

---

---

# EAA Chapter 32 News

The official publication of Experimental Aircraft Association Chapter 32 - St. Louis, MO (Jim Bower, Editor)

---

**April, 2015**

---

---

## The Year 2001 Sure Had its Ups and Downs



**In August of 2001 the foundation of the ARC was poured. Not long thereafter came the slab, walls, etc. until we have the great facility we enjoy today.**

**We'll see YOU at the EAA Chapter 32 meeting.  
Be at the ARC at 10:00 am on April 18, 2015.**



Friends and fellow aviation enthusiasts,

We're here! It's finally spring, and with the new season comes much better weather for recreational flying. My little Taylorcraft got a spring bath, fresh annual inspection, and is ready to go make holes in the sky (I've already started making them). I've seen a number of our chapter members at the airport working on their planes, projects, and flying. There's a lot of activity out there now that the weather has warmed up a bit. Our Young Eagles program kicks off a new season this month, and we anticipate a lot of activity. We desperately need volunteers to help in many aspects of doing the event in a first class manner. There are many things our volunteers do, so don't be afraid to come on out and help. The event is April 11, and starts with a pilot briefing at about 8:30. There will probably be a pretty big crowd.

St. Charles County Airport (KSET or Smartt Field) is sprucing things up, sealing cracks in the runways and taxiways, and finishing off a number of projects. Progress with the water works at the ARC is ramping up. The water treatment plant is now being installed in the administration building, and some work has been done leveling out our lawn where it was all torn up for the well. A lot more work is needed to get it all back where it was before construction began, and I've been told it should all be done in the next few weeks. In the mean time, we don't have running water in our ARC, and the yard is quite muddy. If you come out to the airport during business hours, check out the administration building (it's the blue building next to ours). They've done a great job updating it.

## President's Corner

by Dave Doherty

We have several aircraft projects going on. For the wood working folks, the Fly-Baby project is getting under way. Another project that was donated has provided a Corvair engine and some of the instruments for the Fly Baby. This project is fairly well along, and it will be nice to see progress this year.

For the sheet metal folks, We're getting off the ground with creating a flying club whose goal is to build and fly the RV-12. The first of five (5) kits has been donated, and the club will purchase the kit from Chapter 32. Work will commence as soon as the paperwork for forming the flying club has been completed. To become involved with the building of this kit and joining the group, contact Dave Doherty at [President@EAA32.org](mailto:President@EAA32.org) and let him know. We'll get together after the April meeting, so if interested, stick around and perhaps join the group. There will be a limited number of members in this group, but others may assist in building the plane. We want it to be a learning experience for people interested in building a plane.

At our upcoming April meeting, we have another great guest speaker. Mr. Alan Hoffman will give a presentation the history of Lambert Airport. He's working on a research project to gather and publish the history of the airport, and will provide a status of the project. I look forward to hearing what he has to say. Lambert has a rich history many of us don't know very much about, and this presentation should provide a lot of great info for us all. Mark this one on your calendar and be at our EAA Chapter 32 meeting on April 18 at the Aviation Resource Center located at 1610 Grafton Ferry Rd, Portage Des Sioux, Mo (Smartt Field, or St. Charles County Airport). The presentation will be immediately following the regular chapter meeting.

Our April meeting will discuss how our first Young Eagles event of the year went and what we would like to improve on. With this being the first of the year, it will benchmark those that follow this year. Also covered will be current status of projects, and what we want to do this year. Movie selections for movie night this year will be announced. There are several other items we need to discuss, and they'll be included.

Sun-N-Fun 2015 is happening this month. This year, the Thunderbirds and Breitling Jet teams will provide demonstrations, and lots more cool stuff will be going on. Who's going? Dates for Sun-N-Fun are April 21 through April 26, At Lakeland Linder Airport (KLAL), Florida.

## **Safety Tip of the Month:**

### **Preflights**

There are so many items that need attention before we fly: airplane condition, weather conditions and our own health conditions, just to name a few. But, now we have an entirely new group of items to check due to our fascination with all things electronic. And, all of the electronics that we take with us need our attention too.

#### **Here are some things that need to be done before the electronics go into the flight bag:**

Make sure you know how to use it. (Well, duh?) 4,000 feet and 100 knots is no time to try to figure out the buttons. (I often take a new portable device with me in the car. When my wife drives, I am navigating to some airport.) Make sure that the database information for your route of flight is up-to-date and loaded in the shortcut folder where you can access it quickly. Make sure that rechargeable batteries are truly recharged. And if using AA or AAA batteries make sure you have spares.

Then, when you get in the plane, figure out if you need to find a place to mount each electronic item or can it sit in your lap. Can you read the screen in the sunlight? Do you need to plug in antennae or power? How can you route those cords so that they are out of the way? Check all of these items out in a no-stress situation.

Before you really depend on any new gadget in flight, take some time - on a totally non-critical flight - to try things out. It is best that you take a friend with you, and have them fly while you play with (excuse me, test) your new equipment.

**Bob Kraemer**



# March Meeting Minutes

Dave Deweese



March 2015's meeting began with the Pledge, Dave Doherty presiding. Last month's meeting was canceled due to weather so we approved January's minutes.

Rick May spoke regarding April's (11th) Young Eagles event, the first of the season. The first event's usually a big one; he's gotten inquiries already as has Laura. Laura is going to try to hold her merit badge sessions down to twenty.

She has set up a Google sign-in sheet for the Boy Scouts. Gale offered to follow up with Sea Cadets' leadership to see if they plan to come. There's a new sign by the front door Rick had made up to provide some up front information. Events will continue through October on the second Saturday of each month, provided Old Man River cooperates. Volunteers are always welcome. Rick and Jeff Stephenson will try to keep the Eagles program running, let Rick know if you're interested in participating. It's intended to be more of a mentoring program, a little more in-depth than the YE program. If, during a YE event, a parent shows special interest let Rick know.

Rick also presented a certificate to Tom Crocco and another to Kim Nack, neither of whom made it to the Christmas party.

Norman Valenti is visiting today, his first time here. He's getting his sport pilot license at St. C Flying Service. He's tried IFR but decided not to go that route. He learned originally in '92, owned a machine shop that he sold and is ready to get back into aviation.

Chris Orf is visiting as well. Bruce Bogue, Amir Saehr, Pat Donovan is visiting from the Bowling Green chapter, 1387. He notes that their YE events on on the first Saturday of the month in case you can't make the second here at 32.

March 2015's meeting began with the Pledge, Dave Doherty presiding. Last month's meeting was canceled due to weather so we approved January's minutes.

Rick May spoke regarding April's (11th) Young Eagles event, the first of the season. The first event's usually a big one; he's gotten inquiries already as has Laura. Laura is going to try to hold her merit badge sessions down to twenty. She has set up a Google sign-in sheet for the Boy Scouts. Gale offered to follow up with Sea Cadets' leadership to see if they plan to come. There's a new sign by the front door Rick had made up to provide some up-front information. Events will continue through October on the second Saturday of each month, provided Old Man River cooperates. Volunteers are always welcome. Rick and Jeff Stephenson will try to keep the Eagles program running, let Rick know if you're interested in participating. It's intended to be more of a mentoring program, a little more in-depth than the YE program. If, during a YE event, a parent shows special interest let Rick know.

Rick also presented a certificate to Tom Crocco and another to Kim Nack, neither of whom made it to the Christmas party.

Norman Valenti is visiting today, his first time here. He's getting his sport pilot license at St. C Flying Service. He's tried IFR but decided not to go that route. He learned originally in '92, owned a machine shop that he sold and is ready to get back into aviation.

Chris Orf is visiting as well. Bruce Bogue, Amir Saehr, Pat Donovan is visiting from the Bowling Green chapter, 1387. He notes that their YE events on on the first Saturday of the month in case you can't make the second here at 32.

Fresh water: the plant has been ordered by the city of St. Charles, they're anticipating April, after our YE event. We're going to close our bathrooms and provide a port-a-potty.

Fly-Baby: John Thayer notes that we've got a Corvair

# Who Remembers 2001?

Silly question, right? We who are so close to aviation remember certain events that took place that year as if they just happened yesterday. Nobody can hear “2001” without thinking of 9-11 any more than most of us can hear “1941” and not think of December 7<sup>th</sup>.

## THE ARC

Your friendly editor just happened to have some blank pages left in this newsletter and so started looking through some of the archives. 2001 was a pretty good year for us. As you saw on the cover, we had a very good start

on the ARC. I remember (I think it was the following year) when we had about half the walls up and it was pretty dang cold



**Who remembers our meetings in the leased hangar?**

outside so we all huddled inside next to the walls to keep out of the wind.

Airventure 2001 was a big deal for this kid...I got to order my RV-6A fuselage kit in person at Van's tent! Imagine my surprise when one of the guys there said “We aren't making them any more!” Another Van's guy corrected him and said they are still supporting the soon-to-be-obsolete RV-6 and -6A. That was when I got my first inkling that there was such a thing as an RV-7. No jigging necessary, and the drawings actually HELP the builder get the job done. What a concept! I had a second trip to Oshkosh that year. Chris Erkmann (anybody remember him?) flew myself and Gene Angell to KOSH in October to see the museum. I remember being amazed at what a ghost town the place was without thousands of people and hundreds of airplanes buzzing around. Because of 9-11, Chris had to file IFR both ways, even though the weather on the return trip was severe clear.

## PROJECTS

Like now, there was a lot of building going on. Even your friendly editor was hard at work on an RV project that wouldn't see air under its tires for another 10 years. I wasn't alone.



**A big part of homebuilding in June of 2001 is when you get to sit inside your fuselage and make airplane noises.**



**In February of 2001 Gary Johnson's Sonex was still a project.**

## WE REMEMBER THEM

As always happens in life, we lose folks along the way. Blue skies to Al D., Al L., Fred G., Bill B., Tom B., Tom H., Ernie B., Bob J., Bob P., and many other people who have enriched our lives, made us laugh, groan, (sometimes grit our teeth), and who taught us much about this thing we all love. We are blessed by having a nearly constant influx of new people who have their own stories to tell and will leave their mark on our lives.



**Tom Baker and Al Donaldson**

Thank you for accompanying me on this journey through the past. We now stand ready to write the events for the future.

*Jim Bower*

# Learning as we Go

## EAA - What is it All About?

mr. bill

Just saying the letters EAA can be scary to some. Heck it comes before FAA in the alphabet soup of the aviation groups! Think about it. **EXPERIMENTAL** Aircraft Association. We know it as an **EXPERIMENTAL** Amateur Aircraft builders group but many do not. Many do not know that the prototype of any aircraft, even the Boeing 787, on its maiden flight had the **EXPERIMENTAL** label over its doorway of the airplane.

While on the ramp during our Young Eagles events I am talking about the various **EXPERIMENTAL** aircraft on the ramp with the people gathered along the fence, I love to mention how Joe S. built his aircraft in a one bay building. "He built that airplane?" Why yes he did and he flew his **EXPERIMENTAL** aircraft the whole route of the Lewis and Clark trail. "Wow, HE built that airplane!" (This is where we must be very kind and thoughtful with our words so as not to scare the people we our talking with, let alone the parents of the kid that is in that airplane ready for takeoff.)

Yes people, most of the airplanes on the ramp here were built from kits in someone's garage, basement, or apartment, just like the Wright Brothers did. You know that they are built well because they, the builder is now flying in the machine they actually built! See, we get to be the Ambassadors for the **EXPERIMENTAL** Aircraft Association.

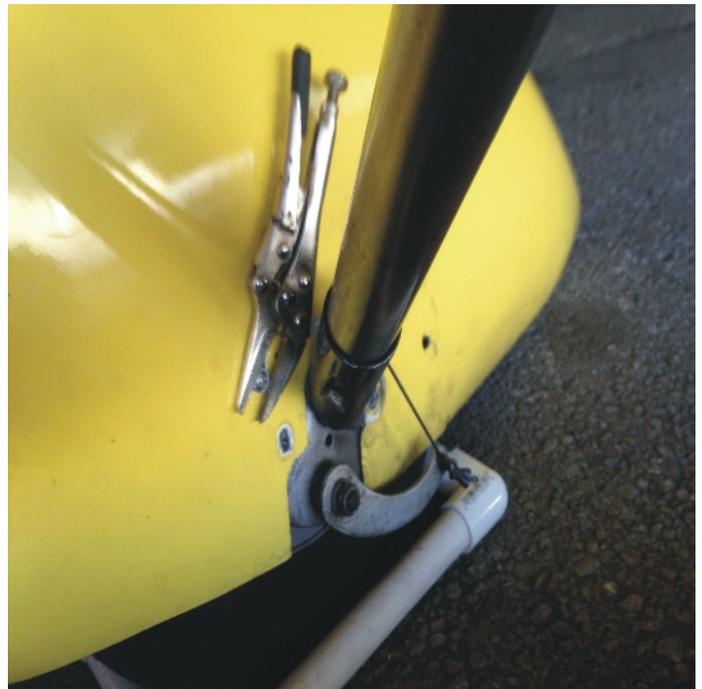
The Aviation Industry is looking to the Young Eagle Programs to help young adults find about aviation and spark the interest in flying the aircraft of the future.

Other aspects of EAA is the tool program. During a recent inspection on an aircraft I ran into a screw that looked like the picture on the right.

Of course as the Laws of Murphy would prevail, the one tool that would allow the extraction of this pesty securing agent was not in my tool box I had with me, but in the one 30 miles away at home! EAAer's are always kind to fellow members and I walked over to the Rich E's hangar, where an inspection on his beautiful RV-7A was occurring. The correct

tool was borrowed and within 15 minutes that pesty screw was out of the hole with no damage done to the wheel pant. It was GREAT to have a fellow builder a few hangars away, who is not only a neighbor in the home town, but also a friend, who I get to assist and pay back with giving him his BFR (Biennial Flight Review) when it is time. Friend helping friend for the good of **EXPERIMENTAL** aviation.

Rich E. was also helped out by the EAA Flight Advisor back when he was preparing for his First Flight. Rich utilized the EAA Flight Advisor Program, and to further help his situation he obtained some dual flights in an RV-6A that would help him

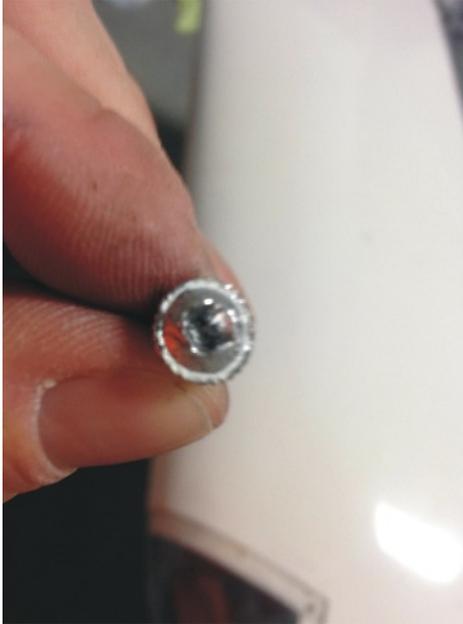


feel more prepared to do the First Flight in HIS **EXPERIMENTAL** aircraft. What is cool for us now is that the FAA has approved that two pilots can now be in the airplane for the First Flight. A very good safety tool because in the past years the First Flight accident rate had been slowly increasing because some had started to bypass the EAA Flight Advisor Program and EAA's Technical Counselor Program. Folks the program is FREE and we would much rather find a problem on the ground then have to deal with it in the air!

EAA people helping each other. While doing Condition Inspections (the yearly sign offs for return to Airworthiness Status) on our **EXPERIMENTAL** aircraft I often use an EAA Technical Counselor to double check my aircraft inspection. Although we have built the aircraft, some things may escape the eyes of the builder. Another set of trained eyes is always welcome in my hangar. The names of the Flight Advisors and the Technical Counselors of this EAA group are at the end of this fine newsletter.

Well the Young Eagles Flight Program is starting up for the summer. Please come out and help

pass the torch to the next generation. It is important because the regional airlines service IS hurting due to the pilot shortage. My Flight Safety buddy was to have 14 pilot applicants in the new hire class for a St. Louis Regional airline and on day one only 2 applicants showed up! These airlines are now offering money to those in flight schools to continue their studies and adding of pilot ratings so they can



Pesty screw finally removed! (I was NOT the installer of it either.)

offer employment at the commuter airline that is providing the funds for flying!

Please remember that words mean things. We need to remember that John and Jane Q. Public are watching and listening to what we say. The public thinks we are very smart people because we know about airplanes and the magic that makes that airplane fly! (Remember that answer is money!) We are the smartest people in the world UNTIL we open our mouths and say something we think is funny to us but extremely scary and unnerving to the public. It takes only one co-pilot to fly into the mountains to cause everyone to want to steer away from this thing we love called aviation. This also goes for **EXPERIMENTAL** Aviation too!

Q? How did TWA come up with the two red stripes down the fuselage?

- A. Airline President was walking down in Manhattan, New York and saw a double red strip on the tail of an airplane in a picture. He bought the picture and brought it back to TWA headquarters as an idea.

Q? What were the names of the five TWA Boeing 307s that were taken over by the Army Air Corps for World War 2? (It is an Indian type name.)

- A. Cherokee, Comanche, Zuni, Apache, and Navajo.



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!

TO:



EAA CHAPTER 32 NEWS  
 Jim Bower, Editor  
 10350 Toelle Ln.  
 Bellefontaine Neighbors, MO 63137

Officers and Committees

<u>President</u>		
<b>Dave Doherty</b>	<b>636-240-5982</b>	<b>president@eaa32.org</b>
<u>Vice President</u>		
<b>Bill Doherty</b>	<b>314-378-1229</b>	<b>vicepresident@eaa32.org</b>
<u>Secretary</u>		
<b>Dave Deweese</b>	<b>636-939-3974</b>	<b>secretary@eaa32.org</b>
<u>Treasurer</u>		
<b>Don Doherty</b>	<b>636-397-4713</b>	<b>treasurer@eaa32.org</b>
<u>Flight Advisors</u>		
<b>Bill Jagust</b>	<b>314-494-3987</b>	<b>vp2boy@gmail.com</b>
<u>Tech Counselors</u>		
<b>Gale Derosier</b>	<b>636-578-3856</b>	<b>kgderosier@gmail.com</b>
<b>Tim Finley</b>	<b>314-606-7501</b>	<b>tfinley@semkeconsulting.com</b>
<u>Communications</u>		
<b>Newsletter: Jim Bower</b>	<b>314-869-8971</b>	<b>newsletter@eaa32.org</b>
<b>Webpage: Laura Million</b>		<b>webmaster@eaa32.org</b>
<b>EAA Hotline:</b>		
<u>Safety</u>		
<b>Bob Kraemer</b>	<b>636-530-7707</b>	<b>bkraemers@aol.com</b>