



EAA Chapter 1387 Newsletter



Happy New Year Chapter 1387 and welcome to 2021! As ole man Winter takes hold, I hope this letter finds everyone safe and healthy! Hopefully, you had some quality family time and just some down time over the holidays in general. For our household, we had Christmas in shifts to keep the congregating down. A really different experience I'll say and one that hopefully will not have to practice again. Blue skies coming!

Since we have not had a chance to follow up on our Chapter elections, I'd like to take the opportunity to introduce our newly elected officials. You might know them....first we have Pat Donovan who has agreed to stay on as the Treasure, among other assignments and responsibilities. Thank you Pat for your time and talent. We appreciate you stepping in and continuing to cover the books for us! Second, Dale Baldwin has volunteered to pick-up the Secretary position from Brian Johnson. Thanks Dale for stepping up. Many thanks to Brian for your many years of service and support of recording everything we do and memorializing it!

We have plenty to discuss on the way forward for our Chapter efforts and calendar of events/plans for this year. Our membership leader, Gloria, has some excellent reminders to help kick us off this year;

- ◆ We'd like to encourage our members to reach out to other members who haven't been seen recently on our zoom meetings.
- ◆ Request flying/airplane photos for our FB and website and for the Newsletter too.
- ◆ Remember your current dues

- ◆ Please share any ideas to keep our membership active until we gather again in person.

She also has some plans in work that we'll share soon. Thanks Gloria!

And, following up from the "Night Fly" event last Sept in Hermann, Santa was apparently contacted and brought me a E-Flite Timber X – all electric RC airplane! What a hoot! Came with all the fixin's too except flying lessons.....looking forward to getting that out and seeing what it'll do – or what I'll do to it!

There is an upcoming Zoom meeting on Wed 13 Jan. Please log on and Zoom in to share your experiences and or discuss what's happening. A big thank you to everyone for continuing to Zoom in!

Be safe and talk soon!!
Joe V

EAA Chapter 1387 2021 Calendar of Events

Monthly Chapter Meetings 2nd Wednesday @ 7PM, exceptions noted*

1/13	7/14
2/10	8/11
3/10	9/08
4/14	10/13
5/02	11/10
6/9	12/11* 4-7p, Christmas Party

Meeting Location:
Virtual via "Zoom" until further notice

AirVenture: July 26- 1 Aug



For the Aviation history buffs in January;

1 January 1914 (USA) — The world's first scheduled airplane passenger service operated by an airline company, the "Airboat Line," begins at 10:00 A.M. when Anthony Janus flies his first passenger from St. Petersburg to Tampa, Florida. The fare for the 22-mile over-water flight was \$5 with a surcharge if the passenger weighs more than 200 lbs.

1 January 1914 (USA) — The United States Weather Bureau begins daily publication of a weather map of the Northern Hemisphere designed specifically as an aid to aviation.

2 January 1989 (USSR) — The Tupolev TU-204, the Soviet Union's first airliner fitted with a fly-by-wire control system, makes its maiden flight.

3 January 1905 (USA) — In efforts to interest the United States government in the use of airplanes for the military, Wilbur Wright speaks to Congressman Robert M. Nevin, who asks him to prepare a letter for submission to the Secretary of War that Nevin would deliver and endorse. The Army declines the offer.

3 January 1966 (USA) — North American XB-70 "Valkarie" flew for 3 minutes at 2,000 mph.

3 January 1981 (USA) — Pan Am retires the Boeing 707 from its fleet.

7 January 1980 (USA) — In San Francisco, a single-engine Mooney 231 sets a nonstop coast-to coast record in 8 hours 4 minutes using only 105 gallons of fuel.

11 January 1935 (Hawaii/California) — Amelia Earhart becomes the first woman pilot to fly solo between Hawaii and the United States. She takes off from Wheeler Field, Oahu, Honolulu, to fly her Lockheed "Vega" across the eastern Pacific to Oakland, California. Earhart lands after 18 hours 15 minutes.

14 January 1909 (France) — Wilbur Wright, his brother Orville and sister Katharine, having just arrived from America, move to Pau in the south of France after completing flying demonstrations at Camp d'Auvers.

16 January 1975 (USA) — In "Operation Streak Eagle," the USAF sets new climb-time records with the McDonnell Douglas F-15A "Eagle" aircraft, operating from Grand Forks Air Force Base, North Dakota. The "Streak Eagle" reaches a height of 3,000 m (9,843 ft.) in 27.57 sec., 6,000 m (19,685 ft.) in 39.33 sec., 9,000 m (29,528 ft.) in 48.86 sec., 12,000 m (39,370 ft.) in 59.38 sec. and 15,000 m (42,212 ft.) in 1 min. 17.02 seconds.

26 January 1957 (USA) — The last operational North American P-51 "Mustang" fighter was retired to the National Museum of the United States Air Force, WPAFB, Dayton, Ohio

29 January 1959 (USA) — The first jet passenger service across the United States is begun by American Airlines using Boeing 707 jet airliners.



Zoom Event Details;

Topic: EAA Chapter 1387

Time: Jan 13, 2021 07:00 PM Central Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/8320565411?pwd=VEtGNegxS2NsV0FHT2paM1Y5cXRoQT09>

Meeting ID: 832 056 5411

Passcode: 5DRcFQ

One tap mobile

+13126266799,,8320565411#,,,,,0#,,540067# US (Chicago)

Meeting ID: 832 056 5411

Passcode: 540067

Find your local number: <https://us02web.zoom.us/j/8320565411?pwd=VEtGNegxS2NsV0FHT2paM1Y5cXRoQT09>

NEWS FROM HQ

In January's Chapter Video Magazine, Jack Pelton looks forward to 2021 as he discusses expansions to the AirVenture grounds and the EAA Aviation Museum, and Charlie Becker welcomes new chapter leaders and notes upcoming programs and deadlines. Check it out!

EAA HQ CHAPTER VIDEO MAGAZINE



Homebuilders Week – Online Event Starts January 26

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.





2021 JANUARY
"LEARNERS AS WE GO"
mr. bill

Hello 2021. PLEASE be better than 2020.

Well, the biggest question I have received these last few weeks is... "Are you flying the Boeing 737 8MAX?"
Yes I am trained to fly it.



From the attached Boeing 737 MAX poster you can see that the -8 MAX rolled out on December 08, 2015. Before we begin this journey let us take a GENERAL stroll down memory lane.

Back in the day, there was the four engine Boeing jet called the B-707. That aircraft was great but, there was a need for a smaller jet for the short range markets. The Boeing 737-100 was developed and first flew in Delta Airline colors in December 1967. The plane was 93 feet long and carried 107 passengers. Boeing won favor among the competition because their engines were mounted under the wing for easy access unlike the DC-9 and the BAC 111. Because plane manufactures keep stretching airplanes so they can carry more passengers, several versions of the plane were created.

In November 1993 Boeing re-engined the 737 airframe with CFM56 engines and lengthen the fuselage to 110 feet to carry 126 to 149 passengers. These CFM56 engines had the strange oval cowlings for clearance above the ground. It was designated the B 737-700.

The Boeing competition at the time was the Airbus 320. In April 1996, the Airbus 318/319 was developed for shorter routes. A situation came when the Airbus 321 arrived in 1994. Because the flight decks for the Airbus 318, A319, A320, and now the stretched A321 all looked the same, they require only one type rating or really



ONE training event. The only difference between the planes was that the longer A-321 had a RED sticker on the instrument panel that states:

CAUTION TAILSTRIKE

With airlines it is all about the training time with the crews. With the new engines on the B 737-700 it was determined that because there were automatic engine start switches and no aircraft systems that were changed, it could have the same type rating as the Boeing 737-300. (The key point here is when the engines were started, the newly started engine electrical generator would automatically come online. Whoa! Wait! For years on the B737-100/200 the pilots MANUALLY PUT THOSE GENERATORS ONLINE. If it is now AUTOMATIC that was considered to be a BIG, MAJOR change, and would require MORE training if they were automatically to go online. So, as I do today in the Boeing 737-800 NG, (and the MAX) after engine start, I MANUALLY put the engine generators on the electrical buss. One airplane, ONE type Rating, Less training!) That electrical panel was shown to y'all in the last newsletter. It is an FAA thing.

In December 2010 Airbus said, (because the stretched A 321 was so stretched that it could not climb to higher altitudes) that the Airbus 321NEO (New Engine Option) was developed.

At that time (and I saw the announcement) AA ordered 100 B-737-800NG's and 100 of the NEW B 737-NEO! Yeah! (What NEO?) This put Boeing in a situation. New design or....re engine the -800??? So, they decided to put bigger engines on the 737 airframe (which shifted the plane's center of gravity forward, increased the chance of the aircraft nose to pitch up after takeoff with the 28,000 pound thrust engines.) With the newer, bigger engines the main gear was made longer which made the nose gear up front, 8 inches higher. Boeing then changed the 5 panel glass cockpit of the -800 to the 4 glass panel of the B 787 instrumentations. (This saves money too because those panels were already approved.) And yes class, "We will put the engine driven electric generators on the Aircraft Electrical System, MANUALLY! Same Aircraft Type Rating. OK gang here is the new plane,

<https://youtu.be/RyegeqSNSgQ>

How is this for a rollout video?

Did you see the EXPERIMENTAL sticker above the door?

Pretty impressive huh! Could I do that in my MAX? Yep! The engines are quite powerful with 28,000 pounds of thrust, and with minimal fuel in the wings, and no body on board the 193 seat airplane, just apply FULL thrust and pull back and keep an eye on the (best Lift over Drag) airspeed bug and zingo bingo, we be climbing just like the video. Pretty cool until.....

So, the Boeing 737-800 NG Next Generation I fly has a Stabilator Trim System (STS). Because I could do that 737-8MAX max performance take off like in the video, a MCAS system was installed on the 737-8MAX. The new and somewhat unknown system

MCAS- Maneuvering Characteristics Augmentation System assisted the Stabilator Trim System. Hey pilot, your aircraft nose is so high, the MCAS system is going to give you 4 units of nose down trim, that is 60 revolutions of the trim wheel, in 1 second, because your aircraft is so nose high. (OK. Normal trim movement is one to two revolutions.) And IF YOU the PILOT DO NOT HIT THE TRIM SWITCH or DISCONNECT THE AUTOPILOT in 10 seconds, MCAS will give you another 4 units nose DOWN! And again, IF YOU DO NOT ACTIVATE THE TRIM SWITCH or DISCONNECT THE AUTOPILOT in 10 seconds, MCAS will give you another 4 units of NOSE down trim! (This surprised the test pilots too! Wow, 4 units of nose down trim when you take off with 5 units Nose UP to start could go bad in about one minute!) Hits...every 10 seconds. The "hits" kept coming until you trimmed nose down (letting the computer know that you are in control) or you turned off the two trim switches.) Most people would have disconnected the autopilot after the first HIT! The test pilots came back and said...when does the trim hits stop? It has been corrected to only ONE Nose Down Hit now with the MAX.



American Airline flew the 737-8MAX airplane 40,000 hours without a hitch. Many airlines did. We also bought the AOA (Angle of Attack) Instrument Comparator. (I hear it was an \$80,000 dollar option.) With it (all airplanes have this corrected version now) the two AOA vanes talk to a flight computer. If one AOA “thinks” it is at 45* degrees nose up, and the other one is at the normal 15* degrees nose up, the COMPARATOR KNOWS that 45* is not normal and cuts out the 45* AOA and lets the 15* degree AOA rule the roost. BUT if you did NOT get the comparator well.....You could have one pilots instruments saying STALL and the other side saying ALL IS OK. (Ethiopian Airlines)

If a bird (or a jet bridge) hits the Captains AOA vane and bends it up 45* degrees, the AOA tells the captains instruments that his side is STALLING. The dilemma was all the captains indications were saying "STALL," and the First Officers side is saying, ALL IS OK HERE, and he has NO warnings. One of the fatal flight decks let MCAS go 5 times and never pulled the thrust levers back from full power. After 5 MCAS hits they finally turned the aircraft trim switches off. This will disconnect ALL Stabilizing systems, the trim systems, and the MCAS systems in the aircraft. Unfortunately, after 7 minutes, (the aircraft was pointed well below the horizon by this time) with the thrust levers still at FULL power and the crew trying to pull the nose up after the plane was trimmed nose down (because of the 5 MCAS hits) the crew turned the aircraft TRIM (MCAS) switches back on and.....MCAS hit again putting the nose further toward the ground. Again, the throttles were at FULL thrust.

So here we are several months later, and we now have instrument comparators on all the aircraft. If MCAS “hits” it will do so only once. I have had 1.5 hours of iPad training along with 1.5 hours of ground school and 1.5 hours of B 737-8MAX simulator time. During that simulator time I witnessed the two “situations” of the fatal airlines. It was easy for this 21,300 hour pilot (300 in the Boeing 737-800 NG) to see the troubles. To disconnect the TRIM Switches is the easy part. The new memory items are:

- Autopilot.....Disengage
- Autothrottle.....Disengage
- Flight Director switches (both)OFF-(one may be giving you bad information)
- Aircraft Pitch Flaps UP-10* up and thrust 80% N1
Flaps down.....- 4* up a thrust 75% N1
- PROBE HEAT (Pitot).....Check ON

Determine the reliable indications and proceed to that checklist.

Basically, fly with the reliable instruments.

So the MAX is flying and people like it because it is quieter. They probably like the cheap ticket prices right now. We are trying to get people back in the planes flying places.

Q? What was the Boeing 737-100's nickname?

A: The “squared” aircraft. It was 93 feet long with a 93 foot wingspan.

Q? What product did Boeing make that sold 100 units?

A: Boeing made a BBJ-Boeing Business (Corporate) Jet out of the B 737-700. I sold over 100 copies.



EXTRA EXTRA

And, from our friends down at the Aviation museum in South Central Texas – Texas Barnstorming Museum (Which sounds like nice place to visit too...) If you're interested in an RV-12 raffle, here's your chance!

I'm reaching out to EAA Chapter Presidents in the hope that you might help us spread the word on our Vans RV-12 raffle with the proceeds benefitting our scholarships drive.

We are a small Aviation museum in South Central Texas, and a 501(c)3 non profit organization, and utilize antique aircraft to teach kids any of the aviation trades, from becoming a Pilot, Engineer, or A&P Mechanic. The museum arose from the realization that kids in our area had little or no exposure to Aviation, and a grass roots effort arose to create the museum, which morphed into the non-profit organization. At no expense to them, the kids learn in a J-3 Cub, and after soloing that, transition into a Grumman Traveler for their PPL. So far, we've been pleased with our graduates, at present we have 5 kids in various Aviation Colleges (not too bad for a town of 2600 population) who will hopefully continue on into various aviation fields. In addition to their flight training, most kids here have flown the Stearman, TravelAir, etc. If they are so motivated, we teach them welding, woodwork, and the other skill sets that go into restoration and maintenance.

The RV12 we are raffling was built by a friend and supporter of the museum, Milton Weikel, who was a lifetime member of the EAA and hadn't missed the annual EAA Fly In in Oshkosh, and before, when it first began in Rockford, IL, ever... not one. Milton built the airplane to completion, flew it about 5 hours, and then began building a "Legal Eagle" when he was stricken with a rare form of cancer and passed. He had a passion for aviation that was just boundless, and was always eager to help the kids. He was a powerful motivating force here, and missed. We painted the aircraft and are at present finishing the certification flights. We will send the aircraft to a Vans specialist to have all the Service Letters complied with immediately prior to the drawing. The airplane is essentially a brand new aircraft, and beautifully constructed (Milton was an engineer by profession and education, and the craftsmanship is just beautiful) We are going to use the proceeds of the raffle benefit our ongoing "Kids in Aviation" scholarships and allow us to begin a new crop of young pilots and mechanics, and will bare the name "The Weikel Scholarship in ...", and will be offered in Engineering, Aviation and A&P Mechanics. In addition to the airplane, several more prizes are offered and have been sponsored by some great aviation companies like David Clark, Sporty's, Aircraft Tool and Supply, and Garmin. I'm continuing to add prizes as the raffle continues.

There is much more information about us on our website (www.whereolddogsfly.org), Facebook (Texas Barnstorming Museum) and in past and upcoming articles in General Aviation



News.

The link to the raffle is-

<https://rafflecreator.com/pages/41866/vans-rv-12>

Thank you so much for your time and consideration, and if you or your members are in South Central Texas, please stop by! We have 2 yearly fly-ins with about 300 in attendance.

Thanks So Much,

Tailwinds,

Jim Baker

President, Texas Barnstorming Museum

[\(361\)772-6434](tel:(361)772-6434)





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

- 1/13/21 7 p.m. [Surviving Carbon Monoxide](#) Prof. H. Paul Shuch
CST **Qualifies for FAA WINGS and AMT credit.**

We all know that carbon monoxide is tasteless, colorless, odorless, and lethal. Thankfully it is also easy to detect, and simple to avoid. In this FAA Safety Team WINGS and AMT award presentation, Prof. H. Paul Shuch shares a recent experience which could have ended very badly, but fortunately did not. Don't watch this seminar (unless you want to save your life!).

- 1/19/21 7 p.m. [The International Aerobatic Club Turns 50](#) Lorrie Penner, Mike Heuer,
CST [Years Old and It's a Golden Birthday!](#) Debby Rihn Harvey, and Rob Holland

Join Sport Aerobatics Editor Lorrie Penner and panelists on a ride 50 years in the making. Through a panel discussion with Mike Heuer and Debby Rihn Harvey, IAC Hall of Fame inductees and nine-time U.S. National Aerobatic Champion Rob Holland, find out how the IAC got its start, and how it has evolved through today. Hear firsthand stories you may have heard of but weren't aware of the details, and a few stories you may have never known. Enjoy photos from the [50th anniversary photo album](#) >

- 2/2/21 7 p.m. [Avionics Options for your Homebuilt](#) Michael Schofield
CST [Aircraft with Dynon](#)
HOMEBUILDERS WEBINAR SERIES

After hundreds to thousands of hours working on your airframe, it's time to decide how to equip your panel. In this webinar, we'll cover general considerations such as matching your avionics to your flying and budget, product choices and configurations from Dynon and Advanced, and additional ways you can reduce your installation time with an ADVANCED PANEL.

- 2/3/21 7 p.m. [How Mags Work](#) Mike Busch
CST **Qualifies for FAA WINGS and AMT credit.**

The spark plugs in most piston aircraft engines are still powered by 120-year-old technology. Since so many of us are still flying behind these archaic "tractor mags" it's probably a good idea for us to understand how they work. In this webinar, Mike



Busch A&P/IA takes you on a guided tour of the internal construction and functioning of aircraft magnetos.

- 2/9/21 7 p.m. [Corsair: The Story of the EAA Aviation](#) Chris Henry
CST [Museum's F4U Corsair](#)
MUSEUM WEBINAR SERIES

This presentation will detail the development of the F4U Corsair along with a rare view of the history of EAA's example. Chris Henry of the EAA museum staff will share fascinating stories about the people involved in the airplane's air racing days as well as the restoration to its current status as a museum artifact.

- 2/10/21 7 p.m. [ATC and You: How to Make the Most of](#) Richard Kennington and Bob
CST [Flying VFR](#) Obma
Qualifies for FAA WINGS credit.

Pilots avoid controlled airspace for many reasons, but in so doing they don't take advantage of all the system has to offer. This course will identify reasons why pilots should communicate with ATC, utilize flight following, and embrace controlled airspace. We will identify misunderstood procedures, clarify phraseology, and demonstrate how to operate in the system more efficiently. Pilots of all experience levels will benefit from attending this course.



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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