the **STALL WARNING GOES OFF!!! You IMMEDIATELY ROLL WINGS LEVEL AND ADD FULL POWER!**

It did not help with the co-pilot was “Hoping and Wishing” that the pilot WAS GOING TO FIX THE STALL THEY WERE IN!

At a recent Soaring Safety Seminar, it was stated:

- Do Not STALL
- Never STALL
- Don't Ever Never STALL

I laughed but then I realized the next line was don't let your student kick the rudders to drag the nose over to line up with the runway AFTER THEY OVERSHOOT THE FINAL. I thought about that and told myself that I SHOULD GUARD THE RUDDER PEDALS SO A STUDENT DOES NOT PUT THE PLANE INTO THAT TURN OR SKID AND CAUSE THE STALL TO OCCUR. WHICH MAY TURN INTO A STALL/SPIN.

<https://youtu.be/ZI9T5m2eRJo>

I learned this on a recent flight where the pilot got excited, and THEY THOUGHT they put their feet on the floor to brace themselves. They accidentally caught the left rudder while doing it. I was strong enough to overcome their foot pressure and get the nose straighten out for the landing! This time.

As the title says, LEARNERS AS WE GO!

Q? What is the weight of the average paint job for a Van's RV-9 aircraft?

A: There is approximately 12 to 14 pounds of paint added to a bare aluminum fuselage.

Q? When you go to weigh an aircraft should it be weighed as if it was in level flight?

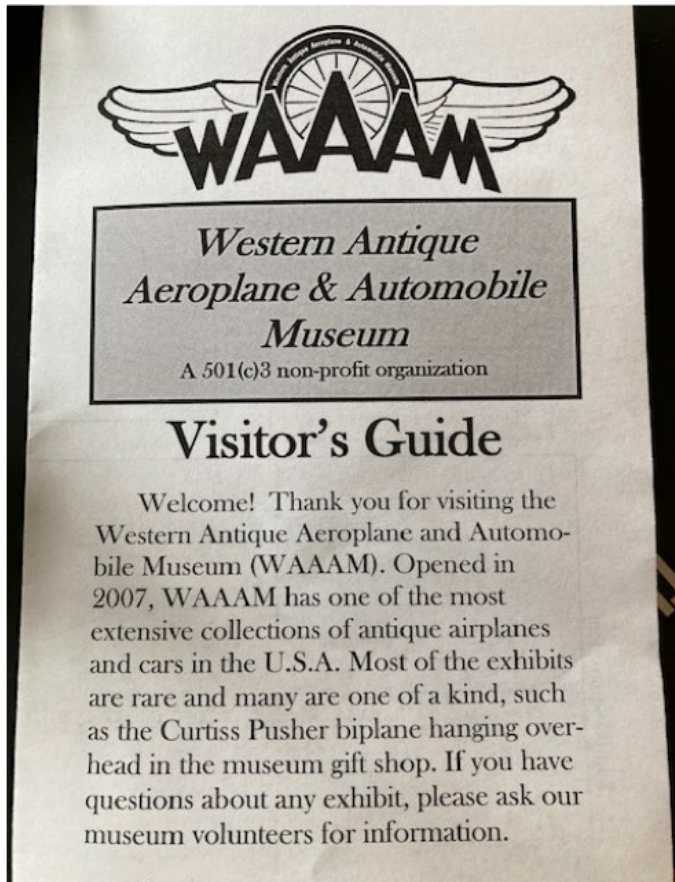
A: Yes. To assure that gravity is working perpendicular to the horizontal line of the aircraft.



P.S. It was mentioned HOW to do a First Flight?

After letting the engine run at FULL Power in a level flight attitude, then run the engine with a nose high climb attitude to assure the fuel makes it to the engine with a good fuel flow. Then after doing several ground runs to get accustomed to the rudders and the brakes. The only thing left is to have enough fuel in the tanks for a two-hour flight. Find a long runway, and slowly add full power and as soon as the nose lifts off the runway be prepared for the main wheels to leave the pavement. The next check is to see if you CAN lower the nose for a landing. Then try to bank left and right quickly so you get a quick feel for the aircrafts control inputs to assure you have aileron control and check that the aircraft is balanced. Not nose heavy or tail heavy. If all that feels good then keep the nose low to get maximum airflow in the engine compartment and at the end of the runway climb at V_y , Best Rate to get to altitude and then find an altitude and fly around the traffic pattern. If it is a brand-new engine keep the full power in to set the rings on the pistons. The CHT (Cylinder Head Temp) should drop after 20 to 40 minutes when the rings setting occurs.

The landing speed is a higher than usual on approach because the stall speed is unknown. Do a nice flare and watch the airspeed dissipate and at touchdown to see at what airspeed it stalled. That is the reason for the LODA program. I fly the aircraft and the builder gathers the necessary flight information. Most airplanes these days are fairly predictable because of the consistency of their kits.

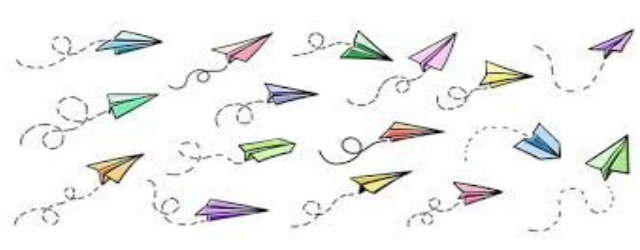
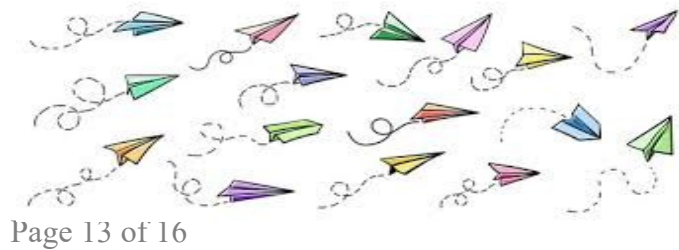


Courtesy of Lynn and Martin Weber who were recently out west and had the opportunity to visit the Western Antique Aeroplane and Automobile Museum.

"We're out in Hood River, OR this week on business and found a gem of a museum. Incredible collection of planes and cars - all being flown and driven. Highly recommend seeking this place out when out here. About an hour west of Portland." Lynn

Thanks for submitting the beautiful pics !







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)
4/12/22	7 p.m.	Gyrocopters of the EAA Collection, Part 2 Museum Webinar Series	Chris Henry and Ben Page <i>As a follow-on to Part 1, EAA Aviation Museum staff members Chris Henry and Ben Page will take a look at more of the autogyros that are part of the EAA collection in Oshkosh.</i>
4/13/22	7 p.m.	Welcome to EAA – Getting the Most Out of Your Membership	David Leiting <i>Join EAA staff member David Leiting, as he welcomes you to EAA. This webinar will help you jumpstart your participation in EAA programs, and bring awareness to EAA's wide variety of member benefits and resources.</i>
4/14/22	7 p.m.	Young Eagles Build and Fly – EAA's Youth RC Build Initiative	Serena Kamps <i>Join Chapter Field Representative Serena Kamps to learn more about EAA's Young Eagles Build and Fly program. This initiative provides chapters an easy way to engage with youths in their area by giving them the opportunity to learn the fundamentals of aircraft construction and flight while building and flying a radio-controlled aircraft. Designed to be completed with assistance from both the chapter and a local AMA Club, the chapter is provided all the materials needed to successfully host a build session series.</i>
4/20/22	7 p.m.	Controllability as Affected by Weight and Balance Qualifies for FAA WINGS credit.	Gordon Penner <i>Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of how critical flying within weight and center of gravity (CG) range is to controllability of the airplane. He will provide examples of how being out of CG range can put your aircraft out of control.</i>
4/21/22	7 p.m.	Planning for International Young Eagles Day	David Leiting <i>Gear up for EAA's International Young Eagles Day, scheduled for June 11, 2022. This webinar will cover rally planning best practices, how to utilize Young Eagles online registration, integrating the new digital signature app, and how to maximize the Young Eagles flight experience.</i>
4/27/22	7 p.m.	Bad News Is Good News: Avoiding Most Accident Scenarios	Tom Turner <i>Having actively tracked and studied general aviation accidents for over 30 years, the bad news is that we keep doing the same things</i>



**Qualifies for FAA
WINGS credit.**

that lead to aircraft crashes. The good news is that, well, we keep doing the same things that lead to aircraft crashes. Why is bad news good news? Because most accidents are predictable, most accidents are preventable. In this presentation, Tom Turner from the American Bonanza Society Air Safety Foundation covers 14 lessons learned from three decades of accident history, and recommends strategies and practices to eliminate most potential accident scenarios while still enjoying the privilege of flight.

5/3/22 7 p.m. **MGL Avionics**

Adam O'Connor

**CDT Homebuilders Webinar
Series**

Adam O'Connor of Michigan Avionics will provide an overview of MGL avionics offering for the experimental amateur built market.

5/4/22 7 p.m. **Tulip Fever (Pre-buys)**

Mike Busch

CDT Qualifies for FAA

WINGS and AMT credit.

The market for used airplanes is hotter than a pistol right now. Lately, we've been seeing an increasing number of buyers who are in such a hurry to snap up used airplanes "before they get away" that they're shortcutting prudent due diligence. Mike Busch relates the experience of one such buyer who signed a contract to purchase a nice-looking Florida-based Beech Musketeer with a "fresh annual" only to discover that the aircraft was hideously un-airworthy and would have been a disastrous money pit had he not done an independent pre-buy examination.

5/10/22 7 p.m. **Baby Ace: The Airplane**

Chris Henry and Ben Page

**CDT That Brought
Homebuilding to the
Headlines
Museum Webinar
Series**

When the magazine Popular Mechanics ran an article featuring the Baby Ace and EAA founder Paul Poberezny, little did he know that he would soon be facing a mound of fan mail and requests for information on the airplane. Join EAA Aviation Museum staff members Chris Henry and Ben Page as they talk about this great homebuilt aircraft.



How Can We Help?

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Helpful Links:

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

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

<https://www.faa.gov>

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