



The heat (and the humidity) is on! Feels like the dog days of summer are back early and I hope this letter finds everyone safe and healthy.



We are going to have a meeting this coming Sunday (7/12) 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 beforehand.

We are going to host a "GoToMeeting" or "Zoom". The details will be emailed out beforehand. We did have some issues at the last meeting, but we believe we have that figured out. Apologies for those that tried to connect but could not. Chalk it up to a little experimental learning.

Conner Davis is working on his private pilot license under the Ray Scholarship and has some additional exciting news to share in this edition.

And from EAA HQ, you can't substitute AirVenture in this virtual environment, but they are gearing up for the "EAA Spirit of Aviation" week. See the monthly video for more and/or check out the EAA HQ's website for the latest details.

For this meeting, as aviators, we always pay attention to the weather. In the middle of summer, sometimes it can be quite rough.

Staying clear of summer thunderstorms is always a good idea, but staying safely tied down when you're on the tarmac as a storm passes through is equally important. To this end, we're going to discuss aircraft tie downs and the perils that can and do happen when things don't go just right.

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EAA Chapter 1387 2020 Calendar of Events

Monthly Chapter Meetings

2nd Sunday, exceptions*, 2-3:30p

4/12	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





Young Eagle Check- In By Connor Davis

Hi, My name is Connor Davis. I am lucky enough to be the Ray Aviation Scholarship for the EAA chapter 1387. It's been an amazing opportunity for me to pursue my dream of being a pilot. Before I learned about the scholarship, I would have never thought I could become a pilot at the age of 17!

After I received my scholarship I started flying with Pat Donovan and Mike Bradsher. With their help in finding a pilot training program, I began flying with Elite Aviation in Chesterfield in August of 2019. I trained there until I soloed. Then my training came to a stop because of Covid-19. After over a month break, Mike Bradsher decided to help me continue my training by flying with me at the Troy Airpark as my CFI.

Recently, I got the opportunity to submit a question to astronauts Doug Hurley and Bob Behnken. The day after I submitted my question, I got an email from NASA. It said that I've been chosen to submit a video of me asking my question to the astronauts on live TV! It will be airing on NASA TV at 12:10pm on July 14th or you can visit <https://www.nasa.gov/NASATV/> to watch it online.

I'm very grateful for all the amazing opportunities I've been given through our local Young Eagles program. They have gone above and beyond to help me be successful. I can't wait to continue my flight training! Thank you!

And for the Aviation history buffs;



50 YEARS AGO TODAY: On July 8, 1970, Boeing was selected as prime contractor for the E-3 Airborne Warning and Control System, better known as AWACS. A militarized 707, [the E-3 Sentry provides airborne surveillance and command and control functions](#). More than 50 E-3s remain in service today. (Boeing Archives photo)



2020 07 JULY

“WRAPPING UP THE FIRST HALF OF THE YEAR”**And what a year it has been!****mr. bill**

Well things just seem to be going from BAD to WORSE. The last weekend in June while working on an airplane the bad news came in via a text message that The Reno Air Races in September were cancelled due to the Corona Virus. Just now on the DFW Radio the Governor announced that everyone must wear a mask. It was thought that everything would be allowed to open up after the mask mandate. Unfortunately it was right after the “You must wear a mask,” that he the governor stated that places can only fill up to 50% capacity. Just last week it was announced that EVERYTHING would now be open 100%! What is going on???

FIRST thing to wrap up is the new author photo. Seems that I was a bad boy for flying a four seat airplane and having only ME being in it. (What about calling some friends to fill those seats mr. bill?) So, I have a new photo and it is in a two seat airplane, with a great EAA32 pilot. You try to figure out which brother it is?

SECONDLY, I received a few comments about the HUD-Heads Up Display of the B-737. Anyone can fly the Boeing version. Let us look at the NASA version for the Space Shuttle as it returns to Mother Earth.

<https://www.youtube.com/watch?v=JBk6lCikqkQ>



Wow, a lot of talking going on during that landing. You can see how the Space Shuttle Pilot “decluttered” the screen so all he saw was the airspeed on the left and altitude on the right. Coming up from the bottom right of the screen was the FLARE CUE that comes up to your Flight Cursor –o- in the middle of the screen. Also the call to “derotate” or lower the nose after the shuttle was on the ground. Big boy talk. This “simulator” was at Oshkosh several years back but the person working the simulator had no clue WHAT was actually happening. After a request to the Lady in the Booth of “Where is the Glideslope



indication to the runway?” Those words were met with “Reset?” No. Do not reset. “Where is the slope guidance?” Where is ...forget it. Let’s just aim for a point 1,500 feet in front of the runway and slowly roundout for the flare to the touchdown zone which is 1,500 feet down the runway. After a few “Resets” we pilots figured it out. Wow. Nice to have NASA at Oshkosh but the help was helpless.

THIRDLY- Speaking of helpless, OSH2020 has been canceled!!!

Is nothing going to happen this year? The answer to that question is.....The Antiques Aircraft Association which holds its Annual Airshow in Blakesburg, IOWA IS holding its yearly airshow BUT the parking/camping spaces are all snatched up! With its limited ground space and high turnout, and the fact that it was later in the year, September 02-07, it was determined that the SHOW, COULD GO ON!

FOURTHLY- Some more info on the lessons on landing in a crosswind. I having been working with several students the past few weeks. As was stated before, get yourself set up for the crosswind landing- with the AILERONS into the wind and use the RUDDER, holding it steady and strong, applying the correct amount TO KEEP THE NOSE OF THE PLANE AIMING STRAIGHT DOWN THE RUNWAY, as you hold a constant decent to the runway. **DO THIS BEFORE YOU GET OVER THE RUNWAY SO YOU KNOW IF YOU HAVE ENOUGH RUDDER TO STRAIGHTEN OUT THE NOSE OF THE AIRPLANE.** (If you do not then maybe you need to land someplace else.) If you start your roundout ½ a second later than usual, you will firmly place the upwind wheel on the ground and if you hold the controls (AILERON AND RUDDER) firmly the mains will then settle down on the runway. **IF YOU CONTINUE TO HOLD** the rudder to keep the nose of the airplane moving straight down the runway, you will continue straight down the runway. What usually happens is right after the main wheels touch or the nose wheel touches, the pilot takes the pressure off the rudder and the airplane just turns back into the wind, back into a big weathervane, and that is the stuff that these YouTube videos are made of. Let us watch a few and you can see how the pilot uses the rudders to get them where they need to be. Letting go of the rudder pressure **IS THE BEGINNING OF THE CIRCUS RIDE.**

<https://youtu.be/6BoZAd8z0L0>

Cessna 150 dealing with a crosswind on runway 18 with a wind from 230 at 20 gusting to 32 at CYOS

<https://youtu.be/vJzDRsEKDa0>

Big machines same problems

Various wind situations

Q? What switch has replaced the NO SMOKING sign on an airliner these days?

A: TURN OFF ELECTRONIC DEVICES

Q? How many passengers went thru a TSA Security checkpoint on:

A? February 01, 2020- 2,200,000 people

A? July 01 to 04, 2020 700,000+ people (daily average)

There are 1/3 the amount of passengers flying these days as compared to February of this year. As you read this, the major airlines are announcing major layoffs of many airline employees.



WATCH U.S. FLY

SECURITY & DEFENSE UPDATE

As wildfire season begins every summer, the Chinook helicopters are always on standby to assist firefighters in containing these devastating emergencies.



The Arizona Bush Fire and Bighorn Fire are almost fully contained, and the Chinook has taken on a supporting role with local firefighters. The versatility of the Chinook, along with its ability to perform safely and effectively in high altitudes and hot temperatures, has been essential in helping fight this wildfire.

As the brave Arizona firefighters and volunteers fight these wildfires, having resources like these are crucial to help them get places they otherwise could not and will ensure their resources are focused on containment.

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NEWS FROM HQ

This month Jack J. Pelton discusses moving forward from AirVenture 2020 being canceled, EAA staffing during this time, EAA's financials without AirVenture, flying during the COVID-19 pandemic, EAA Spirit of Aviation Week, and staying and getting current as a pilot.

DOWNLOAD CHAPTER VIDEO MAGAZINE CONTENT

Left over from last month, did anyone figure out where the additional fuel is stored?

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>

Off the Mark – Don't throw that doily away. Keep them coming. We all need a little humor these days.

Thanks, Grandma!





There's always room for innovation in the EAA – Not sure if this guy is a member, but he's really creative – and comfortable. Click the picture for the video.



Continued from Pg 1.

Big thank you to Jonas Uthe for presenting the topic on "The World of RC Aircraft". This was very enlightening and we're looking forward to a follow up demonstration, maybe at the Airpark later this year. Stay tuned.

Lastly, in case you're wondering;



The first YE Pedal Plane project is still under testing. The volunteer Aircrew was struggling with some of the complexities and decided to enlist a standby recruit midway through. From all accounts, both seemed to enjoy the new build but only one had their tongue hanging out most of the time. Feedback has been positive with remarks about how pet friendly the design is too. Although the upholstery is missing, not sure anyone has noticed any discomfort. The testing continues....

Be safe and blue skies ahead!!
Joe V.



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

7/14/20 7 p.m. Shuttle, Houston — a Look Inside Space Shuttle Paul Dye
CDT Mission Control

Former NASA lead flight director and EAA member Paul Dye provides a compelling look inside 30 years of space shuttle missions, relaying stories of missions and their grueling training in vivid detail. Paul examines the split-second decisions that mission control and astronauts were forced to make in a field where mistakes are unthinkable, and errors can lead to the loss of a national resource, and more importantly the astronaut crew. This presentation is based on Dye's new book, *Shuttle, Houston*, set for release on July 14 of this year.

7/29/20 7 p.m. Completing the FAA Application for Medical Greg Reigel and
CDT Certificate: Legal Traps for the Unwary Patrick Phillips
Qualifies for FAA WINGS credit.

The EAA Legal Advisory Council will discuss legal issues arising from an airman's completion of FAA Form 8050-8 Application for Airman Medical Certificate. Topics will include responding to the various medical history and other items in Question 18, the penalties for failing to accurately report the requested information and the relationship of reporting drug and alcohol-related motor vehicle actions under FAR 61.15 and Question 18(v)'s request for similar information on the medical application.

8/5/20 7 p.m. Why Valves Stick Mike Busch
CDT Qualifies for FAA WINGS and AMT credit.

Sticking and stuck exhaust valves are a frequent problem in piston aircraft engines. In early stages, it manifests itself as roughness after engine start (so-called "morning sickness"), and it can progress into something much more serious and a significant cause of power-loss incidents and accidents. Conventional wisdom says that it's caused by carbonized oil buildup due to excessive heat. In this webinar, Mike Busch explains that the real culprit is lead, not carbon, and it's actually insufficient heat that's the problem. Proper powerplant management techniques can minimize this problem, and Mike shows you how.

8/11/20 12 p.m. Chapter Chat: Applying for Charitable Status - Filing the Patti Arthur
CDT 1023EZ

Patti Arthur will walk you through the simplified IRS 1023EZ application. By becoming an IRS recognized charity under IRC section 501(c)(3), donations to the chapter are deductible by the donor.



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Helpful Links:

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

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

<https://www.faasafety.gov>

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