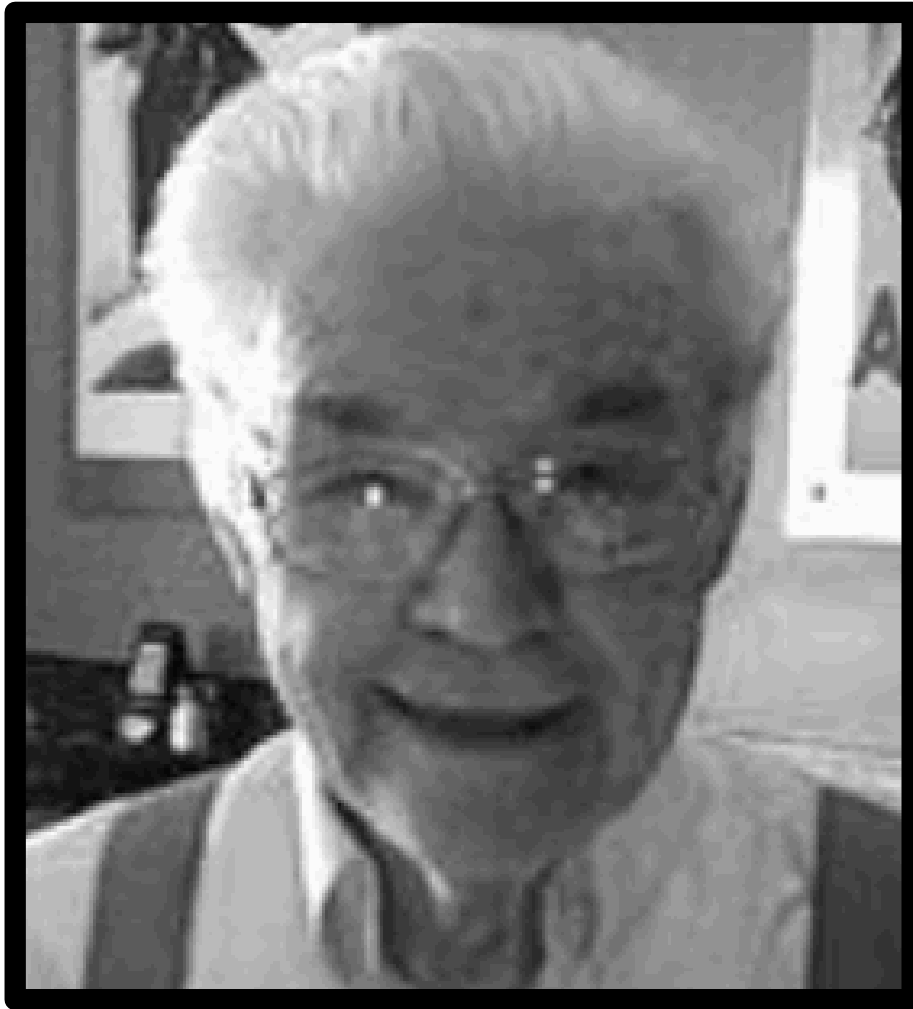

EAA Chapter 32 News

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

January, 2016

R.I.P. Howard Henderson



IMPORTANT NOTICE!!!

The time and place for our January EAA Chapter 32 meeting has been changed for this month only. Because the ARC is full of aircraft, the meeting location has been moved to the Smartt Field Admin building. Due to Howard Henderson's funeral, the meeting time is now 3:00 pm. The date is still January 16, 2016.



President's Corner

by Dave Doherty

power washing has been completed. Surely we'll have some warmer weather to melt the ice off.

When last year began, there was considerable interest in forming a flying club. We eventually managed to do that after an RV-12 empennage kit was donated to the chapter. Work began as soon as the club was organized and chartered on June 8 of last year. By the end of the year, the plane is well ahead of the original build schedule. Look for an article about the latest progress next month.

Due to the recent events, please note the change in location of our chapter meeting. The meeting time is also changed to afford those who wish an opportunity to attend Howard Henderson's funeral (see information elsewhere in this issue). **THE JANUARY 16, 2016 MEETING WILL BE HELD AT THE SMARTT FIELD AIRPORT MAIN TERMINAL BUILDING AT 3:00 PM.** Our plans are to have a guest speaker discussing a new aerobatic box located at the Alton (Bethalto) airport. We'll also discuss events coming up this year at our regular meeting.

Much more is in the works. Our January meeting will provide the last chance for our membership to make suggestions prior to our quarterly Board of Directors' meeting, to be held this month. It's important we get our members' ideas and suggestions to make this year successful. If unable to make it to our January meeting, feel free to e-mail your thoughts our ideas to president@eaa32.org and the Board will consider them all.

A reminder to all is that **Chapter Dues are Due** this month. If not paid up, please do. In order to make it to

Friends and fellow aviation enthusiasts,

Winter is here. After a balmy late fall and December, the weather changed in terrible fashion. We had ten inches of rain over the last weekend in December. The area rivers and streams couldn't handle all that water. For our chapter, that meant the Mississippi River at Grafton quickly went out of its banks and covered much of Smartt Field. All the hangars on the north side of the airport flooded. There was a frantic scramble to get assets out of them. Many people flew their planes out. Some went to Creve Coeur airport, which had its own flood scare. Creve Coeur Lake started backing up since the flood gates were closed to keep the rising Missouri River contained. The airport managed to escape the rising water – barely. Others took refuge at Spirit of St. Louis Airport. Once again, our **ARK** took in a record number of aircraft and airplanes. A total of thirteen aircraft took refuge in it. At the time of this writing nearly all of them are still there waiting for contractors to wash out and decontaminate the hangars.

The ARC survived. Water came within inches of the floor and surrounded the building. The RV-12 project was compacted to as small an area as could be managed. Work on the plane has slowed down as a result of the congestion inside the building.

Looking northward from the porch of the Admin building, one can see how high the water is. The flood peaked at 31.5 ft. Flood stage starts at 18.5 ft. and it's usually around 4 ft during the winter. This was an extremely unusual event for so late in the year. It could have been worse. Waters have receded from the airport now, and as mentioned, we're waiting for the airport contractors to clean up the mess in our hangars. The cleanup should start around the 13th or 14th of this month. Thanks to all the volunteers who helped move our planes and a special thanks to those who came out to help in rotten weather to get the leased hangars ready for the airport clean up.

The Polar Vortex swept in last weekend and made things miserable for everyone. What was a mild winter got cold in a hurry. Now we're worried the flood cleanup may be delayed because of the cold. At best, we'll have perhaps a very large ice skating area inside our hangars after the



the Chapter 32 Roster, dues need to be paid no later than the February meeting. Dues remain at \$40.00 this year. There is also a Lifetime Membership available for \$475.00 (payable in 12 monthly installments or a lump sum). Included with the Life membership is a wind-breaker jacket with the EAA32 Chapter logo (10" dia) embroidered on the back and personalized with the member's name on the front. Only Lifetime members qualify for the jacket.

Along with renewing chapter membership, we need to know any changes, such as address, phone number, e-mail address, project / status, etc. We need this in order to keep our database current. Even if you are not a new member, please fill out the Chapter 32 renewal / application form and turn it in with your dues (for life members, please fill it out and turn it in). This will assist us in keeping our membership database current. Thanks in advance.

Numerous other fly-in events will be in the area throughout the year. We will be forwarding any information to our chapter members via newsletter and website. Once again, I'm excited about the new year and programs our Chapter is planning.

To find out more, come to our next meeting on Jan 16 at the blue Terminal building located at 6390 Grafton Ferry Rd, Smartt Field, St. Charles County. Meeting time is 10:00 AM. And don't forget about paying your dues or becoming a life member.

I would like to take this opportunity to talk about my old friend and mentor, Howard Henderson who just flew west at the age of 96.

Howard was a great guy. I met him at age 11 when Chapter 32 was building a Stits Skycoupe in his basement/garage. Howard resurrected Chapter 32 in the early 1960s. If it weren't for him, I doubt our chapter



would be around today. Howard was quite a builder. In addition to the Skycoupe, he built a Thorp T-18 (as well as carving its prop) and a Model A powered Pietenpol. The Lindbergh Monocoupe was given a restoration also at his house, and is currently hanging at Lambert Field. He also built a Stanley Steamer automobile from scratch. Quite a guy. I'll miss him dearly, as will our chapter. Howard was a mechanic in WWII, servicing B-25's. I once asked him about that, and he said 'I packed a lot of wheel bearings'. In the photo above, Howard is in the blue Coveralls walking behind my dad, Bill Doherty (orange coveralls). This is from a parade downtown shortly after completing the restoration of the Monocoupe now hanging at Lambert Field.

The little kid in front is a young Bill Doherty.

God Speed, Howard. Thanks for all you did for Chapter 32, myself, and for your love of aviation.

***Blue Skies to all,
Dave Doherty***



Howard with his Thorp T-18

Howard Henderson

Henderson, Howard Wendell 96, January 7, 2016. Beloved husband of the late LaVerne Ronnie Kostedt Henderson; devoted father of Dale and the late Mark Henderson; brother of the late Richard D. Henderson; uncle, great uncle and friend.

Howard was an engineer at McDonnell-Douglas in St. Louis for more than 30 years and a [World War II Army](#) veteran. He helped found or foster local chapters of the Experimental Aircraft Association and the Alliance for the Mentally Ill.

Early meetings and performances of the St. Louis Classical Guitar Society took place in his Kirkwood home.

He and others restored Charles Lindbergh's Monocoupe in his garage; the plane was hung at Lambert Field in 1979. Among other personal projects were three airplanes he built and flew, violins, guitars, a replica of a 1904 Locomobile steam car, boats and furniture.

He received an award in the Wright mansion in Dayton, Ohio, for his replica Pietenpol Air Camper powered by a Model A Ford engine.

Services: Memorial service Saturday, Jan. 16, 11 a.m. at Eliot Unitarian Chapel, 100 South Taylor Ave. Kirkwood, MO 63122.

Memorial donations may be made to the National Alliance on Mental Illness or Eliot Chapel.

Published in St. Louis Post-Dispatch on Jan. 10, 2016 –

See more at:

<http://www.legacy.com/obituaries/stltoday/obituary.aspx?n=howard-wendell-henderson&pid=177230288#sthash.yAXu0pwM.dpuf>

I am saddened to learn of Howard's passing. 96 is an impressive lifetime. I didn't know Ronnie had also passed so it was a double hit. They were both always so nice and sweet to be around!

The first time I saw an airplane being built was the Skycoupe Dave and I now own. I think I was something like 4 at the time. The plane was Chapter 32's first project and was built in Howard's garage in Kirkwood. When I was 12 my dad and I were at every work session to restore the Lindbergh Monocoupe. (That's me waving in front of the plane during the parade.) The Monocoupe was a major undertaking for Chapter 32 and again it was done in Howard's garage. He built his Pietenpol there too, and the steam car reproduction as well as several beautiful propellers and classic guitars, all worthy of status as artwork. Too bad we can't somehow acquire that house. It's practically Chapter 32 sacred ground. He was a HAM radio operator too. Every Wednesday night as I recall he went on the air. There was a large antenna in his back yard.

My first flight was in his T-18 (N600HH) in 1979 when we hosted the St. Louis Robin that had set the endurance record over St. Louis in 1929. They arrived at (now defunct) Arrowhead Airport and needed a radio escort to Spirit. Up until that moment I had been terrified to actually go up in a plane but when Howard asked if

anyone wanted to ride with him I jumped forward. Dad was shocked...and delighted! That short flight was everything I could have hoped for in a first flight. I'll never forget that first sensation when the tail lifted up and we left the ground! Howard took me flying several more times that summer and let me fly the T-18 a little too. Everyone saw my enthusiasm and I think I may have gotten more rides in the St. Louis Robin than anyone else as well as a few other planes owned by chapter members.

So I count 4 airplanes built or at least restored for display in his garage. Plus an automobile, several propellers and several guitars. I'm sure there were many other treasures he made there I don't know about. I was truly delighted to see Howard and Ronnie at some of our Christmas dinners in the past few years. I know it wasn't easy for them to get around but they still had their sense of humor and were as wonderful as ever.

Farewell Howard and Ronnie too. I will definitely miss you my friend and offer prayers and peace to Dale and the rest of the Henderson family.

Bill Doherty

December Meeting Minutes

Dave Deweese



Dave Doherty presided over the Christmas party/December meeting.

Don Doherty reported the checking and savings account balances.

Dave ran down the state of the RV-12 project at the 6 month mark. He's got the engine waiting at his house.

Rick May reviewed the year of Young Eagles' events: we had 1 rain-out and 7 events, and

flew over 250.

The Pumpkin Drop in October went well.

This spring the airport put in a new well and we were able to tap in at the administration building. We now have fresh water that does not smell of iron and sulfur, and also installed an on-demand hot water heater.

We officially installed Vice President Bill Doherty and Treasurer Don Doherty as returning officers. Don notes that we'll need to do some fundraising in 2016 to refresh our funds.

Next on the agenda was the presentation of chapter service awards, followed by our guest speaker: Charlie Becker, who gave a presentation on the One Week Wonder project at Oshkosh.

Following the presentation was the 50-50 drawing and gift exchange, after which we parted until 2016.

Safety Tip of the Month

Ramp Safety

The preflight inspection is complete. You are about to run the engine-start checklist when you observe two adults and a child walking along the flight line, the grown-ups carrying baggage and engaged in animated conversation.

Hard to know, as they pass in front of your aircraft, whether they are aware of your presence. Fortunately you learned to keep a wary eye out for pedestrians on this busy ramp, which is even busier now with transient aircraft bearing holiday travelers.

Exercising your responsibility for ensuring the safety of passengers and bystanders but it is only your continuing alertness that keeps operations safe in other scenarios.

The most familiar example of flight-safety management is the mandate of [14 CFR 91.107](#), the regulation that prohibits takeoff "unless the pilot in command of that aircraft ensures that each person on board is briefed on how to fasten and unfasten that person's safety belt and, if installed, shoulder harness." The rule also prohibits aircraft surface movement, takeoff, or landing unless the pilot in command "ensures that each person on board has been notified to fasten his or her safety belt and, if installed, his or her shoulder harness."

Don't end your safety watch there. Another practical test requirement is for the pilot to position the airplane for engine start by properly "considering structures, surface conditions, other aircraft, and the safety of nearby persons and property." (Had you met this standard before the three pedestrians appeared in front of your soon-to-be-rotating propeller?)

Putting yourself in their place, it would have been helpful for their pilot to have acted as their escort/protector—not just a fine conversationalist—as they made their way across the ramp. On arrival at the aircraft, keep your guests safe during the preflight inspection—for example, no posing for pictures with hands on the prop—while you attend, undistracted, to preflight duties.

Maintain the [sterile cockpit rule](#) at the appropriate times of your flight. Explain to your passenger what it is and when it will be in effect.

Never ask a nonpilot passenger to handle a [pilot-level function](#). Persons have been injured, aircraft damaged, and bystanders put at risk when pilots who were unable to achieve engine start relied on passengers to apply the aircraft brakes during hand-propping attempts, only to have the aircraft begin to roll without a qualified person at the controls.

Bob Kraemer

Learning as we Go

Hopefully, a Happy New Year

mr. bill

Happy New Year one and all! Here is hoping for a DRY New Year! As everyone truly experienced the lovely 60+ degree weather in late December in St. Louis, MO we quickly saw the plethora of rain of Biblical portions on the St. Charles area. The rain had us at EAA 32 once again scrambling to stuff our fine flying machines into the (Aviation Resource Center) A.R.C. for safety.

I barely got myself out of the Dallas/Fort Worth area Saturday when an EF-4 tornado whipped through the Dallas area with 200+ mph winds.



Back in St. Louis Saturday night I was able to view my Christmas present, the EAA Destination Oshkosh video of 2015. It had great footage of the flyin' and of Burt Rutan. Some great Rutan quotes:

"I took the risk and not the easy path."

"We may have missed Christmas but we NEVER missed Oshkosh!"

"Never give up. There is always a solution."

EAA 32 was also featured in the 2015 DVD when the film crew went to Pioneer Airport to visit the Young Eagles Flight Adventure. It featured Jeff S. and Rick M. teaching at Kid Venture. Just hoping we could get some main entrance location this year so people do not have to travel to the north side of the airport for the simulator flying. Center stage would help to find high school students interested in learning to fly.

Monday was the day we would deal with the threat of flooding in the St. Louis area and Smartt Field. Driving up to the airport there were several areas with minor lakes along the two lane highway 94. Twice the water

was over the road. Arriving at the Aviation Resource Center, our beloved A.R.C. found the ARC "Elves" putting 13 planes in a 6 plane hangar. We are getting good at this.

I raised the Sonex in a north hangar up on car ramps and milk crates to "ride" the storm out. My boat was towed out to Troy Airpark but I believed I could have started the boats motor and motor boated out to Troy with all the water around!

My Smartt Field neighbor was distraught because his Beechcraft "Bo" was down for repairs and the hangars are expected to get 12 to 18 inches of water in them. Ouch!

Well on the other side of the county is a little country airport northwest of Troy that is paradise. Check out this "Priceless" clip of last year after Mr. Gale's BFR and landing at Troy.

<https://youtu.be/GMyCuRli2OA>

If this link does not work Youtube "2015 Rans flying". It is 6:00 minutes of adventure of flying into the Private Airpark

GREAT way to end a (Biennial) Flight Review out at the Troy Airpark. The airpark is above the flood plain but the roads leading to the airpark are surrounded by the Cuivre River which overflowed its river beds three times in 2015. The July event prevented the Sonex from flying to Oshkosh.

Well, here is hoping for a better and drier 2016!

Q? Which light production aircraft was the first with a nose wheel?

A. Ercoupe

Q? What is Amazon Prime Air?

A. The drone service by Amazon.

Here's one from your friendly editor:

Q? How do St. Charles farmers clear their fields of corn debris?

A. Wait for the floods to wash it all onto Smartt Field.





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