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# EAA CHAPTER 32 NEWS

Jim Bower, Editor

October, 2002

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**Don't be shy! Come on out to our last official meeting of the year on Sunday, October 27 at 2:00 pm. Due to the Thanksgiving and Christmas holidays, we do not have meetings during those months. In addition, don't panic if you don't get a newsletter until January!**



George "Energizer Bunny" Stephenson with a few of the Young Eagles he flew during the weekend of September 28/29. See inside for more.

**INFORMATION HOTLINE**

**286-9932**

**CALL THIS NUMBER FOR INFORMATION ABOUT  
UPCOMING EVENTS**

# **Last Month's Meeting Report**

**September, 2002**

## PLEDGE OF ALLEGIANCE

## WELCOME NEW MEMBERS

## ARC

Interior walls for restrooms and classroom are going up. Power source and water are questionable. A bid of \$3500 for a power pole to string electricity to the ARC was given from the power company. Chuck Koviak suggests that boring a hole under the road would be cheaper. Alternatives are being looked into.

## FUNDRAISER

Entertainment books are still available. See Ron Wright for your book. They are \$20 and the chapter will receive \$4.

AT-6 rides are still available for \$320 for 1 hour (tach time).

Food coupons: Schnucks are now using gift cards instead of paper certificates.

## ST. LOUIS COUNTY FAIR AND AIR SHOW

Doug Killebrew thanked everyone who volunteered at the St. Louis Fair and Air Show. Gary Liming presented "How to build and Airplane." Bill Nelson presented "How to get your pilots license." Chris Erkmann presented the workshops for the Boy Scout Merit Badges for Aviation. All three seminars were well attended. Doug also reported that we earned some money this year.

## YOUNG EAGLES

On Saturday, September 14, 32 Young Eagles were flown from the Osark Airlines Reunion as were several adults. Thanks to pilots Bob Jude, Mike Ziegler and George Stephenson. We received \$97.00 in donations.

## HOLIDAY PARTY

The Chapter 32 Holiday Party will be on Saturday December 14th. The cost will be \$18 per person (\$36 per couple, [we did the math]). Various suggestions for speakers were given, including John Houseman and his experiences with the Air Races in Reno, and a Tuskegee Airman as possibilities.

## TREASURER'S REPORT

Checking has approximately \$1200, and Savings has approximately \$2800.

#### INCREASE IN DUES

Due to the increase in expenses in building and eventually running of the ARC, it was suggested that the dues for 2003 be increased to \$4 a month or \$48/year. After some discussion about a greater increase and a one-time initiation fee, it was agreed on \$48 per year with the possibility of future increases when the chapter knows how much it would take to run the building.

A discussion was raised concerning someone offering to purchase our perforated steel matting (known as PSP for you WW 2 buffs). Deciding a bird in the hand is better than two in the bush, we passed a motion to sell it.

Meeting was adjourned to eat Barbecue thanks to Doug Killebrew's expert grilling.

### **Something Special in 2002: The Annual Chapter 32 Holiday Party**

As of this writing, our annual Christmas Party will be held in our very own ARC (the hangar, ok?) Our intrepid building crew promises to have heat, lights, and bathrooms ready for this gala event (I'm sure the spousal units will approve of all that). The party will take place on Saturday, December 14th. Be there around 6:00 for drinks and fellowship. Dinner will be served around 7:00, after which will be the speaker (TBA) and awards. And don't forget to bring some kind of gift to put under the Christmas tree! All this good stuff for a mere \$18.00 per person.

Our folks need to know how many people plan to attend, so please send your checks ASAP to Gale Derosier, 28 Woodmere Point Court, St. Charles, MO 63303.

**We regret to inform you that former  
member Art Huser passed away  
on August 26th.**

## Variable Pitch

By Jim Reddig (as told to Hugh Jones)

*Thanks to Ernie Buzzard for contributing this.*

EAA Chapter Chapter 44 in Rochester, New York had the good fortune to have Slim Reddig as one of its members. A veteran of the early days of aviation, his engineering expertise made him one of the Golden Age of Aviation's best known designers. A shining example of his work is the classic Fleetwings Seabird amphibian. Jim was an active member of Chapter 44, and Hugh Jones and fellow members recognized what a treasure they had in their midst. Jim passed away in 1994.

In the mid-30s the navy was supporting development of three types of variable-pitch propeller: the Hamilton-Standard hydraulic controlled system, the Curtiss Electric propeller, and the SMITH propeller that was operated entirely mechanically. The pilot had a manually operated control in the cockpit by which, through mechanism, he could vary the pitch of his propeller blades. Early Grumman biplane fighters joining the fleet were equipped with SMITH propellers. Remember those pregnant looking fat-bellied airplanes with retractable landing gear? And one of these, taking off from an aircraft carrier out of San Diego suffered loss of power on launch and went down into the sea directly ahead of the oncoming carrier. They had the good fortune to be able to get a line to the floating aircraft; legend leaves some doubt that the pilot even got his feet wet. The airplane was promptly hosed down with fresh water and, brought ashore, was soon packaged onto a railroad car and shipped to the Naval Aircraft Factory at Philadelphia Navy Yard for cleaning, repair and refurbishment, inspection, flight test and return to the fleet. This included complete teardown examination of the SMITH propeller and re-assembly with the blades carefully reset to their proper pitch.

The reassembled airplane was test flown at Mustin Field, inspected and signed off for return to San Diego. While the assigned Navy ferry pilot had never flown one of the exciting, new Grumman fighters, no one seemed to have felt concern in the matter. Wa-a-ay off schedule, he staggered into the Great Lakes Naval Air Training station in Chicago and plunked the thing down.

Everybody was saying, 'Where the hell have you been,' etc. And he says, 'Guys, this is the first Grumman I've ever flown, and if this is the 'GREAT Grumman' I've been hearing so much about-it stinks.'

"Well, now, Ensign, what's the trouble?"

'It won't take off, it won't climb, it's got no ceiling, it runs hot and it vibrates like hell.'

"Well, obviously, you don't know how to fly a Grumman, 'cause that's a great airplane. You stand down and get the Lieutenant here to take it onto the West Coast."

So again, way behind schedule, this Lieutenant makes it on into San Diego, but he has the look of being wrung out when he checks in. And he says, 'Guys, that airplane is all wrong. I have had it checked at five airfields on the way out here. TWA mechanics were good enough to come over and they went over it. And I've been in and out of it and there's something definitely wrong. It stinks! I had to land on the road and taxi across the Rocky Mountains! It didn't have enough ceiling to get over!'

They turned to some old aviation chief there and said, "Go look at the guy's airplane."

He's back in 10 minutes, lit up like a lamp and he says, "Excuse me Lieutenant, you said you checked that airplane?"

'Oh boy, have we checked it!'

"You say TWA checked it, and American checked it, etc . ?"

'Yeah.'

"If I'm not asking too much Lieutenant," he says, "will you come out and look at the airplane with me?"

They go out and the chief says, "Just look at it."

'Yeah, well ... ?' He couldn't see anything wrong.

"Lieutenant, will you please step over and pull the engine through?"

The minute he put his hands on the propeller, he lit up! He knew! His hands were curled over the rounded leading edge of the propeller! The SMITH was perhaps the only propeller in history where you could get the blades in backwards! The pitch of the blades had been set accurately at Philadelphia, on the big steel surface plates with big protractors and everything, but they were 180 degrees around!

And this thing had flown across the continent with the sharp trailing edge plowing ahead and the rounded part on the back. Of course, in the Navy, every incident gets written down on a piece of paper. The form was known as a Trouble Report. Roy (Grumman) had this thing, this Trouble Report saying, 'Propeller blades in backwards' framed and displayed for many years. His wonderful new airplane had just crossed the country with the propeller blades on backwards!

Don't you love a good flying story?

***Editor's remarks: Any of you TWA/American mechanics out there care to comment?***

## 151 Young Eagles Flown at Creve Coeur

The weekend of September 28th and 29th was an especially nice one, with many many happy kids and parents. Your friendly editor was holding down the registrar/dispatcher desk on Saturday, and I've gotta say that all the parents were great! There were just enough kids to keep the pilots busy, and everybody finally got a ride. I don't remember all the pilots who kindly contributed their time and airplanes, but the ones I do remember are: Phil Kitchen (Aeronca Chief), George Stephenson (C-182), Mike Ziegler and Dan Wombles (C-140), Bob Jude (Lancair), Steve ? (C-172 "Bumblebee"), and Bill Nelson (Cherokee 180).

While we were doing all this flying, the St. Louis Escadrille was busy doing fast fly-bys and exhibiting their fine World War 1 replicas. A great time was had by all, and I hope next year's event will be as fun.



Bob Jude in his private rocket ship



Steve's "Bumblebee"



Bob Rockford's SE-5 replica

Not a WWI replica, but hey...it's  
got four wings!



## Wants and Disposals

Roger Moore is still selling the engine out of his RV-4 so he can upgrade to more power! You've all seen Roger's airplane fly, so you know this is a good, running engine. Here are the particulars; for more information call Roger at 636-532-5713.

Lycoming O-320 (160 hp), conical mount - 710 SMOH

Harmonic balancer

Marvel carburetor

Lightweight starter

Bendix mags

Wood (Warnke) propeller with 4" extension

\$7,000.00 takes it all, (availability November 2002)

October, 2002

## Learning As We Go

mr. bill

The CEO and the mailroom clerk or the OLD PRO and the CFI. This is a very strange industry. Those, supposedly with the most knowledge, are in the CEO's office and those with the new knowledge are in the mail room. Heck, the CEO may have started out in the mail room and worked his way up the company ladder. The first job the new CFI - Certified Flight Instructor - usually has is to flight instruct new students. Some CFI's are fortunate to start teaching in a great setting like a major flight school where there are several old pros who can share with the newbie some of the interesting dilemmas that occur during the educational process.

Several months back some seasoned CFIs were gathered, and amongst the lies exchanged were some very interesting training stories. Several are presented here, as simple as can be. This is not meant to pick on any person, plane, or thing. It simply shows that there are things that do occur to hamper the learning of a new task.

Example: If you know how to drive a car and you go to take flying lessons the first difference you need to rework in your brain is that the little control wheel does not steer the airplane on the ground. The second difference ....where is that accelerator pedal!!! So just sit back and think .... How would you handle this situation? What would you tell these student pilots?

A very bright and cheerful lady showed up for her flight instruction class the first day. She wanted the instructor to show her all the flight maneuvers on this first day. It was not the way to do things but the instructor obliged. The second lesson was exactly the same as the first one. This "student" told the instructor what she wanted him to do. After the flight the two had a little talk, the instructor asked how he did and she replied that he flew very well. Is there a problem here? YES! The student never touched the flight controls during these two lessons. Probing deeper in her past we learn that her father was an airline pilot. She also had two previous flight instructors from her local hometown airport and they did not fly well so she did not take instruction. FINAL ANSWER. She had no intention of ever learning to actually fly. Her Dad was a pilot, he was the best pilot ever and she used Dad as the benchmark to judge every one else by. Daddy was the one who wanted her to fly. No more lessons were ever taken.

NEW DAY. NEW PERSON. A student captain was having trouble landing the airplane. The kicker here was that the student captain had been the official tire kicking/gofer/copilot for two years on this airplane before his upgrade training started. So what was he thinking? Was he thinking? Actually it raises the question of "Where are they looking?", if there is trouble with landings. It should be stated that the trouble with the landings did not show up until 20 feet above the ground. It seems that at twenty feet the thrust levers (throttles for the reciprocating engine people) were advanced so the airplane would stay at 20 feet above the runway. The instructor patiently pointed out that, "The one thousand foot mark- just went by. The touchdown zone area - just went by." Next, that "the mid-point of the runway-just went by. The FBO (fuel) taxiway we

want to turn off at..... just went by.” All this time at 20 feet above the runway in a Learjet. Well what’s next to say... “Well we are all out of runway so it is time to go around.” After a week of this the instructor asked to see the student captain's training files. Two companies had merged and this instructor pilot was flying with one of the “other guys.” It was learned from the files that three years prior this individual used (with permission) a company airplane- a Beechcraft Baron and obtained his Airline Transport Rating (ATR - minimum flight time required is 1500 hours). That evening as he flew his Beechcraft Baron to the hub the new ATR rated captain landed GEAR UP in the very airplane that he passed his check ride in that very morning. Several months later on a rainy night this young man raised the “FLAPS” to put more weight on the wheels for maximum braking. Unfortunately the LANDING GEAR HANDLE was raised and the plane stopped short of the taxi way that leads to the FBO. So to give him time to think about his flying performance he was placed in the right seat of the (night freight) company Learjet so that he was under constant supervision. It would save the company some repair costs....for now. Now this co-pilot of two years can not land the Learjet in his upgrade training. Why? Our pilot is ground shy - having a fear of the ground. After two weeks of training things still were not better. Why keep training you ask??? ... As did the instructor pilot ..... well, during the next week our student captain had an interview at a major airline where his father worked. The major airline was hiring and surely Dad would get his boy hired on and he would be gone from the freight company.

Upon his return from the interview he tells the instructor captain that he had no problems flying the simulator. Why? Because you start the flare for landing a Boeing 737 at about twenty feet so he would of landed perfectly!!! The night freight chief pilot was right, all this guy needs is to fly an airplane with longer landing gear!!! That statement would come back to haunt him!

With the major airlines hiring, there quickly became a shortage of Learjet captains. So our student captain received a quick Learjet Type Rating ride in the daytime with the Chief Pilot flying as his co-pilot and the friendly examiner in the jump seat behind the Chief Pilot. He passed the type rating check ride. (The Examiner and Chief pilot were best friends.) Our new “captain” was pressed into Learjet Captain action two weeks later and at 20 feet above the runway, the plane leveled off and he deployed the spoilers and the Learjet dropped out of the sky and cracked the wheel castings grounding the airplane. Yes, you guessed it... back to the copilot seat .... and find another job outside of this company. Well, with the major airlines hiring ... corporate jobs were available ... and our captain lands (no pun intend) a job flying a Learjet 35 as a captain. INSANITY- is expecting different results when none of the inputs have changed. (Would have loved to read that letter of recommendation.) Our “new corporate captain's” first landing left the passengers speechless. The new guy flared about 35 feet in the air, stalled the Learjet, then hit the spoiler deploy switch, and proceeded to impale the ground driving the landing gear into the wings, severely damaging the airplane. We have learned that he is now working for another major corporation stating daily, "WELCOME TO BURGER CHEF'S MAY I..... "

Another student captain believed in the five “P’s” and would always state them. PRIOR, PLANNING, PREVENTS, POOR PERFORMANCE. All would surely agree with this. The Federal Aviation Regulations (FAR) required us to check runway lengths, weather, and NOTAMS (Notice to Airman) for our route of flight. Especially nowadays with Temporary Flight Restrictions (TFR). Old “Captain 5P’s” was not happy one day and proceeded to drift off course. So far off course that he was out of range of land. He knew it. The controllers told him. But he is the Captain. Well long story short “5P’s” is now a copilot to give him time to contemplate his flying experience.

We all make mistakes. Many can be resolved before we even arrive at the airplane. The flight will not be perfect. Strive for excellence in all you do. From following the preflight procedures; to using the before-start, after-start, and take-off checklist; to taxiing right on the yellow line; to use smooth power applications; with smooth brake applications; to speak “smart” words about the flight. Wow we cheated death again, does not instill confidence in the people with or around us.

People are in awe of pilots! We have a special air about us. Try not to ruin it with silly talk or scary flying. **FLY SAFE. FLY SMART.**

Dear Fellow Chapter 32 men and women, Please accept my apologies for not being able to take ya’ll for a glider ride this year. With only 11 Captains behind me out of 900 I am working all the trips that nobody wants. This means I leave Friday and return Monday. Hopefully things in this country get back to normal. Until then we will try for next spring. Thank you, Bill Jagust

## **Treasurer's Report**

I know everyone is getting tired of hearing about our financial status, but it was requested of me to give a small report on the Aviation Resource Center. In actuality we have come a long way. Since 1998, on a quick tally, we have spent approximately \$44,400.00 on our ARC. The most we ever had in the savings account, (hangar fund) was \$28,069.00. The difference between the 2 numbers was made up with pledges and donations. Our operating funds, (checking account) has been going for our normal monthly obligations for the most part. We currently have approximately \$1,500.00 in checking and \$2,800.00 in the Hangar fund. So, you see we have been surviving because of the Chapter 32 people who have helped, both monetarily and with labor. We are getting closer to the finished project, but have a lot left to do. Our President, Stan Crocker promised to have our Christmas Party in our new facility and we will do it. He will need more help than ever between now and December. Please try to allow some time to come out. Especially some of the people we havn't seen much. And also, you newer people just call me if you would like to know more about the donation or pledge program. We need bodies and monies.

Your Treasurer

Gale Derosier

636-928-0574

## **Editor's Corner**

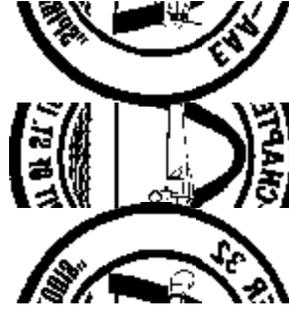
Many of our members are receiving this newsletter via e-mail. I would like to pursue this option more aggressively in the near future, with one variation. If you have e-mail, you must have internet access. Did you know you can read this fine publication on our website ([www.eaa32.org](http://www.eaa32.org))? Just follow the links and you will be able to view it in all its colorful glory.

As of January, the newsletter printing costs will jump again, from \$50.00 to \$75.00 per month. Add to that the postage costs for about 120 newsletters and you have a fairly heavy yearly expenditure. Therefore, to save money, I would like to see everybody who has e-mail begin reading the newsletter online. The reason I want to stop sending them out via e-mail is that some folks change their e-mail addresses WITHOUT telling their friendly editor.

So write me at [jimbower@hotmail.com](mailto:jimbower@hotmail.com), call me at 314 869-8971, or bend my ear at a meeting and let me know you are willing to give this a try. Ask those who are currently doing it; they're happy!

## Officers and Committees

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**WWW.EAA32.ORG**  
 Laura Million, Web Designer  
 While you're here, take time to join the  
 Yahoo Groups to help you stay abreast of  
 Chapter happenings!

TO:

