
EAA Chapter 32 News

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

October, 2011

**Why is this man crying?
Read this month's Learning As We Go column to find out.**



**We're looking for you at the October meeting at the ARC on Saturday,
October 15 at 10:00 am.**

September Meeting Minutes

Dave Deweese

The minutes for September will be less structured than usual, since our meeting varied from the norm this month with a field trip to Zenith Aircraft Company's annual open house in Mexico, Missouri.

Temperatures were unseasonably cool for mid-September, and with light rain and drizzle in the forecast it was anybody's guess as to how many Chapter 32 members would manage to fly in. I opted to take the land route, fueled up "The Blue Flame", (my '89 Tercel,) and headed west. To get to (North) Mexico by road from the St. Louis area your best bet is 70 west. This is familiar territory, since my old alma mater, Mizzou, is in Columbia, and I made many trips that way in the late eighties. Many landmarks remain from those days, and gray skies recalled the drive back to school after Christmas break: a depressing trip during which post-holiday blahs mixed with thought of trudging across campus in snow and ice for months until spring returned.

Thankfully this was not January, and I was glad to turn off of 70 onto 54 northbound. For years I've been aware of Zenith, but never had a real excuse to trek out to their annual open house. The place is easy to find: you simply follow 54 as the highway shrinks from four lanes to two, then stops, turns eastward, and guides you past homes and small businesses until you see the airport sign on the right.

Despite gloomy weather a fair number of attendees were parked alongside of the road by 9:00 a.m. Cool drizzle (and after effects of morning coffee) inspired me and I jogged past the row of parked cars and up to the open hangar doors. EAA HQ had a table inside where Charlie Becker was actively recruiting new members, and our own Gale Derosier took a microphone and spoke about the Tech Counselor program.

I wandered about the facility, fascinated by all the shiny airplane parts, and one of the robots who fabricates them. He's sort of like a big printer with rotary tools instead of ink. First he picks up a drill and sinks a pattern of holes in a sheet of aluminum, then picks up a cutting bit and

cuts a nice, perfect part while a vacuum neatly picks up all the shavings while he works. A formed example of the piece sat on a table nearby; other tables held subassemblies from yokes and rudder pedals up to an uncovered wing.



Outside I ran into Don Doherty and Tim Finley, who flew his shark-mouthed 601 through the drizzle. We watched a couple strolling among the airplanes with two young children who obviously approved of the Flying Tiger motif: the little boy stuck his nose up so close to the cowl that he appeared to be sniffing it. We were there for group picture time, and you can see how a fun paint job makes a bird stand out from a more conservatively painted flock.

The new 650 and 750 are fine-looking planes, no doubt, even lacking eyes and teeth. I wondered how the 750 would look as a tail-dragger, and imagined the view from that big, bubble canopy. A 750 took off a few times, its steep ascent reminding me of my wife's speculations on a piece of land out in the country, where such a machine would be at home leaping off of a grass strip. If I was in the market it'd be tough to pick between the two.



Tim Finley's
CH-601

Art Zemon arrived later on with Troy and Jeff. He, too, had braved the weather. The local EAA chapter was serving up hot dogs and pork steaks, proceeds going to their own scholarship program. We all sat together and ate lunch. The food was hot, though the weather was chilly, and once my stomach was full it was time to ad-

journ and head back to home base in St. Charles. I'm glad I finally made it out to the house of Heintz, and if you have not, and feel any interest in shiny airplanes, then you should plan on trekking out to Mexico, Missouri, for the 2012 open house.

Onwards and upwards, (and westwards and eastwards,)

Dave Deweese

Jeff Stephenson Wins AOPA Scholarship

Our own Jeff Stephenson is one of four student pilots who got a boost Sept. 24 with \$5,000 flight training scholarships to help them reach their goal of becoming of a pilot.

During the AOPA Aviation Summit keynote session, the association announced that Jeff (of Florissant) received one of the scholarships.

“Recognizing that the cost of learning to fly can pose a significant barrier for some student pilots, AOPA earlier this year established two \$5,000 flight training scholarships—the AOPA Flight Training Scholarship and the Erral Lea Plymate Memorial Scholarship. In addition, Aviation Supplies & Academics (ASA) and Jeppesen—two of the world’s leading providers of flight training materials—approached AOPA to provide scholarship funds as well.

To qualify, applicants had to hold a student pilot certificate but not yet a pilot certificate, complete an online application, and receive two recommendations.”

If you’ve been keeping track, Jeff is well on his way to earning his Sport Pilot certificate, having recently soloed. He plans to expand his training to get a Private Pilot certificate. Great job, Jeff! We’re looking forward to seeing your smiling face on a St. Charles Flying Service’s announcement in the near future!



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 cowlings 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

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Fellow Chapter 32 members and Friends:

Chapter election day is coming this month! After discussing the options with all our current officers, we've all accepted nominations and are on the official ballot. Look for the ballot elsewhere in this newsletter. After the election, we'll appoint a member at large to attend and participate in executive meetings. Please come to the meeting and vote, or mail in your ballot if you can't make it. Write-in votes will be accepted up to the election.

Last month, we had our first fly-out to the Zenair factory in Mexico Missouri. Weather didn't cooperate. It rained. Several people went ahead and flew out. One of them flew IFR to demonstrate the procedures to his passengers. It was a great learning experience for the passengers. Some of us took the ground route, and arrived about when the flyers left for home. It was interesting to see the planes and kits being produced at Zenair. They really have it together. I personally liked the CH-650. Perhaps when I retire, I may build one. Construction looks to be pretty quick with most components pop-riveted together. Performance is on the high end of the E-LSA regime.

We didn't have a movie of the month last month. Instead, everyone was invited to attend the swing dance put on by the St. Louis Aviation Museum at St. Louis Downtown airport. I don't think any EAA32 members went. I had a 40 year high school (Ritenour) reunion to go to, or would have been there. Also on that same weekend, EAA32 loaned our tents, tables, and chairs to EAA64 for their Ford Tri-motor tour stop. They did a first rate job with it. nearly all volunteers had a chance to ride on the plane. I was there, but passed up this opportunity due to other commitments. We'll be putting in a request for tour stop next year.

My plane has passed its annual. I had to replace the gascolator due to some corrosion found in it. The interior I purchased at Airventure has started to arrive in pieces. I'm still waiting on the seat sling, cushions, and baggage area. I have the headliner, door panels, footwell panels and carpet. After the lengthy inspection, I'm excited to be able to go flying again. Look for a little red Taylorcraft in the pattern at KSET and surrounding airports.

Young Eagles activity for EAA32 has run every second Saturday since April. We hosted our last Young Eagles event at KSET (Smartt Field on September 10). Thanks to everyone for a successful season. But wait, there's more! Chapter 64 is hosting a Young Eagles rally on October 8, and

President's Corner

by Dave Doherty

our chapter has been invited to help. They have 296 young people signed up for rides, and are desperate for ground crew and pilots. A plea for help has been sent through the Yahoo newsgroup and the Young Eagles Committee. Fuel will be at a great discount for the pilots, to the tune of \$1.95 per gallon.

Mark your calendars for October 29. St. Charles Flying Service will be hosting their annual Pumpkin drop contest. A target will be placed adjacent to the runway, and participants will drop pumpkins at it. Winner will receive a cash prize. I encourage all who can to come out to the facility and display their plane, or enjoy the activities. We'll have BBQ and the building will be open to visitors. Please come out and enjoy the event.

Also on Oct 29, our chapter will have the last 'Movie at the ARC' for the year. For a change, we'll be presenting the movie SPEED & ANGELS. This movie is similar to Top Gun. It features Navy pilots (not Hollywood actors) flying F-14 Tomcats. This is an exciting film, with full afterburner.

You won't want to miss it. to see trailers and information, go to website:

<http://www.speedandangels.com/>.

Please look for the advertisement elsewhere in the newsletter. As usual, there will be a pot-luck dinner prior to the movie, with Hamburgers, Hot Dogs, Brats, Soda and Beer provided. The movie will be held at the EAA Chapter 32 Aviation Resource Facility (ARC) at St. Charles County Airport (KSET). Pot Luck dinner will start at 6:00PM, and the movie starts at 7:00PM.



EAA Chapter 32 is proud to announce the date of the annual December Holiday party. It will be held at the All Occasion Banquet Center in St. Charles on December 3. Location is the same as last year. Guest speaker, menu, and other activities will be announced in the near future.

Thanks for participating in our chapter. Together with the other area chapters and aviation organizations, we are the Spirit of Aviation in St. Louis. United we stand. Let's make it all it can be.

Dave Doherty

Newly Completed CH-601B For Sale

Sadly I must report the death of Bob Pickens of the Troy chapter. He lost his battle to cancer and now his estate will offer for sale his Zenith 601XL-B.

- Modified wing
- Jabiru 3300 (120 hp) engine
- Unpainted
- 12 hours flown off the 40 hour test period
- Aileron/elevator electric trim
- Factory leather seats
- Panel-mounted Garmin 196

The price has been set at \$34,900.00 but is negotiable. I have a friend who is interested in the plane but would like a partner to divide purchases, expenses.

Contact Ernest Gibson (757) 561-8122

Ron Burnett



October Movie Night: Speed & Angels

Inspired by the passion of two young Navy officers, director Peyton Wilson captures Jay and Meagan as they pursue their childhood dream of becoming naval aviators flying the F-14 Tomcat. Shot in epic Hi Definition, the aerial footage and stunning cockpit photography provide a dramatic backdrop for the more universal story of what it's like to fight for your dreams. From dogfights in the Nevada desert, to night landings on aircraft carriers in the Atlantic what begins as a story of realizing a childhood dream turns into a story of fighting for one's life.

OCTOBER 29, 2011...DINNER AT 6:00 PM; MOVIE AT 7:00.



Learning As We Go

“Hello Roswell, New Mexico & Goodbye 571!”

by mr. bill

Well this day did not start off well. Friday is a busy travel day and the “first class” wedding party was seated in coach. The front closet of the MD-80 had their tuxedos and the wedding dress stowed, bound for their wedding in Austin, Texas. All was going well after getting both engines started at the gate with the anemic ground equipment. The aircraft’s auxiliary power unit (APU) was placarded INOP so we needed the extension cord from the jet bridge to get the plane started and a ground air cart. Preparing to leave the gate we looked left and there she was: a running late, last-minute flight attendant was standing on the jet bridge with a cute smile and a wave, hoping for cockpit kindness and a chance to still make the flight. Being the GREAT guys we are we shut down the left engine for safety so the aircraft door could be reopened. “Thank you, thank you, and thank you!” Alright, you are welcome. After closing the door we engaged the start valve switch to restart the left engine and we have no rotation of any engine part!

“Airflow” Check! “Circuit Breakers in!”

Check! We sheared the starter shaft on the left starter and now we have to sit there until the new part is flown in from the DFW Dallas/Fort Worth maintenance shop. Arrgghh!

The passengers were able to deplane and jump on Don’t Ever Land There Again airlines and they would get to their destinations. For the crew, our names are instantly tossed into the “where can we send the boys now” hat. Seven hours later after getting the wounded bird a new starter shaft we were heading to DFW. In cruise we request the arrival and connecting gates information for the passengers. Along with this printer message comes the flight crew’s next flight assignment. Lo and behold we were going to ROW. That is KROW, Roswell, New Mexico. Only two things go there! Space aliens and an aircraft heading into retirement.

We landed in DFW only 7 hours late and we apologized for the inconvenience. Then it was out of the jet, down onto the tarmac and into the waiting 2011 Ford Explorer AA aircraft maintenance vehicle for the ride over to the west side of the airport where the maintenance hangars are. Things are way different on the maintenance ramp. It is a slower, quieter pace. Oh, there she is: N571AA sitting on the corner of the ramp all alone like it had done something wrong. (No! Not aircraft 517. I just flew N571AA August 16 and she was a good aircraft.) Basically it had though. It was now too old to play with

the “new birds of the flock.” I asked another flight/maintenance man in his new 2011 Ford pick ‘em up truck if he had the numbers on the old girl. Ole 571 had 77,450.24 hours on the airframe, 34,900 cycles and landings! Wow! If we say that 571 averaged 400 miles an hour during its life 571 flew almost 31 million miles or 1290 times around our planet earth. That is one third of the way to our sun. Funny she did not look that worn out!



N571AA parked in Roswell, New Mexico Industrial Air Center after its final flight

We gently flew her to Roswell, New Mexico, a place neither of us had ever been before. We watched for the spaceships but none were seen. On the long final approach we did see the dairy cow farms and the hay farm fields that surround the area. A self-sustained work in progress for the community. After landing we found the “Follow Me” truck and parked 571 next to a row of retired AA Fokker jet aircraft. I wasn’t sure if they were the small motor Fokkers or the big motor Fokkers.

After parking and securing the jet we walked off the aft air stairs and hopped into the mechanic’s car for a little sight seeing tour. Wow! What history just lying around now like big bird houses. There was a line of 48 other AA MD-80s already mothballed in the middle of the airport. There were several old UPS and Atlas Airline Boeing 747 airframes without engines that looked like big gliders. Six B-747-400s were on the ramp with the Japan Airlines paint scheme that looked still ready for service. But then again times are tough and with those four big engines out there it must be costly to operate. The ramp parking fee is \$150 dollars a month though!

This little gem was off in the corner and was some performer's airplane that had the girl's name "Lisa Marie" on the side of it. After I Google the performer, I learned that there was an aircraft auction in 2008 for this FINE machine. They (whoever they are) figured the airplane, without engines, would sell for between \$700,000 to \$2 million dollars. As you can see, the machine is STILL in the corner of the airport!

The flight to DFW was relaxing. The flight to STL was full of recently called-back TWA flight attendants. They had been out of the flying business for almost ten years! The pendulum is swinging the other way now as I stated last month with many airlines having trouble running their flight schedules due to the many retirements and many mature pilots on sick leave.



Elvis Presley's Lockheed Jetstar II

What were the other two aircraft that Elvis Presley owned?.....Another Lockheed Jet star II, N 777EP and a Convair 880, N 880EP. Both are at Graceland.

Who originally owned Elvis's Convair 880?.....DELTA Airlines.

The sun was setting on this place and our stomachs were grumbling. So we were driven into town to see the alien streetlights and get to the local Denny's restaurant. Alien paintings were everywhere. Like most Friday nights the local high school football game was going on at the school right by our hotel.

The next morning we arrived at the airport for our departure only to find out that the AE crew was late getting in the night before and we would be leaving two hours later. So we walked around and talked with the (AARF) Airport Accident and Rescue Firefighters on the field. They told of the Gulfstream 650 test aircraft that was doing flight testing and caught a wing tip on takeoff and ground looped, breaking off the right main gear which busted open the right wing fuel tank. That did not end well for the two pilots and two engineers on board.



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Official EAA Chapter 32 Election Ballot

Nominees

Write-in Candidate

President **Dave Doherty**

Vice President **Bill Doherty**

Treasurer **Don Doherty**

Secretary **Dave Deweese**



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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