



# EAA Chapter 32 News

Jim Bower, Editor



March, 2011

## First Flights Galore!



**Ron Burnett has been working on his RV-6A since Moby Dick was a minnow, but now he's in the air! Ron committed flight about March 2, 2011 and there's no stopping him now.**



**Gale Derosier (just flew his RANS S-6S) is talking to Tim Finley, who just flew his new Zenith 601 XLB to the February meeting.**

**We'll be looking for you at the March meeting (Saturday 3/19/11).**

# February Meeting Minutes

Dave Deweese

February's meeting began with The Pledge, Dave Doherty presiding. First we recognized new members and visitors. Pat Rebert is thinking about learning to fly and building an aircraft. Jon Thayer is considering joining our chapter.

Don Doherty gave the Treasurer's report. Our official chapter paperwork is in to Oshkosh along with associated fees. He reported our current checking and savings account fees; we are still solvent. Our propane tank is at about 40% so we'll have to refill that before long. Since we did not hold our Christmas party at the ARC we are better off than in previous years. Don noticed that the office furnace needs a look as well. He also mentioned the 7.2% hangar rental fee increase, it's going from \$80 to \$85.

Old Business. Now that Spring is approaching we can start thinking about clean water again. Mike Saettel may have a friend with a trenching machine that the chapter can borrow. The old soda machine and copier are out of the ARC. Last month's 50/50 drawing added \$56 to our scholarship fund, we're holding another drawing after the meeting.

Dave Doherty's looking at a name tag machine in the \$300 range that we could keep at the ARC. This would be a laminating type, so the new badges will look different than the older ones.

Additional old business includes lighting for the flag pole and the kiosk and kiddie ride in the chapter hangar.

New Business: first flights! Recently Gale Derosier flew his RANS Super 6S Coyote and Tim Finley flew his Zodiac 601 XLB. Gale reports that his project took around 30 months, versus five and a half years for his prior plane. He highly recommends Rans kits, noting the level of completion compared to his Mustang II. Because of his custom striping the paint job was more difficult. In terms of hours Gale says he spent 1,035, compared to the 700 suggested by RANS.

Because of the weather Gale had to wait for his first flight. After our big snowstorm Dave Domeier plowed the runway, and then made a track directly to Gale's hangar. The initial flight lasted about an hour, took place at three to four thousand feet, and consisted mostly of low speed maneuvers. The second flight took place the day before this meeting. The Coyote was off the ground in 300 feet with one notch of flaps. Gale's bird is powered by a Rotax 912UL, and he noted that during his previous flight it appeared to run cold. The next flight, at higher

airspeed and RPM, produced normal temperatures. The only issue Gale noted had to do with fuel delivery: the airplane has two tanks, and one appears to empty at a higher rate than the other.

Tim Finley began his Zodiac on June 19, 2000, with the rudder workshop at the Zenith factory in Mexico, Missouri. He completed it on October 31, 2009, but by then the FAA required an upgrade before issuing an airworthiness certificate. This involved disassembly of the wings and center fuselage, and the project lasted from December of 2009 to March of 2010. Tim notes that the modification adds 10 to 15 pounds to the airframe. His paperwork was all done on February 5 of this year and he flew six days later.

The plane lives at Parks Downtown airport. The long runway, with open ground to the east, was plowed. This was Tim's runway choice for his first flight, the open space being part of his contingency plan. On the initial flight he tested low speed performance, including stall speed, and noticed that one wing felt heavy. This can be caused by different washout between two wings. After landing he made appropriate changes then flew again last Sunday. Tim flew his plane in for today's meeting and it now has about 1.4 hours in the air. He reports that it is a nice flying plane, sensitive in pitch. It's powered by a Jabiru 3300.

Other new business includes our need for a flood contingency plan. Flooding is predicted for this year and we need to assure that our equipment does not get destroyed. Initial ideas include a phone list that will result in a call to every chapter member, ideally resulting in enough available hands to move our tools to higher ground.

Jeff Skiles, of United Flight 1549 fame, will be flying a Cessna 162 to Sun-n-Fun, and will be stopping here. We are hosting him with a Young Eagles event and hope to fly around 125 kids. We plan to get media outlets and other local aviation groups involved. Jeff will give a talk around 8 a.m., and will then fly kids. We need pilots, and already have a few Troy members who plan to show up. We'll also have a BBQ.

Don Doherty reports that we have a safety event coming up on April 2 tied in with other groups such as the county airport and St. Charles Flying Service. Dave Pressy will speak regarding sport pilot. Al Gorthy from the FAA will talk about runway safety. This event, in part, results from increased activity here at KSET. Folks involved with the last, similar event report attendance at around 100 people. We'll provide a lunch of brats and burgers

and will need help with setup. The event will last from 8 a.m. to 3 p.m.

Fred Immen addressed the group next. Per Rod Hightower the FAA is considering new regulations on amateur-build aircraft. A 2009 report by AOPA and the NTSB documented the chance of injury and death in various classes of aircraft, Fred's offering his guidance in crafting regulations that will not destroy our hobby.

Ron Burnett still has Dierbergs and Shop & Save cards.

With a new bulb for our projector movie night will begin again in March with "Pearl."

Frank McGhee donated a 4-hour aviation history DVD to the chapter. He also brought in a book, "The Procedural Handbook of Welding," published by Lincoln Electric. He describes it as the bible of welding, and notes that, while Amazon charges \$45 for a copy, you can get it from the Lincoln site for \$25.

The business portion of the meeting adjourned. After a break we returned and toasted Gale and Tim.

Bob and Donna Crandall of the Missouri Pilots Association then gave a presentation.

They noted several upcoming events: March 16 is their next meeting, at the Maryland Heights center, at which the speaker will be Joe Pesca, The Missouri Department of Transportation Aviation Director. March 29 is State Aviation Day, and the group will be in Jefferson City to meet with legislators. A state-wide event will take place in June at Lake of the Ozarks.

Both Bob and Donna stressed the importance of group memberships, as this gives the aviation community a bigger voice when it comes to influencing laws and regulations. Donna noted that Dennis Bampton met with the MPA and will be offering various discounts to individuals who belong to, and hold a membership card for such organizations as MPA, EAA, CAF, 99's, and others.

## It's Finally Gone

by Paul Smith

The vending machine that is. It seemed like a good idea at the time. When the vending machine was donated to the chapter it was thought it would be handy for storing sodas. As it turned out people didn't think to use it and it used an alarming amount of electricity. The vending machine doesn't have the money handling mechanism and since it didn't cost us anything the thought was not to make much money on it but just get it out of the building. Of the people who answered the ad on Craigslist all but one were running their own vending companies. The other was a gentleman who is volunteering his time with a group that is working with "troubled youth". These are young people who are "one step from prison". Their plan is to put them to work fixing the machines and maintaining them in the field. Since the machine was donated to us I thought this was a good use for the machine. The chapter got \$100.00 and they got a very serviceable vending machine. So on a cold February day Joe and one of the young men he has been working with loaded it onto a snow-covered trailer and took it away.



## Dues are Overdue

Hey, gang...now it's March and well past 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 meeting. The 2011 roster has been finalized, so if you haven't paid you won't be in it.

# President's Corner

by Dave Doherty



Fellow Chapter 32 members and Friends:

It looks like the weather's finally getting warmer. Now all we need to do is get it to stop raining. Oh well, as you all know there are clear skies every day. All you have to do is get above the clouds. I digress. Back to business.

March will bring our first Young Eagles event of the year. The first one is going to be a big one. As most of you know, EAA32 has been chosen for the first stop on the Jeff Skiles Skycatcher Tour (to Sun N Fun). We are hoping for a large turnout, and we'll need a lot of help. Mike Saettel will be bringing flight simulators for the young (and older) Eagles to use. St. Charles Flying Service has fuel discounts for EAA Chapter members, plus discounts for other services his establishment does. Check the website for more information. We will have a BBQ set up for the Young Eagles event to raise some funds as well as feed the people.

Our Scholarship program fund has increased to around \$90. We're looking for donations in addition to the monthly 50/50 drawing. EAA32 will provide at least one \$500 college scholarship this year. Guaranteed.

Last meeting, we had the President of the Missouri Pilot's Association (Bob and Donna Crandall) make presentations and bring our members up to date on some of their activities. They recruited at least four new members in our Chapter. Thanks to those who joined. Let's make our voice heard. Speaking of being heard, I'd like to remind everyone about Missouri State Aviation Day. If you can make the time, please help and represent Missouri Aviation in Jefferson City on March 29. I plan on being there. If anyone else is interested in going, please contact me at [President@eaa32.org](mailto:President@eaa32.org) and we'll try to organize. The MPA is very proactive with political issues in our state, and I urge our members to support and join in on their efforts to protect our freedom to fly.

With the warming weather, it's time to get moving out on our clean water initiative. We'll briefly discuss plans for this at our March meeting. It's just about time to do it. We also have a plan to do something with the area just outside the hangar door of the ARC to connect it with the Ramp/Taxiway. More about that at the meeting.

Take a look at the pics of Ron Burnett's brand new RV6A! Beautiful job, Ron. Congratulations. We all look forward to hearing about the build and first flight (did I tell you about the fly your chapter officers program we have?). Be ready to talk about it.

The Movie of the month at the Theater in the ARC is back this month. We'll start off the season with the St. Louis / St. Charles metropolitan and city area's first screening of the movie PEARL. It's a really neat family oriented story about a woman and her flying adventures. Please come and enjoy the social time and movie with us. I'm looking forward to seeing it. As usual, we'll be showing some early flying movie serial episodes and film clips.

There are a number of aviation events about to occur in the next few weeks in the area. Among them EAA Chapter 32 is proud to be host to the FAA Wings Program at the ARC on April 2. We'll discuss this at our meeting too. Check the website or contact Don Doherty at [vp@eaa32.org](mailto:vp@eaa32.org) for more information if you miss some of the information.

Click in to the [www.EAA32.org](http://www.EAA32.org) chapter website and check out the calendar from time to time. We'll be adding local events as we find out about them.

Fund raising. We've signed up again for the O'Fallon Heritage Fest over the Independence Day weekend this year. We learned a lot of lessons during that event last year, and are anxious to put that new knowledge to use at our fund raisers. More about that at the meeting too.

If anyone's planning on going to Sun N Fun later this month, it might be fun to fill up those empty seats with friends for the ride (either above the ground or on it). There's nothing like spending quality time with your friends. I suggest communicating via the Yahoo Newsgroup. Unfortunately, I'm one of those saps who has to work for a living, and am too busy making my bosses look good (?) to go. One of these days, I'll make it.

Once again this year, I'm honored to be your Chapter President, and promise to do the best I can to revitalize the community about aviation.

Thanks for participating in our chapter. I'm excited about the coming year and all the potential it offers. We are the Spirit of Aviation in St. Louis. Let's make it all it can be.

*Dave Doherty*  
*President*  
*EAA Spirit of St. Louis Chapter 32*  
*St. Louis, Mo.*

# The Real Twin Cub

*I've heard the early Piper Apaches called "Twin Cub", which I suspect is a slap at the fairly underpowered airplane. Imagine my surprise when I Googled the term "Twin Cub" and came up with an actual two-engined Piper Cub!*

*The following article is from the Fiddler's Green website.*

The Twin Cub was the brainchild of Mr. Harold Wagner of the Wagner Aircraft Co. at Troh's Skyport, Portland, Oregon. He wanted to create a simple and cheap twin engine

SUV type aircraft and started experimenting with a PA18 Super Cub which he equipped with a second engine on top of the fuselage. The sports utility aircraft made its first flight on May 29, 1952 but tail flutter caused by the down thrust of the extra power plant meant that the Twin Super Cub project had to be ended prematurely after only 8 hrs of flight time, after which the Super Cub was returned to stock configuration.

Mr. Wagner's second attempt produced an even uglier machine, called the Twin Cub. It consisted of a J-3 Cub and a PA-11 Cub Coupe fuselage mounted side-by-side using a small wing center section and central tail plane. The outer wing panels and tail plane were standard components. The resulting aircraft looked so odd that even Mr. Wagner called it "The Thing". Because of the close proximity of the fuselages, only the right hand one could be occupied by a pilot and



passenger, the left hand fuselage serving only the purpose of engine mounting.

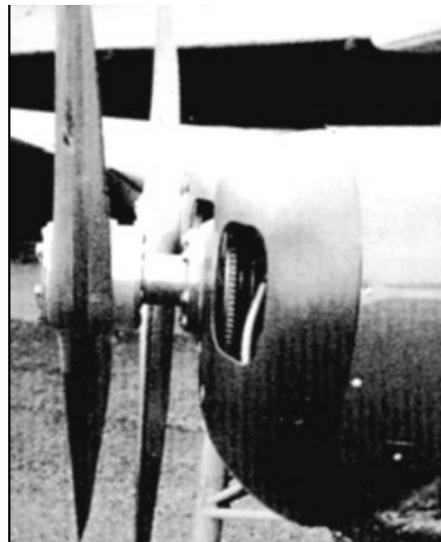
No propeller synchronizing was envisaged, the props rotating in different planes instead, to prevent hitting each other. This was accomplished by a 'distance piece' on the left hand engine/prop combination. It is claimed that flight qualities were just great, even with one engine out. One wonders, however, with all that prop wash interference.

Even though the purchase price was said to be about half of a regular twin engine aircraft, the Twin Cub remained a one-off and Mr. Wagner turned his attention to the Twin Tri-Pacer, where he bolted

two engines to the nose of an otherwise standard Piper PA-22 Tri-Pacer.



None of the Wagner conversions achieved commercial success and both the Twin Cub and Twin Tri-Pacer returned to standard configuration.



# Learning As We Go

“Young Eagles Program – NOW, & WOW!”

by mr. bill

What is the Young Eagles Program! This one picture says it all!

The Young Eagles Program NOW is such an awesome program. We have highly trained and experienced pilots with great airplanes VOLUNTEERING their time, fuel, and airplanes to not only plant the seeds, but in some cases actually water them. Some pilots actually let the YE participant fly the airplane. How cool is that!

We have great industry names like Hal Shevers, Founder of Sporty’s Pilot Shop who has added the next steps for the YE Program by providing an on-line continuing education program (Sporty’s Complete Flight Training Course online) that provides ground school lessons. After completion of a group of these lessons the YE gets a certificate for actual flight instruction.

Also in the photo we see Eagle Scout Candidate Chandler Est (and Mom) receiving his YE Certificate after his flight with Chris Nesin. Later that day Mr. Est completed his Aviation Merit Badge with the Aviation Merit Badge Counselor who will be at all the EAA 32 Young Eagle flying events this year.

Another great person is Young Eagles co-chairman Mr. Jeff Skiles, who will be flying to St. Louis, MO in the EAA Cessna C-162 Skycatcher from Oshkosh, Wisconsin for the EAA 32 Young Eagles Event on Saturday, March 19, 2011 at Smartt Field.

More information can be found at:

[www.eaa32.org](http://www.eaa32.org)



As the bumper sticker stated:

**GET INVOLVED: STUFF IS DONE BY  
THE PEOPLE WHO SHOW UP!**



NOW, that is a GREAT way to kick off the 2011 Young Eagles Season on Saturday, March 19, 2011. With Mr. Jeff Skiles flying the new Cessna C-162 Skycatcher (this is the newest Light Sport Aircraft) in for the EAA 32 season opener, and the Aviation Merit Badge program being presented at 9:00 and 10:30 am this day, it will be an awesome time.

**FYI: Young Eagle Flights** are FREE for kids 8 – 17 years old. Registration is from 9:00 -12:00 Noon. First come, first to fly. Each Young Eagle will need a guardian to sign the release form that day. We do not mail out forms to people. We are an all VOLUNTEER organization located at 6410 Grafton Ferry Road, Portage Des Sioux, MO 63373 More info: [www.eaa32.org](http://www.eaa32.org)

**FYI: Aviation Merit Badge** Counselor will be at the 2011 Young Eagle Events. The Scout should arrive with HIS Merit Badge Card, with it signed off from HIS scout master. He will need the 8 page study guide (see link at above website) and a pencil. The YE flight is not required but is encouraged. The badge program is presented twice during the day at 9:00 and 10:30 incase anything is missed in the first presentation. That is when the flights occur.

At NOON we eat lunch and review any questions. The testing starts at 12:30 and card will be signed off by 1:30. The program should be finished by 2:00PM.

The Aviation Merit Badge (AMB) counselor’s e-mail is [bsarj@cs.com](mailto:bsarj@cs.com)

The 2011 YE/AMB dates are: 3/19, 4/09, 5/14, 6/11, 7/09, 8/13, 9/10.

**Event Information Hotline the day of the event is: 636-250-4257**

# Project for Sale

Zenair Zodiac CH601 HDS. The S stands for tapered speed wing. It's a 2 place side-by-side, all metal, low wing tail dragger kit fabricated in Mexico, Mo. It uses approximately 8500 aircraft quality 1/8 and 3/16 pop rivets for construction. All welding and bending has been done at the factory. Kit includes all parts except engine, instruments, engine cowling and upholstery. Construction is approximately 50% complete. Feel free to contact me if you have any questions or want to see the aircraft.

Ralph Morris

[Rgmorris2@charter.net](mailto:Rgmorris2@charter.net)

636-346-4045

## The Return of Movie Night!

The (hopefully) warmer weather we expect near the end of March will be kicking off our 2011 movie nights.

*Our feature presentation is "Pearl", the true story of a spirited Chickasaw daredevil whose young life in 1928 rural Oklahoma suddenly changes one Sunday afternoon. The soon-to-become famous Wiley Post lands his plane in her father's field, and a brief joyride through the clouds ignites the girl's passion for flight. Pearl Carter's thirst for thrills has found an outlet. Mentored by Post and supported by her resolute father, George, Sr., Pearl demonstrates that she has the courage and composure of a true pilot.*



*Soon, the 12-year-old sits at the controls of a brand new Curtiss-Robin, soars with the best flight instructor available and has a landing strip for a backyard. While everyone in town is amazed, not all are delighted about Pearl's unconventional exploits. At first, her dangerous new interest troubles Lucy, Pearl's strong, forbearing Chickasaw mother.*

We'll be having a potluck cookout (burgers and dogs) around 5:00, with short subjects being shown. We plan to start the movie around 6:00-ish (or whenever it's dark enough). Popcorn and soda will be available. This monthly event is really fun, and a great way to hang out with your fellow EAA'ers.



Check out our fantastic Web Pages at [WWW.EAA32.ORG](http://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:



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