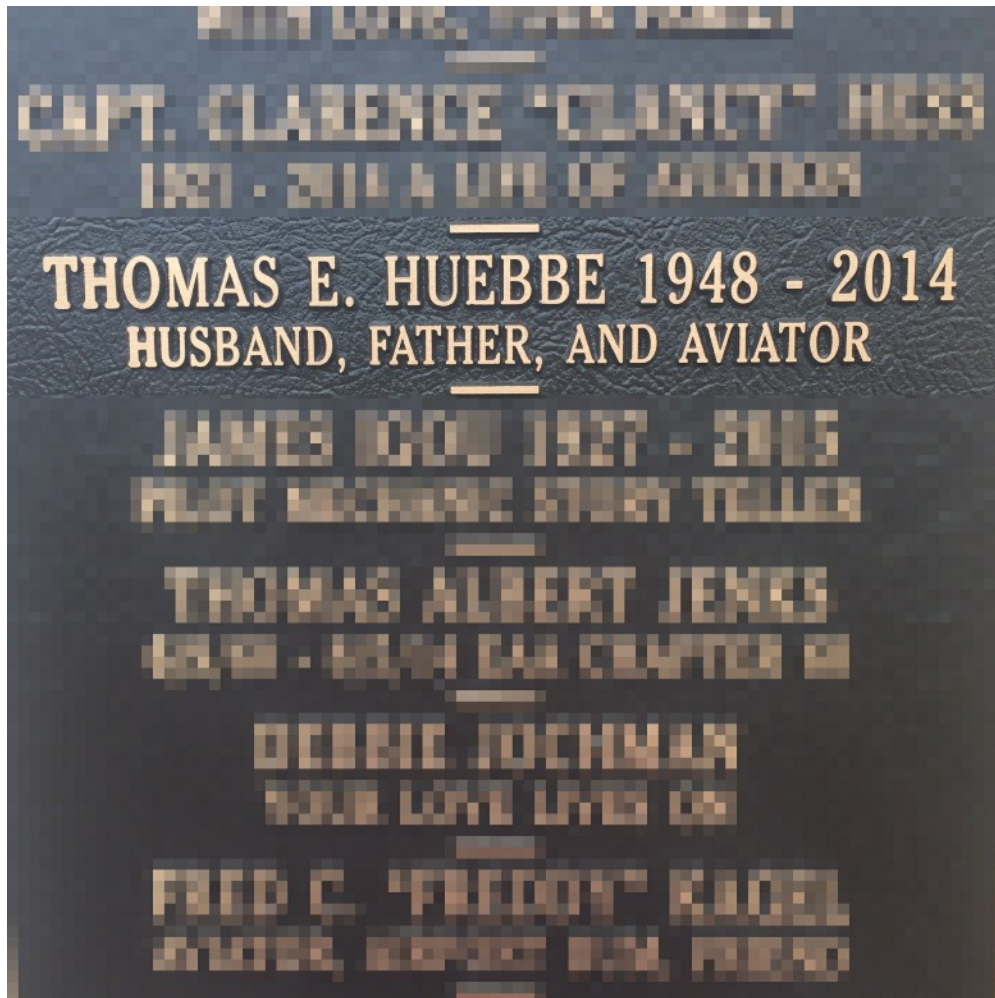

EAA Chapter 32 News

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

August, 2015

We Will Miss You, Tom



Our friend, Tom Huebbe was memorialized on the Wall at Oshkosh. He was a good friend.

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on August 15, 2015.**

Learning as we Go

Oshkosh 2015 - A "Goodyear"

mr. bill

Another Oshkosh in the history books and it was a "Goodyear" with the new Zeppelin Airship flying around the whole airshow. Also crossing the skies daily was the EAA Boeing B-17 flying north and south patterns overhead. The cherry on top of this event was that "FiFi," the CAF's Boeing B-29 would take its turn flying over the airshow crowd. What a sight!



The one, the ONLY...FiFi!

Another aircraft on the ramp with a Homebuilt sign on it boasting it was "50 years old and had 14,000 hours on the airframe was a Boeing B-52H aircraft. No tours though.

The F-22 and the F-35 were sitting center stage for all to see on the Boeing Plaza. The new and improved Airbus 350 WB (wide body) was also there.

Wow what a great time and GREAT weather after the Friday morning, July 17 dust up. The weather video was captured by the Chicago South Side Boyz on Friday morning.

This weather event flipped one airplane in the display area and knocked over 85% of the Porta Potties on the airport. You gotta ask yourself, Frontal boundary waves or St. Louis floods?

Enjoying the airshow from Saturday to Friday without rain and severe heat was perfect. The sad part was leaving the St. Louis airplanes in their flood prepared state. The first three days of Oshkosh the iPhone was warning of the "Possible Flash Flood Warnings" in the St. Louis Area. As you read this the Smartt Field Airport should be back to normal and the EAA 32

"Aircraft **R**emoved (from the flood) **C**enter" should be empty.

Working the Young Eagle Flight Education Program (with Ms. Laura, Rick M, Jeff S, and John & Pam) was a

real treat this year. One of the moms I spoke with, her family had an aircraft painting business in California, stated that "after being slow for three years this last year has seen a big surge in aircraft owners wanted to repaint their aircraft. We actually have work for the next year!"

Speaking of next year, at the Technical Counselor/Flight Advisor Breakfast Captain Jack Pelton EAA Chairman of the Board gave us the latest update on:

The big white chalet (white tent) of the NBAA tent blocking the view of the Oshkosh flight line will be gone in 2016, also.

The "no" third class medical certificate has been OK'd by the FAA but it is "stuck" in the DOT. The next best way to get it through is to call our Senators

Claire Mc Caskill 202-224-6154 and tell her to support the PILOTS BILL OF RIGHTS 2 legislation.

The other path is the FAA Reauthorization Bill but also attached to this bill is the "Privatization of the ATC," which will raise user fees. NOT GOOD!

Coming from the EAA later this year is the Founder's Safety Innovation with cash prizes for safety devices we all can use on our aircraft.

Well, that is about it. Describing Oshkosh in words is "Mission Impossible!" Speaking of MI, the movie, yes that is Tom Cruise hanging off a real airplane in 38° F weather conditions. It took 8 takes for all that footage. Wow! Be safe gang!

A BIG thank you to the people in PINK, the FAA Men and Women who helped make this grand airshow happen!

Q? What world record was set at Oshkosh this year?
A: 118 parachute jumpers combined for a freefall jump! Though as of this writing on Saturday morning 08/01 that record was broken with 164 jumpers in Illinois! It took 8 jumps to make it happen!

Q? How many departures were recorded during the Wednesday evening 90 minute departure window?
A: 600 departure in 90 minutes or 6.7 per minute!

Safety Tip of the Month

Unmanned aircraft;----- BEWARE !!!!!

Nearly 200 encounters with unmanned aircraft, ranging from amusing to chillingly dangerous, were reported to the FAA between February and November of 2014; a list published by a New Orleans television station May 26 documents the growing use of drones—authorized and otherwise—and their infiltration of the National Airspace System.

The U.S. Coast Guard reported that a DJI Phantom quadcopter operated by a photographer flew over the admiral's residence at Diamond Head Lighthouse on Nov. 8, though no property damage or National Airspace System penetration was noted. But many of the reports , detail more troubling encounters:

Unmanned aircraft flying much higher, in some cases near manned aircraft, airports, or navigation aids. The reports were collected by various FAA facilities (most of them relayed through air traffic control, according to an FAA spokesman), and show a steady increase from just one report in February 2014 to 41 reports in July and August of 2014. The FAA is working to establish a systematic process for collecting these reports. So far they have been supplied by flight crews and public safety agencies on their own initiative. The FAA redacted the names and telephone numbers of those filing reports, a spokesman said, and “anything related to national security,” but the reports are otherwise unaltered. One report details unmanned aircraft activity being conducted on a runway in Joplin, Missouri, while the airport also hosted normal operations, though no NOTAM was published for the unmanned operation. The person filing the report investigated and was told the activity was apparently illegal, and the operation ceased after the airport manager was notified. At least one aircraft in the pattern for the runway requested a different runway.

That same month, a report filed in Oklahoma documented an aircraft taking evasive action to avoid a small unmanned aircraft at 4,800 feet; the unmanned aircraft was described as two feet wide and black, with a camera attached. The pilot who took evasive action reported that the drone came within 10 to 20 feet of a collision.

Such near-misses were the exception, though several reports document unmanned aircraft operating well inside controlled airspace. In many cases the intention of the operators is unknown, though at least one military drone (a small, hand-held model) flew onward after losing data communication with the ground station. “The UAS last known altitude 650 feet, SW bound with a fuel exhaust time of approx 40 minutes. Expected to remain in the restricted area,” the report, filed Oct. 24 in Columbus, Georgia, states. In another case, operators lost control of an unmanned aircraft being used to record a high school football game in Madison, Mississippi, and it flew into controlled airspace. Local police investigated the incident, which resulted in no property damage or injuries, though that unmanned aircraft was spotted a mile from an airport by a passing pilot.

Bob Kraemer



CAMP #32 AIRVENTURE 2015 OSHKOSH WI.

A Little Report About Our Week At The Greatest Air Show In The World



Our advance party (Jeff & Michelle Stephenson) arrived the Wednesday evening before the show opened assuring us (hopefully) that we could have a fairly large chapter campsite somewhere East of 35th St. It worked and we had a corner lot at 42nd and Elm which made for a fairly easy bike ride to the flight line and the show entrances. Jeff & Michelle had arrived early to help set up the Kid-Venture hanger area at Pioneer Airport. Followed closely by yours truly Friday evening (Rick) and Paul Smith arriving on Saturday afternoon. #1 Dave and #2 Bill arrived early Sunday morning after a long night of on the road as Bill had to work the day before.

A little bit of information you may not know. KidVenture was the direct result of a concept first thought up by a group of primarily St. Louis based EAA members some 10 or 12 years ago. For those of you who know him John Tiepen was one of the original conceptual members that started the program, and John Ladley and his wife Pam now primarily head the program up. Both of the Johns are, or have been members of chapter #32. While we seldom see them at meetings their names can be found in current or past rosters. For the last several years Jeff Stephenson, Mr. Bill (Jagust) and Laura Million have been key figures in the program at Oshkosh. The concept of KidVenture can be seen in many EAA videos including the Thursday update video for this year. It is an advanced follow up in many ways designed to compliment the "next steps" program which is part of the Young Eagles Flight Plan program. As of Saturday evening (prior to the close

of Air Venture) Jeff reported that over 400 kids had completed the program which consists of about 10 booths which the kids visit and learn different things about flight. The youth will need to spend about 2 hours going through the stations to complete the course. It is a great program, check it out when you get a chance.

As the campsite grew so did the anticipation of opening day Monday. But prior to that day on Saturday morning we early birds experienced a exciting event of our own. By 6 AM torrential rains and winds in excess of 40 MPH made for an unexpected wake up call. With tents and pop ups bending to the wind (not to mention satellite dishes being blown off trailer tops) we weathered it out till about 10 AM. Thankfully neither Jeff nor I experienced any sustainable damage, and even more thankfully that storm was the only rain we had to deal with for the rest of the week.

As opening day came we all were in place with our sleeping quarters in some kind of shape, tables, chairs and back packs ready to go and ready to pursue the amazing views, noise and smells of what is only Oshkosh. Is this exciting or what. Oh did I mention food, ah yes nourishment and hydration, well really not bad. In addition to the wonderful food on the flight line (and wonderful prices) we all enjoyed 2 Italian meals (dinner) in town and 2 trips to the best Root Beer stand at least in WI with a beautiful lakeside view of Lake Winnebago and a small park with a boat ramp.

Oh yes and it was also located less than a 1/4 mile off the East end of runway 9 so we never loss sight of the plane action. Several of us also had EAA dinners to go to on various nights and chef Dave got the burgers, brats, and hot dogs going a couple of nights as well. We did manage to squeeze in 2 movie nights at our campsite but camp fires this year were only about 3 probably because we all had places to go and things to see. NIGHT AIRSHOWS, CONCERTS and FIREWORKS, this place is amazing, if you haven't been here in a wile you need to plan on it.

Some other highlights of the week were, the introduction of the A350XWB from Airbus, not 1 but 2 F22s doing demonstration flights, an appearance by the F35 (did you know the new Goodyear Blimp can dance?), 5 - count 'em - 5 Corsairs, the only genuine Japanese Zero still flying, B25s, B29, B52 plus all the other war birds including Tora, Tora, Tora, and the first delivery of the long anticipated ICON A5, and guess who it went to, EAA Young Eagles (at least for the next year) that was kind of special for me. I would certainly recommend you take the

time to go to AirVenture website and view the some 30 videos already posted of this years celebration of flight.

Those of us at the campsite would like to thank our visitors that stopped by to share some time and a movie or two. Rich Emery, Jon Thayer, Gale Deroiser, Doug Killebrew and his son, John and Mark Huebbe, Joe Wurst and his wife, Jim Hann, and Ron Burnett. With all the #32 members in attendance it is really sad that we only had 8 people show up for the chapter picture next year we will plan on a better time and probably at the Brown Arch to take the picture.

Well, as many of you know we could go on and on about the AirVenture experience but we don't have enough room here to do that. Those of us at Camp #32 wanted to let everyone know a little bit about what went on around the site this year. Perhaps others in attendance at the show would like to let everyone know some of their own thoughts and experiences they had about Oshkosh in a future edition of the newsletter. I will try to put together a slide show of pictures I took at the show and if any of you have any special pictures you took let me know and we can collaborate together. Have a great day.

Rick May

CHAPTER #32 MID-SEASON YOUNG EAGLES

Rick May - Young Eagles Coordinator

August 8th will be chapter 32's 5th Young Eagles Rally for this year, and after 4 of the scheduled 7 the numbers are really looking good. While attendance and volunteer count was high at our second event in May, unfortunately we could not get the kids in the air due to continued low ceilings. April, June and July rallies were a big success. Even old man river could not stop the achievements of the July rally, which had to be held at the main terminal building due to the fact our facility was temporarily storing aircraft from our chapter rental hangers that were under up to a foot of water. A big thanks to Dennis Wiss, Airport Director, for allowing us to use the building for the July event, sure was nice having air-conditioning for what might be our hottest rally day of the year. If you see Dennis let's tell him thanks.

So what are the numbers? Well, I am showing we have flown 134 kids so for this year plus at least an additional 17 adults. This has been accomplished with 101 individual flights by 14 different pilots. Laura Million has graduated about 70 boys YTD through our Boy Scout Merit Badge program and she has informed me the last three events this year are also almost completely full. This is a great showing by everyone and I appreciate all your efforts.

From a volunteer standpoint other than pilots I am very thankful to say that over the course of the 4 events 32 different individuals have worked as ground crew, registration, education or food service help. Some of you have been to all of the events and some only one, but whatever the circumstances are we definitely appreciate all your support. Total volunteers at this years individual events is 22 or better compared to last years events when often we had only 10 to 15 total members available at any one event, including both pilots and ground crew. Thanks a bunch.

As a reminder the points our pilots earn for flying Young Eagles don't kick in until the individual pilot has flown 10 Young Eagles in any one year. Below I have listed the flights I have record of for each pilot. At the end of the year

there are funds available for each qualifying flight that our members have made. These funds are available for items that help to improve the Young Eagles program as a whole or which can be used to help offset the cost of sending a candidate to one of the Air Academy classes offered in Oshkosh. Congratulations to those that have reached the 10 threshold for this year and for those of you that have not now you know where you stand.

Pilot (over 10 Eagles)	#	Pilot (less than 10)	#	Non Ch. 32 Credited	#
Joe Miano	23	Ron Burnett	7	Gale Derosier	6
Jeff Stephenson	17	Steve Bolinger	7	Pat Donovan	4
Don Jonas	17	Dave Doherty	5	Eve Cascella	4
Joe Sargent	16	Thomas Wilson	2	Bert Hampton	1
Tom Crocco	14				
Rich Jimenez	11				

One last thing, a big thank you to all the wives and women who have started participating in our events this year. It is really great to have all of you participating with us and I know the young girls coming out for flights enjoy having you there as well. Guys, the remainder of the years events would be a great time for your significant others to come out and enjoy the fun, it really is a family environment.

So that is the story for this year as we move into August. Our next event is scheduled for Saturday August 8th with the September event on the 12th and the October event on the 10th. I hope to see a lot of you at the airport for them as well. Thanks again for all your support.



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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