



March 2023

EAA Chapter 1387 Newsletter



President's Corner | March 2023 | Brett Siefert

DC-1, 2 ..and, third time's the charm (but they're all charming).

With the last new Boeing 747 having rolled out last month, the hugely successful plane crossed that milestone after a long, storied and nowhere near finished run. One need not be into aviation to understand-at least on a basic level-how significant the 747 and its variants were, and really will continue to be. How about a look at another aviation icon, the Douglas DC-3? Instantly recognizable, conjuring up images of early airliner days and all that meant, while also serving admirably in the military theater, the plane is simply awesome. Yes, I'm an unabashed smitten kitten but surely you understand. Of the just over 16,000 produced, including variants, many are still airworthy. It's one of the airframes that will almost certainly soon have multiple flying examples at 100 years old.

Design began in 1934. The then-president of American Airlines wanted both a "day transport" plane, and another to carry passengers overnight, based on the existing DC-2. The DC-2 was of course based on the DC-1, of which only one was produced and had gone to TWA, and was a couple of feet longer and had more power and range. The first DC-3 was longer yet and was the Douglas Sleeper Transport (DST); it carried fourteen passengers in overnight sleeping berths. The DC-3 day plane carried twenty-one passengers and had a galley producing hot meals on china plates with plane-shaped silverware. One surely dressed dapperly for the flight, not in flip flops like many today. This is perhaps the first time costs could be covered and a small margin earned on passengers only, rather than the established model of subsidizing human passenger revenue with government-paid mail freight also on board. American started taking deliveries in June 1936, followed soon by United and Eastern airlines. New York to Los Angeles happened in eighteen hours with three stops in reliable comfort.

The Army Air Forces (was the Air Corps prior to 1941) wanted this plane too, and a modified DC-3 became the C-47 Skytrain; 6000-pound cargo capacity, or twenty-eight troops in full gear. In air medical configuration it carried up to fourteen stretcher patients with three nurses. The Navy's version was the R4D (later the C-117D), and several allied forces also used the plane in World War II.

The C-47 added a cargo door, beefed up floor, shorter tail cone (to tow a glider), and an astrodome over the cabin. Incredibly successful in the military arena, it's estimated that up to one third of the world's air forces have used the C-47.

Why so successful? Sure, it was the right product at the right time and based on specific requests from ready-to-buy customers, but it did and has surpassed most expectations and its longevity is testament to an inherently great design with an eye toward durability. The plane could land and take off on unimproved surfaces in relatively short distances. It was stoutly built with rugged pretty much everything. It could be configured many ways. Perhaps as important as anything is that it is unpressurized, thus eliminating the stresses associated with cycles of pressurization/depressurization. Also, by having been so ubiquitously produced and in service so long, there remain spare parts for most systems, much of it as new old stock. According to the DC-3 Appreciation Society, there are an estimated 164 DC-3 in all variants still flying on a regular basis.

A quick look at basic specs, noting that different sources vary slightly:

Douglas DC-3A	
Dimensions	
Wingspan	95' 2"
Length	64' 8"



Height	16' 11"
Weight	
Empty	16,865 lbs
Gross	25,199 lbs
Performance	
Maximum Speed	230 mph
Cruise	207 mph
Service Ceiling	23,200'
Powerplant	
Two 1,100 hp Wright R-1820 Cyclone 9-cylinder radials	

While the radial engines are "right" for this airplane, the airframe is so stout and durable that it tolerates and thrives when retrofitted with turbine powerplants, with relatively straightforward (albeit expensive) enhancements made where needed in order to handle the increased power and payload. Basler Turbo Conversions is the market leader here and is booked through 2023 with its BT-67 conversion packages. Their process is extensive, and the basic plane so good, that the FAA recognizes the converted as-new airframes with zero accumulated fatigue. Bring money; packages start at \$12M.

Which aircraft produced today will still be airworthy and beloved in 50+ years? Are there any new classics-to-be? Is everything now simply produced with a well-defined and engineered service life, after which it's decommissioned/destroyed/recycled? Could we afford to make things that could last seemingly indefinitely with regular care? Yes, but no. The reality is that what we romanticize and adore is often not what was originally intended or expected. Now, the DC-3 was designed with an extraordinarily rugged nature and longevity but it is surely an anomaly. I compare it to my 1983 Mercedes 240D; naturally-aspirated inline four-cylinder diesel with four-speed manual transmission. It is truly an Armageddon car, no electronics to bug out, and it'll run on used vegetable oil if needed. Systems are simple and bulletproof, with inexpensive(-ish) and available spare parts. The 240D is still used in taxi fleets in some countries. But hey, this is an aviation newsletter...

If you've ever seen a Douglas DC-3 or C-47 in real life, were you stirred? If you weren't, that's fine but I am not sure what could be said to try and explain the feeling.

Sources include:

<https://www.airplanes-online.com/douglas-dc3.htm>

http://www.historyofwar.org/articles/weapons_dakota.html

<https://simpleflying.com/dc-3-operation/>

<https://www.key.aero/article/upgrading-80-year-old-douglas-dc-3s-turboprop-engines>

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Event: EAA 1387 March Meeting

Date: 8 March 2023

Time: 7:00 PM

Location: Lincoln County Health Department Community Room

5 Health Department Drive

Troy MO 63379

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Congratulations! EAA Chapter 1387 has been approved for a 2023 Ray Aviation Scholarship! Due to your chapter's dedication to EAA, youth engagement, overall activities and chapter health, and the wonderful application you submitted, EAA and the Ray Aviation Scholarship Review Committee are excited to have your chapter onboard this year!



EAA Chapter 1387 is now approved to nominate a scholar for the 2023 Ray Aviation Scholarship. As a pre-qualified chapter, you will be sent an updated Ray Aviation Scholarship Handbook and handouts for your chapter to distribute to the parents of the scholar you wish to nominate.



2023 Chapter 1387 annual dues are due. \$20 for a single membership and/or family membership payable to EAA Chapter 1387 and sent/given to our treasurer, Pat Donovan. His mailing address is: 421 Piper Ct, Troy, MO 63379. Thank You!



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 this month's Chapter Video Magazine, Charlie Becker gets you up to date on EAA happenings:

- FAA Summit
- New Repairman Certificate Form 8610-3
- AirVenture Features & Attractions • Chapters at AirVenture
- Sun N Fun Chapter Leaders Corn Roast



And - from the FB video of Experimental Airplane history....check out these oddities...build it and someone will try to fly it! what were they thinking???





Chapter 1387 Events for 2023. 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 - 2023

March

- Order chapter marketing materials for spring/summer events
- Sign up for Chapter Camping for AirVenture
- Member Input –
- Field Trip – Creve Coeur Airport Museum

April

- Member Input -
- Chapter Project – Need Chapter Sign for EAA Blue Barn

May

- Sat 6th - YE Rally at Washington
- IRS Form 990N due by 15th
- Sign up for Chapter Camping for AirVenture
- Major Achievement Awards deadline
- Member Input –

June

- International YE Day – 10 June
- Chapter Fly In at Troy Air Park

July

- EAA AirVenture – Chapter Breakfast and Picture

Aug

- Member Input – Tech Update?

September

- Sat 2nd - YE Rally at Mexico
- Member Input -
- Chapter Poker Run Fly Out

October

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- Member Input - Volunteer Needed

November

- Officer Elections – President and Vice President
- Member Input - Volunteer Needed

December

- Chapter Christmas Social
- Election Results
- Chapter Renewal by 31 Dec for HQ



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: 2023 Academy

● April 21 - 23, 2023

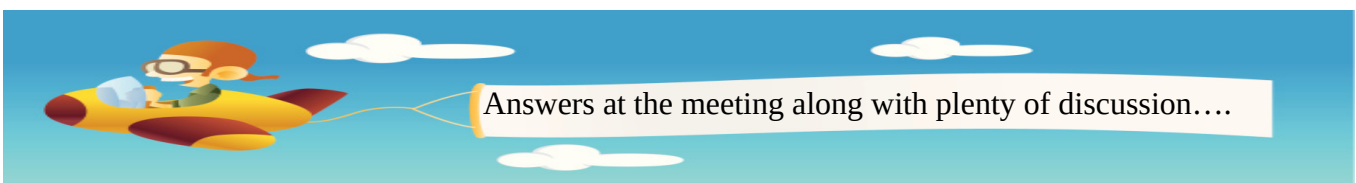
VMC Question of the Month

VMC Question: What is a Special VFR (SVFR)

clearance, and under what conditions can a pilot get one?



IMC Question: We all know that for IFR flight, the pitot-static system must have been checked within the preceding 24 months. When we set the altimeter on the ground before departure, what accuracy must be observed?





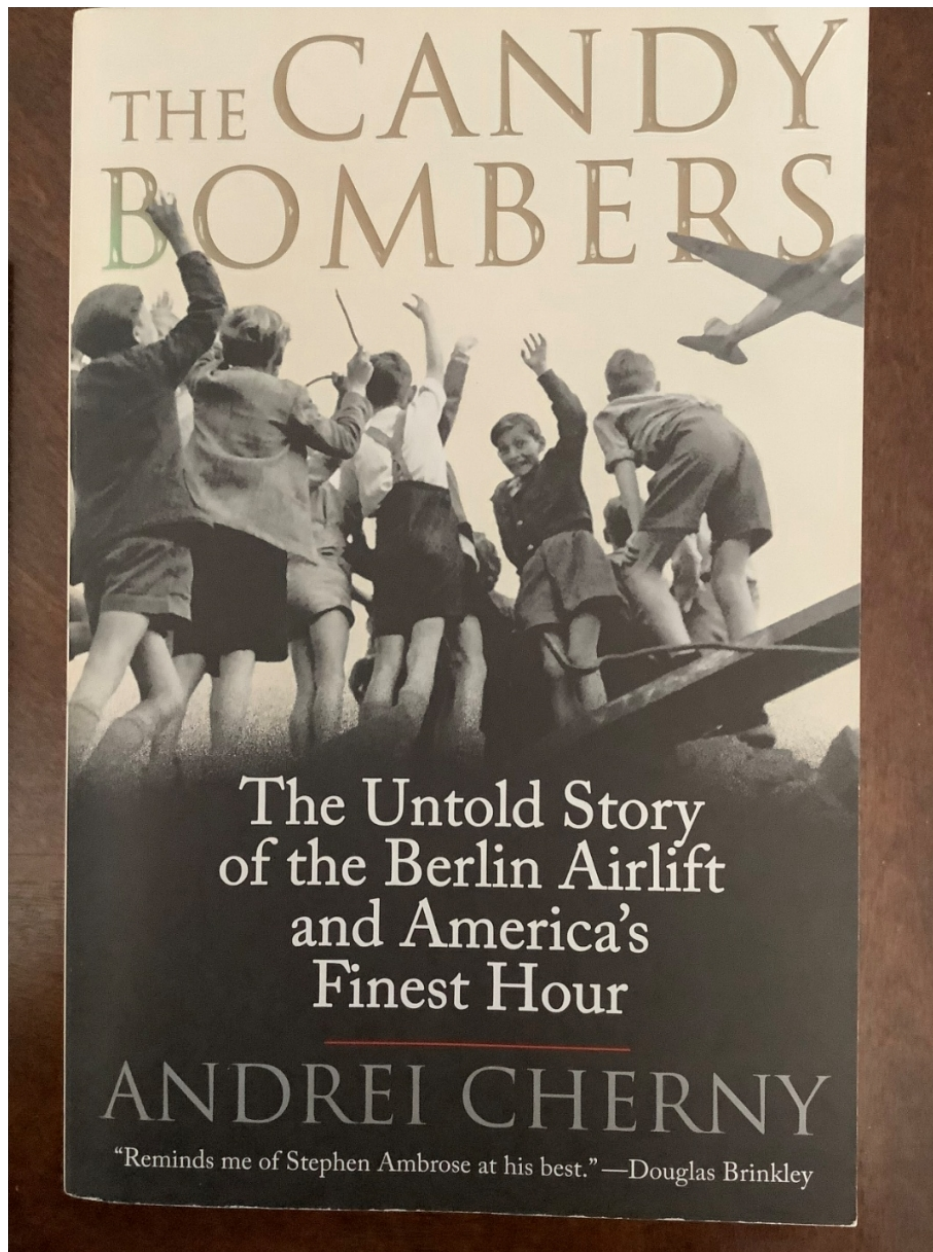
From our West Office in the Backcountry
By Jerry Folkerts

Chasing a Better Backcountry Experience - KITPLANES
<https://www.kitplanes.com/chasing-a-better-backcountry-experience/>





Read of the Month!



Check out the
“Read of the
Month” as
attached to the
Newsletter...

Thanks to Pat D for
submitting!



2023 02 FEBRUARY
LEARNERS AS WE GO
“HERE WE GO WITH THE NEW YEAR!”
mr. bill

Well gang it has been nonstop learning and training since the beginning of the year. January had me in the yearly recurrent training on the Boeing 737 which was over pretty quickly. Four hours of Fires, Failures, and Fumbling through checklists to correct the situation the Check Pilot tossed us into. Now with those **EMERGENCIES** out of the way, I can coast for the remaining months that I have at this awesome DAY job. But enough about the day job,

HOW ABOUT THOSE **CHIEFS!**

Now with the football season over my television will be off so I can study and getting ready for the summer of fun of Airshows and Fly-Ins.

First off, will be the PORFESSIONAL ROTORCRAFT ASSOCIATION (PRA) FLY-IN in Wauchula, Florida. This event is March 22-25.

What happens at a Gyrocopter Fly-In you ask?

<https://youtu.be/7BQo9h0cu04>

Sometime during this trip, I will sneak over to Winter Haven, Florida to the JACK BROWN SEAPLANE Base for some “Splash and Goes” in one of those Piper Cub’s on floats.

What does that look like you ask?

<https://youtu.be/c7t5vZS2si4>

On Sunday March 26, there will be a short drive over to the WALLABY RANCH in Davenport, Florida. This isolated place is home to the Hang-gliding groupies.

This is truly the most honest flying I have found to date. You are towed up to altitude by an ultralight and at 3,000 feet of altitude, you release, and you fly like a bird!

<https://youtu.be/fdWICp1QI-A>

How far can you fly?

Here is a little video of a world record flight:

<https://youtu.be/tbo23n7RCgc>

Now that I look at all these events, I guess I need to call this my Spring Break Trip. It has been a few years since my last trip, but pictures will be coming forth.

But just like pilots at the Oshkosh Air Venture Airshow there will be a lot of studying and review of the procedures that one needs to do to be PROFIECENT at these flying devices before one straps into the flying machines. Each machine

FLYS TOTALLY DIFFERENT THEN THE NEXT MACHINE! So, I will be doing my homework and assuring the people I am flying with that I AM READY!



Alrighty then gang. I will see you at this Saturday's meeting and let me know if I can help with SAFETY PILOT or a Flight Review's as I did with one of our very own pilots this week.



Q? What is the world record for a Hang glider flight?

A: 222 miles over the great state of California.

Q? To CLIMB in the hang glider what action is required?

A: To climb or ascend in a hang glider the pilot must PUSH FORWARD ON THE CONTROL BAR.



WATCH U.S. FLY

SECURITY & DEFENSE UPDATE

The F-15EX is unrivaled on cost-to-capability and the test flights conducted by the U.S. Air Force prove it.



This newest generation of the F-15 can carry up to 30,000 pounds of air-to-air and air-to-ground missiles, making it a worthy adversary in the face of growing global threats.

The F-15 is a proven entity. The F-15EX is the future of aerial combat and gives our men and women in uniform the tools they need for success.



PILOT'S TIP OF THE WEEK

Takeoff Over Max Weight?

Featuring [Bob Nardiello](#)



Subscriber question:

"I know special flight permits can be issued to allow an airplane to fly over gross weight. Doesn't this mean the aircraft's maximum gross weight is more of a guideline than a hard limit in normal operations?" — Anonymous

Bob:

"The manufacturer has established a maximum gross weight for the airplane. This weight constitutes a limitation, which must not be exceeded. It was established during testing by the manufacturer.

A pilot who exceeds this takeoff weight has no knowledge or assurance that the flight characteristics of the airplane will be acceptable. Additionally, FAR 91.9 specifically prohibits a person from operating an aircraft without complying with the operating limitations specified.

Information regarding the weight and balance for a particular airplane is located in the POH (Pilot's Operating Handbook). The POH must be onboard the airplane where it can be used as a reference before a flight, and to determine whether the proposed loading of the airplane meets the limitations described in the weight and balance section of the POH.

In the case of light airplanes, it is sometimes necessary to operate with less than a full fuel load to meet the weight limitations specified for the airplane."





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)
3/8/23	7 p.m. CST	Airframe Parachutes and Canopy Concerns Qualifies for FAA WINGS credit.	Prof. H Paul Shuch <i>First introduced in 1982, the whole airframe parachute has offered us a new safety option for surviving catastrophic aircraft accidents. But, despite hundreds of successful deployments, inclusion of a chute is still controversial among some pilots. In this FAA Team WINGS and AMT award webinar, Prof. Shuch explores the pros of parachutes, as well as the cons of canopies.</i>
3/14/23	7 p.m. CDT	The Curtiss Jenny Museum Webinar Series	Chris Henry <i>The Curtiss Jenny is arguably one of the most recognizable aircraft from its era. This is one of the airplanes that taught America to fly, and broke barriers.</i>



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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