



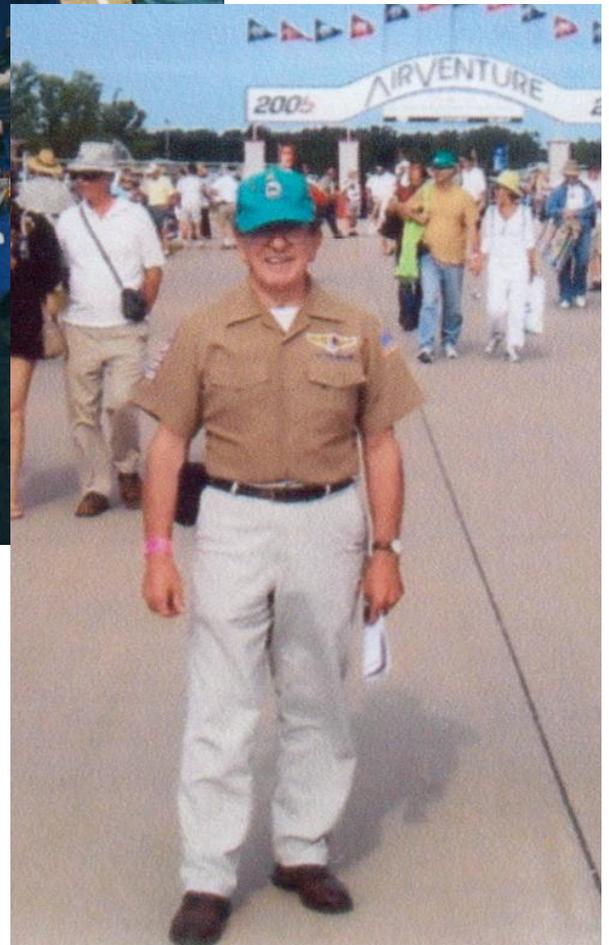
EAA Chapter 32 News

Jim Bower, Editor



January, 2011

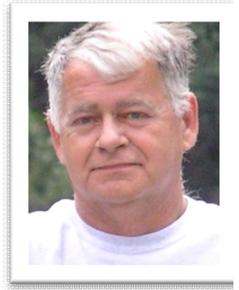
Happy New Year!! PLEASE NOTE: This month's meeting date is changed to Saturday, January 22 at 10:00 am. See inside for program details.



**Our good friend Al Donaldson
flew west this month, to be with
his beloved Rita Marie.**

President's Corner

by Dave Doherty



To my friends at Chapter 32, and those who like aviation;

We're changing our January meeting date to Saturday, January 22.

The reason for this is to remove a schedule conflict with **the Midwest Conference and Trade Show (MACTS).**

The Super Safety Seminar is on Saturday morning, 15 January and the awards banquet will be that evening. Speakers include Erik Lindberg, commercial pilot and flight instructor, Rod Hightower, President/CEO of the Experimental Aircraft Association, and Ralph Hood, Commercial Pilot and Aviation Humorist.

For more information, check out this web site:

<http://www.gslfia.com/macts.html>

It's hard to believe, but 2010 is past and we're starting a new year. I learned a lot during my first year as Chapter President. This next year, we plan on improving our activities, and stepping up our involvement in the community. Here are some things we will be planning for this next year:

- Young Eagles – There is a big planning meeting Jan 8 to set these activities. We will need pilots and ground crews, and a lot of volunteers.
- Give rides to parents and interested people – This is a new idea brought up by our membership that has merit. The goal is to kindle interest in aviation not only to young children, but to adults too.
- Chapter 32 Fly-in. We haven't done this in a long, long time. We will do this in 2011.
- Chapter 32 Fly-out(s) – looking for ideas where to go such as Zenith factory, other chapter fly-ins, etc.
- Workshops – more of them. Metalworking, Tube & Fabric, fiberglass process, etc.
- Seminars – Aviation Safety, Aeromedical, what it takes to start flying, weather, etc.
- B-17 event – We've applied for a tour stop. Keep your fingers crossed. I had an informal promise of having one on a weekend this time. Hopefully this will come to fruition.
- Ford Tri-Motor event – We've applied for a tour stop this year. Once again, cross your fingers.

- More social events – We're going to try and expand our activities and get more participation of spouses and family members by having:
 - Non-aviation events such as a night at the ballpark, or a picnic in a park, etc.
 - Movie night at the ARC.
- Annual Holiday party – last year's event was a smashing success. I have some ideas on how to make it even better.
- Improvements to the Aviation Resource Center. We got a slow start on that last year. A few improvements were made, but there's a long way to go. We need;
 - Clean potable drinking water
 - A ramp to the Hangar door on the north end of the building to the airport apron. It can also double as a patio.
 - Wi-fi or some means of better internet access. This was suggested and has merit.
 - General spruce up of the place. New paint in a few areas, a better light in front, a light for the flagpole, etc.
- Fundraising – We did well with the HeritageFest in O'Fallon last year during the July 4th holiday, and would like to try it again, as well as do other fundraisers.
- Another event with the St. Louis Boy Scout Area Council. There was a huge interest from the Scouts at Forest Park last year, and we'd like to keep the momentum rolling.
- Provide educational opportunities to college students pursuing aviation degrees in the form of a scholarship from EAA32

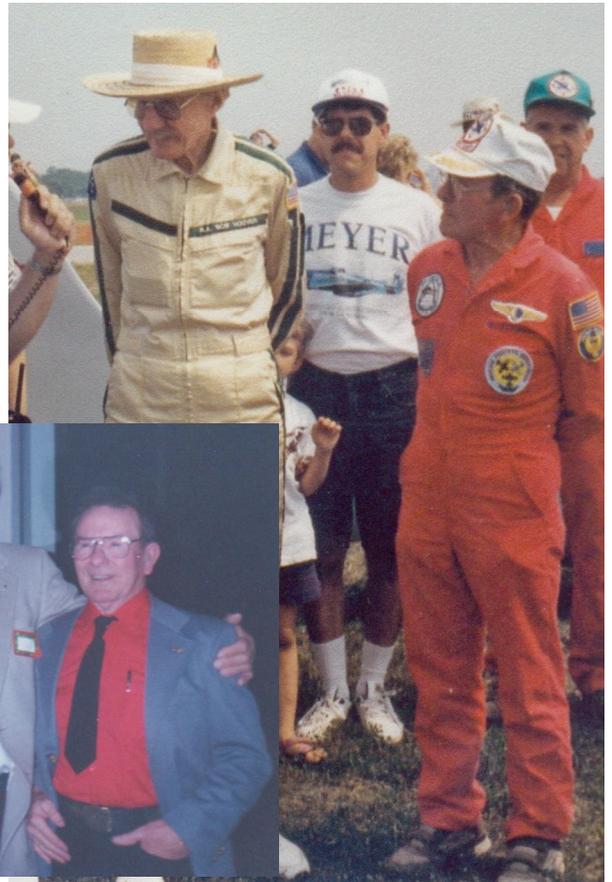
The above are events we'll be trying to plan for the year. That should be enough to provide something for everyone. If I missed something or anyone has other ideas, don't hesitate to bring it up.

Thanks to everyone for helping make Chapter 32 the true Spirit of Aviation in St. Louis. Let's make it all it can be.

**Regards,
Dave Doherty**

Our dear friend Al Donaldson passed away earlier this month. He has been a long-time chapter member, active in many of its activities over the years. If you haven't already, check out the autobiography Al wrote back in 2003 on our website.

Mr. Donaldson's funeral information should be either in this newsletter or posted on our EAA32.org website. Blue Skies, Al. We'll miss you.



Al Donaldson's Funeral Arrangements

Tuesday, 1/11/11: Visitation - 2:00 PM to 8:00 PM

At: Pittman Funeral Home

1545 Wentzville Parkway

Wentzville, Mo 63385

(636) 332-4113

Wednesday, 1/12/11: Funeral Service - 10:00 AM

At: Open Heart Church

70 Bell Rd

Wright City, Mo. 63390

(636) 745-3271

Following the funeral service, there will be a luncheon at the church.

Mr. Donaldson will be transported with a motorcycle escort to Jefferson Barracks National Cemetery, and will receive a full Honor Guard Service at 2:30 PM.

A Ride With History

You've all seen the C-47 that's been gracing the ramp at KSET for many years, but have you flown in her? Well, the day after Thanksgiving your friendly editor, his spouse, and several others had a rare opportunity to take a ride in this historic bird thanks to Herman Rea of Skylink, and the Gooney Bird's owner, Don Scott. Best of all, most of us got to sit in the left seat and have the rare honor of putting our hands on the controls and flying this piece of history.

Don told us that this is the only remaining C-47 built as a cargo carrier that has always been one (never been an airliner). Born in 1941, she shipped out the following year and served in World War 2 in the North African theater. At some point, she joined the Israeli Air Force and stayed until decommissioned and exported to Canada, where Don bought her. If only she could talk!



We were out for something over 1 hour, and it was a fantastic experience. I definitely want to go again. I'm told there will be more rides available (for a donation) later in the year. You don't want to miss this!

Dues are Due

Hey, gang...it's January again and it's time to pay your Chapter 32 dues. Please send \$36.00 to treasurer Don Doherty, 1036 Pegasus Circle, St. Peters, MO 63376, or pay at the January meeting. Please be prompt, as we will cut off the deadline soon and you will not be included in the 2011 roster.

Happy MMXI!

Dave Deweese

2010 threw its last nasty curve ball at us and our fair city in the form of tornadoes on December thirty-first. The first day of MMXI dawns bright and sunny, however, a sign that this year will be a good deal friendlier.

New Year's Eve and Day is that sort of annual observance that only makes sense when you get older. On the thirty-first the kid version of Dave was depressed: the long-awaited Yuletide was over, and worse, school was just about to start up again. Why did the grownups make such a big deal out this? For years I'd struggled to stay awake through Johnny Carson and then Dick Clark, and once I made it up to the mysterious hour of midnight all I found was an anticlimax. On TV there was a countdown, a big shiny ball slid down a pole in some distant city prompting the crowd to yell "Happy New Year", followed by a song, "Old Lang Sign" or something, that sounded more sad than celebratory.



Three or four decades later the fireworks detonating at midnight indicate that my contemporaries are now the grownups. If fireworks had been part of the deal back in the seventies I'd've been as excited as the next guy. I break open the champagne (and some sparkling grape juice for Danielle) and we all toast the new year. It'll be a big one for my wife and daughter. We're saving up to send them on a trip to Europe in July. Of course this will mean another year of minimal aviation expenses, though there's a fair amount for to accomplish without putting out much cash at all.

Here's a snapshot of my latest low-cost project, a two-rib-wide section of Double Eagle wing. After building over a dozen wing ribs, the first two (that brought me so much initial pride), did not look quite as nice as later efforts, so I found a new use for them. With scrap wood



for spars and masonite for webs I assembled a decent show and tell project, and got a better idea of dimensions and techniques for later on. Another nice, cheap endeavor will be Double Eagle seats. They are nothing more than a web of .016 by 1" aluminum strips pop-riveted together where they meet, giving the appearance of shiny lawn chairs. It's also about time to put together a builder's website to record what building I've done, and maybe to post some rambling tales of youthful airplane mania. Outside of a neat domain name it won't cost anything but time.

A Double Eagle has two fuel tanks, one in each wing, occupying the bays closest to the fuselage. My practice wing would let me mock up a fuel tank, another relatively low cost project. Some Double Eagle builders have fabricated theirs of metal, others of fiberglass, and with Steve Morse's demonstrations in mind the latter might be a good way to go. A document on composite construction from the Rutan folks provides further information, including plans for an epoxy balancer and hot wire foam cutter. Using fiberglass you could get a good ways into an airframe before hitting the thousand dollar mark. This thought distracted me for a time, and led to the so-called 'Open-EZ'. A group of folks that have published full-sized templates for Long-EZ parts. Another outfit, TERF Inc., sells a CD containing Long-EZ plans. The Open-EZ stuff is free to download and the TERF CD costs about \$300, so you could theoretically build a new Long-EZ. Come to think of it, Cozy plans are around \$500 from Aircraft Spruce. If you could afford to spend an equal amount on raw materials you'd be on your way to some nice airplane parts.

With an effort I wrench my gaze away from the seductive curves of composite canards. These are high-performance birds and I need to concentrate on something easier to learn in once it's complete, and I intend to be somewhat more productive in 2011 than 2010. The new year shows promise: Bill D. has a new gig that will keep him around airplanes and airports, Jim H. is resurrecting the Buzard Cavalier, the sun is shining, and I think I hear a propeller spinning overhead.

Happy New Year, pals! Onwards and upwards...

Dave Deweese

Learning As We Go

“All I Want for Christmas is my Airworthiness Certificate”

by mr. bill

We have been amazed over the past several months at the pace our fearless Aviation Maintenance Technician, Mr. Gale D. has been working on his Rans S6S II Coyote kitplane. With his Troy Airpark home finished, Gale has been working full time to get his Rans S6S II ready for flight by the end of the year 2010. As we read last (newsletter) year Mr. Gale has been waiting for the Designated Airworthiness Representative (DAR), Sir Frank B., to come and do the final inspections. We have learned that the paperwork is sometimes the hold up for the last part of the project. Dotting the I's and crossing the T's, by actually making sure that all the FAA request letters, the middle initials, and the dates match. This needs to be carried through to the aircraft builder's log, records, and registration paperwork. Wow! But with all that done and the "OK" from the FAA office in Kansas City, MO, the pink slip, the special Airworthiness Certificate was issued by the DAR! (See Gale proudly holding his pink slip.)



With that new official airworthiness certificate now prominently displayed in the front of this aero machine's certificate holder, the next logical thing to do is to take this fine machine out and taxi on that new runway! Pretty smart of us to put that new hard surface runway in during the Spring season!

The day's weather was not suitable for a first flight but the EAA Flight Advisor Program was accomplished this date. Now Captain Gale is ready for his first flight and he will have insurance coverage when taking the first flight in his EXPERIMENTAL aircraft.

Aircraft building is a long road. It is said that the adventure will take twice as long and three times the quoted price to finish. Like running a marathon the last 6 miles of the 26.2 are the toughest. Staying with the project,

doing something every day will get your project flying. Some say it is never done. There is always something to do! Building an airplane is a series of small projects that one day, when they are all assembled, add up to one, big, finished airplane.

While Captain Gale is still waiting for all the weather variables to line up (were those tornado warning horns going of the last week of December?) Heck, there were actually 11 tornados on 12/31/2010 in the state of Missouri!

Remember, the flight is not done until the airplane is shut down and secured in the hangar.

Well, that was a happy story for Mr. Gale, but the rest of the story for our Zenith 601 XL "B" driver is not so good. Mr. Tim has hit the proverbial wall. It seems that the FAA (in Kansas City, MO) has not signed off on the factory approved update of the "B" wing modification for the Zenith 601 XL. Those builders are now waiting for the powers that **BE** to say that the factory approved wing modification is OK! This leaves these airplanes



sitting in their hangars waiting for the official word to come over from K.C. and allow these modified airplanes to take into the sky! More next month!

Hey, why does glue not stick to the inside of the dispenser???

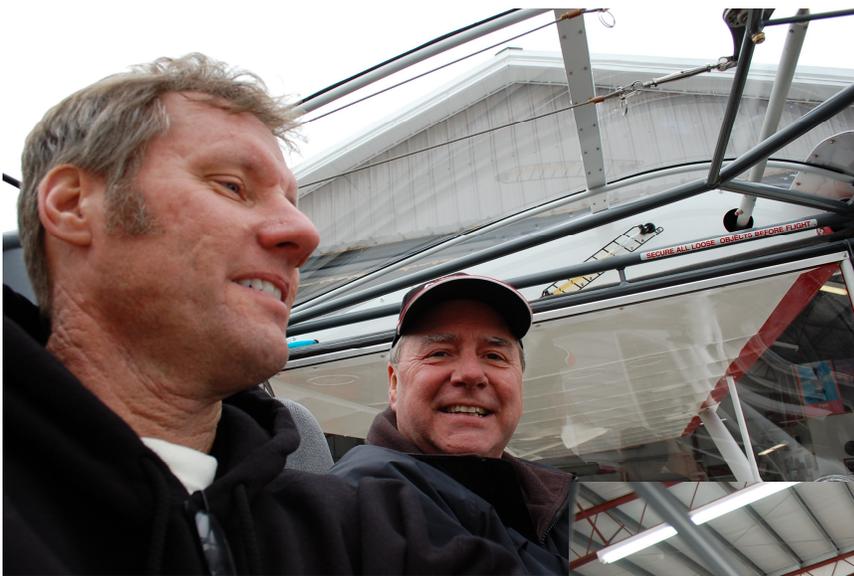
Editor's note: Mr. Gale Derosier has built a new house, a new hangar, and a new airplane, all in the last half hour or so. (Well, it sure seems like it to your friendly editor, who has taken more than a decade to construct a flying machine that is STILL unable to move under its own power, but don't mind me...I'm just jealous). Oh, and by the way Gale...darn fine-looking compass!

Sporty's Comes Through

A testimonial by Jim Bower

I'm sure everybody's familiar with Sporty's Pilot Shop. I think anyone who's ever set foot in a GA aircraft gets a free subscription to their catalog. You may not be aware that Sporty's has several other divisions. Among those divisions is Sporty's Tool Shop, from which your friendly editor recently purchased an item for the home. Specifically, this is a device that automatically closes the garage door a predetermined time after it's opened. The device worked great (for about 6 months). Naturally I had discarded the invoice, which was necessary to take advantage of the manufacturer's 1-year warranty. I e-mailed Sporty's to ask them for a copy of the invoice, and was surprised to get a phone call the next day offering to handle the exchange, saving me the trouble. Unfortunately, the replacement garage door closer didn't work very well, so I sent IT back. Sporty's promptly sent me a brand new one. I haven't had a chance to install it yet, but I really appreciate their support.

I really love it when somebody goes the extra mile to stand behind something they make or sell. I have to say that I will definitely be making my next aviation-related purchase from Sporty's.



A Look Back ... Earthquake McGoon's Final Flight

From the CIA News and Information website

On May 6, 1954, legendary pilot James B. "Earthquake McGoon" McGovern met his fate. An aircraft belonging to Civil Air Transport, a CIA proprietary airline, flown by McGovern was shot down by Communist anti-aircraft fire. McGovern and his flight officer, Wallace "Wally" Buford, were flying supplies to French forces at Dien Bien Phu in northern Indochina. McGovern, Buford, and four others aboard were killed in the crash. They were among the first American fatalities in the conflict in Indochina that would last until 1975.

Several conflicting accounts of Earthquake's last flight exist and the exact details are still not fully known and exist amid much myth and legend.

The Creation of Civil Air Transport

After World War II, it became apparent that war-ravaged Nationalist China would need help getting back on its feet. Maj. Gen. Claire Chennault and Whiting Willauer decided to form an airline that would support the Chinese Nationalist military during the civil war and haul relief supplies to those in need.

Chennault was known for commanding the American Volunteer Group, or "Flying Tigers," who provided air support to the Republic of China during their war against Imperial Japan before American entry into World War II. Chennault went on to command the 14th U.S. Army Air Force in China after the United States entered the war." When forming his postwar airline, Chennault recruited former "14th Air Force pilots like McGovern.

The China National Relief and Rehabilitation Air Transport was established on October 25, 1946. It literally served as the air transport arm of Chiang Kai-shek's forces between 1946 and 1949 and ferried troops all over China. They also flew supplies and ammunition to aid the Nationalists.

When the Nationalists were defeated in 1949, CAT evacuated thousands of Chinese to Taiwan.

In 1950, the CIA bought CAT. The name of the airline changed to Civil Air Transport (CAT) in January 1959. Under the CIA, CAT was a commercial freight and passenger airline—

indistinguishable from Pan American Airways, TWA, or any other international carrier at the time. However, the Agency used the airline in clandestine missions through Asia. When American involvement in Southeast Asia increased in the late 1950s, CAT was renamed Air America.

CAT accomplished some impressive feats during the First Indochina War. It was during

the Battle of Dien Bien Phu that two men—McGovern and Buford—were the first Americans casualties of what would become known as the Vietnam War.

James B. McGovern Jr.

McGovern was born on February 4, 1922 in Elizabeth, New Jersey. Family members recall that all he talked about while growing up was becoming a pilot. McGovern graduated from high school in 1940 and worked at the Wright Aircraft Engineering Company in Patterson, New Jersey, before enlisting in the U.S. Army Air Corps in May 1942. He arrived in China in November 1944 and joined the 14th Air Force, 23rd Fighter Group, 75th "Tiger Shark" squadron—the former Flying Tigers. McGovern was a successful fighter pilot with several enemy aircraft to his credit.

McGovern's nickname—"Earthquake McGoon"—was inspired by a larger-than-life character in the comic strip "Li'l Abner." The nickname suited McGovern because he was a large man—6 feet tall and 260 pounds—with a big personality.

Wallace Buford

McGovern's flight officer, Wallace "Wally" Buford of Ogden, Utah, also had a notable flying record, having flown B-24 Liberator bombers during World War II and C-119s in the Korean War. Buford was the recipient of two Distinguished Flying Crosses and the Purple Heart.



While studying for an engineering degree in 1953, Buford saw a job notice that the government was seeking experienced C-119 pilots. One year later, he joined two dozen other American CAT pilots, providing air support to French forces in Indochina.

Dien Bien Phu

The Battle of Dien Bien Phu was the climatic battle of the First Indochina War (1946-1954) between French military forces and those of the Communist Viet Minh. Americans working for CAT played a crucial role in the last days of this battle.

In late 1953 the French created a major military base at Dien Bien Phu, located in a deep mountain basin in Tonkin Province in remote northwestern Vietnam. The base was intended to block Communist supply lines in neighboring Laos. It also would present a tempting target for Viet Minh attacks that the French could easily destroy with their superior firepower.

Instead, Viet Minh forces quickly isolated and besieged the French garrison scattered across five separate firebases in January 1954. By early April, the garrison had to rely entirely on air supply. Although President Dwight D. Eisenhower, Secretary of State John Foster Dulles, and the Joint Chiefs of Staff had considered—and then rejected—American military intervention in Indochina, they did agree to employ aircraft belonging to CAT to airdrop vital supplies.

The CAT flights, known as Operation Squaw I and Operation Squaw II, involved a dozen Fairchild C-119 cargo aircraft repainted in French Air Force colors. During the siege, 37 CAT pilots flew 682 missions out of the airbase at Cat Bi near Haiphong between March 13 and May 6, 1954.

It soon became evident that the weapons, munitions, and medicines flown to the garrison were falling into enemy hands outside the ever-shrinking perimeter. Nevertheless, many CAT pilots continued to fly, some making 40 or more runs to the base even as their aircraft encountered withering anti-aircraft fire.

The Final Flight

On the afternoon of May 6, 1954, six CAT C-119s departed Cat Bi airbase for Dien Bien Phu. One flown by McGovern and Buford carried desperately needed ammunition for paratroopers holding out at an encampment named Isabelle, the last of the five firebases in the valley still in French hands. The first aircraft in the CAT convoy safely dropped its load, but as McGovern approached the drop zone, the port engine sustained damage from a 37-mm anti-aircraft round. Soon after, a

second hit damaged the horizontal stabilizer, severely impairing his ability to maintain flight.

Guided by the pilots in the lead aircraft, McGovern and Buford struggled for 40 minutes to keep their aircraft aloft on one engine—long enough to attempt an emergency landing at a remote landing strip 75 miles to the southwest in Laos. Just a few hundred yards short of the landing strip, however, a wing tip clipped a tree. The aircraft cart wheeled, broke in half, and burned. McGovern and Buford died in the crash along with two French paratroopers. One Malay paratrooper and a French officer, Second Lieutenant Jean Arlaux, were injured and captured by Lao soldiers. The Malay paratrooper died from his injuries, leaving Arlaux as the sole survivor.

The remaining French forces at Dien Bien Phu surrendered the next day after Viet Minh forces overran the Isabelle base.

Putting a Legend to Rest

McGovern's death was publicized in newspapers and magazines at the time, but most details remained shrouded in secrecy for decades—especially the fact that CAT was an Agency proprietary. Although the May 24, 1954 edition of Life magazine carried an article entitled "The End for Earthquake" that described the shootdown, McGovern's remains were not recovered for nearly 50 years.

In the late 1990s, a Department of Defense team investigating an unrelated crash noted an old C-119 propeller in a Laotian village. The team assumed the propeller was of French origin until they heard about McGovern and began to search for news clippings about the crash. Former CAT pilots soon launched a letter-writing campaign, lobbied Congress, former intelligence officials, and Director of Central Intelligence George Tenet to support a recovery effort.

Investigators revisited northern Laos and exhumed skeletal remains from an unmarked grave near the village of Ban Sot in December 2002. DNA testing in 2006 confirmed that the remains were those of McGovern.

On February 24, 2005, French Ambassador Jean-David Levitte posthumously awarded the Legion of Honor to McGovern, Buford, and surviving CAT pilots on behalf of France for their actions at Dien Bien Phu.

On May 24, 2007, Earthquake McGoon was interred in Arlington National Cemetery. Buford's remains were never recovered.



Check out our fantastic Web Pages at
WWW.EAA32.ORG
 Laura Million, Web Designer
 While you're there, take time to join the
 Yahoo Groups to help you stay abreast of
 Chapter happenings!

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