



October 2022

EAA Chapter 1387 Newsletter

President's Corner | Brett Siefert

Young Eagles Rally in Review - Mexico

Thank you to all the families and Chapter 1387 Volunteers that made our 2nd Young Eagles rally in Mexico, Missouri a great success! Special thank you to Pat Donovan, our YE Coordinator, for bringing it all together!



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Disclaimer: This is not a rigorously researched article, but rather an aggregation of selected information pulled from what appear to be the most updated sources online, and is simply a “thought-generator”. As in, if you think this is interesting, scurry down the rabbit hole by accessing the linked sites or just browsing around online; a few links are near the end of the article. Information out there seems spotty and a little inconsistent so you may see inaccuracies but the information is accurate, if only broadly speaking.

Since our chapter trends heavy toward residents of Troy Airpark (02MO)—and have you seen those nice new runways numbers?—a little foray into airpark stats seemed appropriate. While overall pilot numbers are down from the peak in recent decades, even at the highest census it’s safe to say it is an exclusive group as a subset of the general population. Ever rarer, then, are residents of airpark communities.

After World War II, the United States had many decommissioned military airfields. Also, pilot numbers had grown; from fewer than 34,000 in 1939 to more than 400,000 by 1946. The Civil Aeronautics Administration wanted to build out some 6,000 residential airparks throughout the country, concentrating at first in the Southeast. It didn’t pan out exactly that way but the concept did prove viable. While airparks began in the US, other countries are adding more, with Canada, Sweden, France, and South Africa among the ones with the most.

Sierra Sky Park (E79) near Fresno, California, was established in 1946/1947 and is considered the first residential airpark in the US and world. Elevation 321 feet, 2473' x 50' asphalt runway. According to *Living With Your Plane* there are currently approximately 674 airpark communities in the US. Texas and Florida seem to swap the 1 and 2 spot back and forth; Texas has the most with 84 airparks, followed by Florida (79), Washington (60), California (35), and Georgia (35). The map below depicts the distribution.

What about some stats?

Table 1

Longest runway	7550' (Jumbolair in Ocala FL)
Most homes/hangars	1300+homes, 700+hangars (Spruce Creek Airpark in Port Orange, Florida)
More than 2 runways	11
More than 1 runway	77
Field elevation at 10 feet MSL or lower	14
Field elevation at 5,000 feet MSL or higher	27
Located on, or next to, publicly owned airports	55
Have instrument approach	57
Have fuel on the field	147



Table 2

Runway Type	
Asphalt	292
Concrete	13
Dirt	21
Gravel	28
Turf	377
Water	7
Sand	1



Fig 1 – GoogleMap; Airparks in US, Alaska and Hawaii not shown
(5+ airparks in Alaska, none shown for Hawaii)

Links

- <https://livingwithyourplane.com/>
- <https://www.airparkmap.com/>
- <https://www.bifold.com/fly-in-communities.php#MO>

I hope this proves interesting and if you decide to dive deeper you'll surely see what I did, that there is still no definitive resource on airparks but the linked sites do seem to be the most complete and up-to-date.

Thank you, and hope to see you **Wednesday the 12th for our October chapter meeting, 7 PM at the Lincoln County Health Department.** Bob Talir will be briefing on the advancements on aircraft landing & taxi lights.

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Big congratulations to Emily, the granddaughter of Dean and Joan Reaka on successfully passing her check ride. Well done Emily!



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 October's Chapter Video Magazine, Charlie Becker discusses:

- Important [Young Eagles program](#) updates and coordinator training
- EAA Chapter [Tool Crib program](#)
- [SportAir Workshops](#) available as online courses
- Guidance on receiving scammer/phishing texts and emails





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. Please review and send me your input to share! Thanks, Joe V.

Chapter 1387 Calendar of Events for 2022

October

- YE Rally at Mexico - 8th Oct – (Remember 30 for 30....)
- Member Input - Bob Talir - Advancements in Aircraft Landing/Taxi Lights

November

- Officer Elections – Treasure and Secretary
- Member Input - J. Roser – RV 6 Update

December

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

Chapter Leadership Academy

Now is your chance to attend a very special EAA Chapter Leadership Academy, an interactive, two-day workshop held in Oshkosh, WI that focuses on topics important to you as chapter leaders.

Here, you'll have the opportunity to immerse yourself in a wide range of chapter-related subjects, such as business fundamentals, recruitment, fundraising, public relations, EAA resources, programs, and more! The academy provides an excellent opportunity to network with other chapter leaders as well as interact with EAA staff through interactive workshops and conferences.

Participants stay at the EAA Air Academy Lodge in Oshkosh. Day one of the event includes an afternoon check in, followed by a social hour with EAA staff and a special welcome dinner. Day 2 starts a full day of class, which conclude at noon on day 3. Count on meeting and talking with a host of EAA staffers, and going to a very special EAA Museum tour we have planned for you!



Upcoming Chapter Leadership Academies: 2022 - 2023 Academy

- October 19 - 21, 2022
- January 27 - 29, 2023
- April 21 - 23, 2023



Upcoming EAA Webinars

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)
10/05/22	7 p.m.	On a Short Leash – CDT Maintenance Costs Qualifies for FAA WINGS credit and AMT credit.	Mike Busch <i>The very best maintenance shops do thorough inspections and meticulous maintenance but can also run up shockingly high invoices unless the aircraft owner is actively engaged and keeps the shop on a short leash. Maintenance guru Mike Busch A&P/IA demonstrates exactly how this should be done, using a real-life example of an owner who appropriately declined two-thirds of the shop's proposed repairs, thereby reducing a \$25,000 work order to a \$5,000 invoice. You'll learn what kinds of things can be reasonably and prudently declined or deferred, and what things you should always approve.</i>
10/11/22	7 p.m.	The Treasures of Pioneer Airport, Part 2 Museum Webinar Series	Chris Henry and Ben Page <i>One of the hidden gems of the EAA Aviation Museum is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft. Museum staff members Chris Henry and Ben Page take a look behind the doors of Pioneer Airport.</i>
10/12/22	7 p.m.	Oil Changes as a Diagnostic of Engine Health Qualifies for FAA WINGS and AMT credit.	Bill Ross <i>One of the most important and informative bit of engine maintenance an owner can do is the oil change. Bill Ross from Superior Air Parts will examine how to look for indicators of internal engine health and when to become concerned. Engine oil types, additives, and filters will be discussed in providing the best protection against internal engine difficulties.</i>
10/13/22	7 p.m.	Tax Exempt Basics	Patti Arthur <i>This webinar will cover the basics of tax exempt status for EAA chapters. Patti Arthur, a tax attorney with many years of experience helping EAA chapters, will help you understand the basic rules of tax exempt and charitable status.</i>
10/19/22	7 p.m.	When the Engine Goes Silent Qualifies for FAA WINGS credit.	Larry Bothe <i>What should you do when it gets quiet up front? Nine-time engine failure survivor and certified flight instructor Larry Bothe will tell us what really works and what doesn't when the engine quits. Not only what you do, but when you do it, can have a big impact on your likelihood of survival. Join us for Larry's informative presentation.</i>



10/25/22 7 p.m.	<u>Guidance for Using Young Eagles Online Registration and Digital Signature</u>	David Leiting <i>Join David Leiting, EAA Eagles Program manager, as he provides an in-depth look at the Young Eagles online registration system (YEDay), and how to use the EAA Digital Signature app in conjunction.</i>
10/26/22 7 p.m.	<u>Avoiding Loss of Control Qualifies for FAA WINGS credit.</u>	Catherine Cavagnaro <i>Catherine Cavagnaro from Ace Aerobatic School will discuss the aerodynamics of common flight situations that lead to a loss of control, associated recovery techniques, and ways to avoid those situations in the first place. Catherine will share original video clips which will help the aerodynamics make sense.</i>
11/2/22 7 p.m.	<u>Real-Life Breakdowns</u> Qualifies for FAA WINGS and AMT credit.	Mike Busch <i>Every aircraft owner dreads a mechanical breakdown while away from home on a trip. These events are emotionally charged. You're typically stuck somewhere you don't want to be and at the mercy of strangers you don't know whether to trust. It can be frustrating, frightening and exasperating. In this webinar, maintenance expert Mike Busch A&P/IA discusses a half-dozen real-life breakdowns and how his team of veteran A&Ps helped the owners get back in the air quickly, and he offers some rules for dealing with such situations.</i>
11/3/22 7 p.m.	<u>Using AeroEducate in an Education Environment</u>	Paul Maloy, AeroEducate Program Manager and Danielle Schmick, AeroEducate Educator <i>AeroEducate is EAA's newly launched youth education initiative designed to actively engage youths from kindergarten through high school graduation to explore the technologies and the opportunities of aviation and aerospace. AeroEducate offers free, real-world, plug-and-play, fun, hands-on, enrichment activities that can be easily inserted into any STEM curriculum, home learning, or youth club environment. Come see and hear our EAA educators show what the possibilities and potential rewards are for your students!</i>
11/9/22 7 p.m.	<u>Talk to the Tower — Communicating in Controlled Airspace</u> Qualifies for FAA WINGS credit	Prof. H. Paul Shuch <i>Pilots who trained in a non-towered environment are sometimes overwhelmed when first they venture out to a big city municipal airport. Though their flying skills are quite up to the task, they often find the fast-paced radio chatter intimidating. This WINGS award webinar Prof. H. Paul Shuch will help you to make sense of it all.</i>



VMC Question of the Month

Question: An aircraft has a max gross weight of 3,000 pounds and a published maneuvering speed of 100 knots. What would the approximate maneuvering speed be if the aircraft is loaded to a gross weight of 2,700 pounds?

Answer will be at the Chapter Meeting





How Can We Help?

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Helpful Links:

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

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

<https://www.faasafety.gov>

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Whether you fly, build, restore,
or simply enjoy airplanes, you're
welcome here.

