



EAA Chapter 32 News

Jim Bower, Editor



June, 2011

Young Eagles Are Our Future



We'll be looking for you at the June meeting (Saturday 6/18/11).

May Meeting Minutes

Dave Deweese

May's meeting began with the Pledge, VP Bill Doherty presiding while Dave is in Kansas with his son.

After approving the April Minutes Jeff Stephenson presented a Young Eagles scholarship to Paola Dacosta-Rosario, a girl from his social studies class. Jeff had mentioned the YE program to his students, so Paola came out and flew with Ron Burnett in his Luscombe. She had spoken about wanting to be a pilot and was interested in the Air Academy, so Jeff spoke with Dave Doherty about sending a scholarship her way. Paola accepted the scholarship in front of the membership. Her father, mother, and younger sister were present as well.

Note that we are working on an EAA32 scholarship to provide funds for a college-level aviation student. We're looking out for donations and ideas for raising funds.

Don gave the treasurer's report, including the checking and savings balances.

We recognized visitors next; George Roebach, a friend of Vince and former pilot, was in attendance.

May's Young Eagles event was canceled due to weather, the next will take place on June 11. Chapter 64 is also holding an event that day. Our pilot roster is dwindling, and we're looking for ways to reverse this trend.

Don Doherty has procured a light for our entryway. We need another, specialized light to illuminate the flagpole. The current one is malfunctioning.

The threat of flood continues, and we still don't have a formal plan. Our main concern is getting equipment out. Given adequate notice, we could go the Pods route, renting a container to store our equipment for the duration.

Dave McGougan and Art Zemon were not present, but they are working on the new badge solution.

New Business:

St. Charles Flying Service canceled an open house due to weather and are rescheduling for June 11.

Al Donaldson's family has arranged for a memorial ceremony at Oshkosh.

Neuman Richard's wife passed away in May.

Our bylaws are in need of an update, and we need a committee to tackle this. Several volunteers stepped up, though timing is an issue for all. If you are interested in taking part please contact a chapter officer.

Laura Million is updating our chapter website and gave the chapter officers an online preview of her changes. She is trying to simplify the layout and make it easier to find important information.

Don Doherty is organizing maintenance for the ARC. The gutters and the EAA 32 sign, in particular, need some new paint.

We're planning to attend the July 4 Heritage Festival in O'Fallon once again. Alternatives to the rented charcoal grill are being considered. For example, Sam's has a \$400 gas grill.

May's movie is "Battle of Britain". Pot luck begins at 6, the movie starts at 7.

EAA Chapter 1212 in Macon (northeast Missouri) has a fly-in on June 12.

Our neighbors, the CAF, are holding a car and aircraft show, "American Muscle", on June 25.

Jack Bowers of the regional radar aircraft control in Wellington Springs met with Bill Doherty to discuss a chapter tour of their facility.

Several members have lost loved ones recently. Announcing this is never easy, especially now.

Jim Bower's father Jack, passed away suddenly on June 4.

Dave Harster's mother also passed away suddenly on May 25.

Neuman Richard's wife Helga passed away on May 16.

May they all rest in peace.

ANNUAL FRASCA FLY-IN

*Frasca Field (Airport Locator: C16) Urbana, IL
June 10-12, 2011*



Dear Friends,

Rudy Frasca has once again offered to host a fly-in at Frasca Field on June 10th through the 12th. We invite you to participate in this special gathering of aviation friends.

Free camping will once again be available (*please bring your own tie downs*).

Early Arrivals: Friday, June 10

Dinner/Movies in the Hangar: Saturday, June 11

(Saturday) Special Guest Speaker: EAA President, Rod Hightower

Depart for Home: Sunday, June 12

Hotel reservations can be made at: Eastland Suites Hotel
1907 North Cunningham Avenue
Urbana IL 61802
Phone: (217) 367-8331
Toll Free: (800) 253-8331

Please RSVP to Tom Frasca by calling (217) 367-8441 (feel free to leave a message) or e-mail: tfrasca@frasca.com. **Please include the number of guests in your party.**

We look forward to seeing you at Frasca Field for this amazing aviation gathering.

See you there,

A handwritten signature in black ink, reading 'Paul H. Poberezny'. The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Paul H. Poberezny
Founder
Experimental Aircraft Association
Email: ppoberezny@eaa.org

This Month's Movie Event

In celebration of our CAF friends a few doors down and the work they've been doing with their B-25, EAA Chapter 32 is proud to present the movie:

30 Seconds Over Tokyo

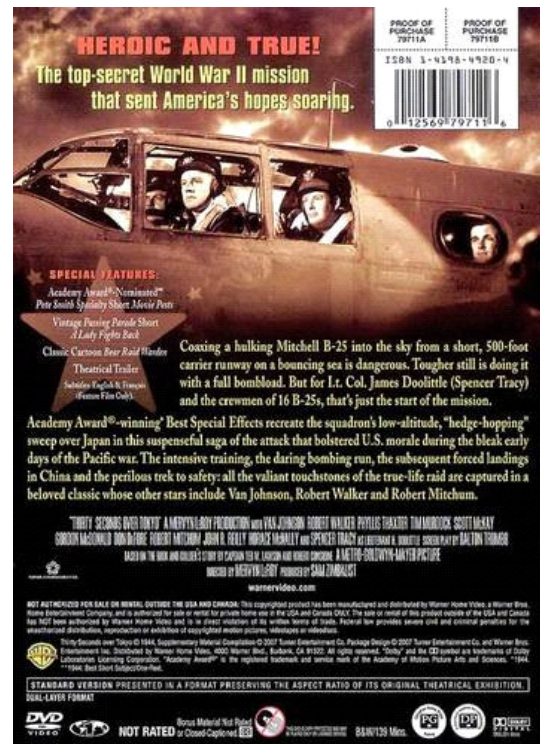
"Thirty Seconds Over Tokyo" is based on the book of the same name, authored by Captain Lawson. The book tells the story of the training, execution and aftermath of the "Doolittle Raid" through the perspective of Lawson (and to a lesser degree, his crew). Lawson never meant the book to be more than a personal retelling of what happened. The movie pretty faithfully follows the book, though some wartime schmaltz is tossed in as well.

The strike itself was in fact designed primarily to raise morale of the home front and US armed forces, who were taking a pounding in the first 6 months of the war in the Pacific. The success of the raid, made Doolittle - already famous as an air racer in the 30's - and the B-25 household words.

This is ironic in the B-25's case as it was accepted for production in the 1940-41 "50000 a year" aircraft expansion authorized by President Roosevelt. As a medium bomber it really had no doctrinal role in air power as conceived by the AAC at the time; it was accepted because it was reasonably quick, had excellent range and was easy to fly. No small advantage, when the average age of the pilots who would take this aircraft into combat was 22.... The aircraft proved one of the most versatile of the war, especially after conversion into an attack aircraft with the bombardier compartment replaced with a solid-nose of guns and cannon. Doolittle basically chose the aircraft for the simple reason they were available (the upper echelon refused to release the B-17/B-24 "strategic" bombers for what may be a suicide mission) and had the range. Only after he saw what the AAC was willing to cough up did the idea for carrier transport come about - contrary to myth.

There will be a social hour starting at 6:00. A pot-luck dinner during this time is the usual custom. Bring a dish, food or otherwise, and enjoy a little time with your friends. This month, we'll have pork steaks provided as the meat dish.

The movie will start around 7:00, or whenever it gets dark enough. We're at the middle of the year, and sunset is a little later. During the social hour or so, we'll also be showing some interesting videos and the next several episodes of Zombies of the Stratosphere. See Leonard Nemoy before he had pointy ears.



Safety Note #3 - Traffic Safety

Fred Immen

What did you think of the April 2 FAA Seminar on Smartt traffic safety? I thought it was excellent. The FSDO fellows said very clearly that “Smartt is an untowered, public use, uncontrolled (by the FAA) airport, sitting in uncontrolled (G) airspace”. The only control exercised is the individual pilot’s self control to safely utilize its facilities.

The FAR/AIM has only one Rule (91.126) pertaining to traffic pattern operations: “Make all turns to the left unless the airport displays approved indicators (segmented circles) requiring right turns”. Sectional charts usually show right turn traffic for a specific runway. (Right patterns are dictated by airport operators to placate local citizenry.)

The FAR/AIM does not dictate traffic pattern altitudes. However the AOPA Airport Directory recommends traffic pattern altitudes at certain airports. It usually recommends 800 ft AGL. The FAA briefer said he likes 800 ft to 1000 ft and higher if the situation called for it. (I like 1000 ft.)

Procedures for entering and leaving the traffic pattern are left entirely up to the individual pilot. Any thing goes as long as it turns out OK!! (I like the traditional 45 deg entry to the downwind leg and 45 deg departure from the cross wind leg)

A different FAA briefer whose job is to find culpability in aircraft accidents/incidents has been able to use ignorance of published suggested procedures to influence a judge’s decision to nail the defendant. So follow the suggestions if you can.

The FSDO fellows’ final suggestion was to stay on 122.7 and communicate with traffic, (UNICOM is worthless), keep your head on a swivel, and a rabbit’s foot in your pocket. Think of flying into Smartt as joining a square dance. ENJOY!

FredI

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

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636-346-4045

Learning As We Go

“DAD and ME!”

by mr. bill

My last article was about that special lady, MOM! But a guy who probably gets little respect is probably DAD! Football players do not say “Thanks Dad” on TV. I remember the Rodney Dangerfield joke of, “Yeah my Dad bought a new wallet and said the photographs that came inside the wallet WERE his kids!”

My Dad was an electrician for the electric utility company in Chicago. He was a work-a-holic. Dad worked 8 hours a day, five days a week. He worked overtime on the weekends, time and a half on Saturday. Double time on Sundays! Needless to say at the end of the year his total regular work hours were 2,040 hours. Dad would also have 1,000 hours of overtime accumulated from the unlimited weekend work available. When a heavy rain storm took out electricity in homes or businesses, Dad was there! He loved what he did and to him it was not work. This was his motto to his children, “Find what you like to do and it will not be work!”

Even his last day of work at a Friday luncheon Dad was given his gold watch, thanked for his years of service, and was told he could go home. Mom tells the story that as they were leaving his retirement luncheon Dad yelled that if they needed him tomorrow for overtime on Saturday, to give him a call!

Dad grew up on the south side of Chicago. In fact, my sisters and I went to the same grammar school that Dad did. I even had one of his “young” teachers. (Scary isn’t it!) After high school Dad went to technical drawing school to major in aeronautical drafting but fast women and building fast boats interrupted his studies. He later answered an ad for electricians in the paper and found his niche working with electricity for the public utility company. It was one of his supervisors that took me for my Young Eagle flight when I was fourteen years old. The corner funeral home director who had five daughters and no sons was able to mentor me in the ways of washing and waxing cars, boats, and his most prize possession, the 1976 Cessna C-172, which was tied down one mile away at the Chicago Midway Airport. At fifteen years of age I would “copilot” this Cessna from the Chicago Midway Airport to the Bloomington-Normal, Illinois airport (home of Illinois State University) to pick up his eldest daughter and bring her home for the weekend. On Sundays, the return trips were made with that Automatic Direction Finder (ADF) radio tuned to WGN 720 AM and listening to da’ Bears game. What a life! What a mentor! This isn’t work! Sign me up! Mentor was a Marine so we had to check out the military flying for his

“boy!” A quick visit to the Air Force Recruiter showed me that I needed 10 fingers to enlist in the Air Force. I ranked 90% in that category.

My Dad was in the Army but he never talked about it so I figured it wasn’t a good thing for him. He did mention that he had some flying experience but he never went into details.

My favorite music artist is Dan Fogelberg, who wrote a song about his Dad, *Leader of the Band*. It is a son thanking his dad for the musical talent learned and the chance to take that talent on the road after his freshman year in college at the GREAT University of Illinois, Urbana – Champaign.



April 1976 Flight to U of Illinois, Institute of Aviation

Mentor talked about college and flying. Dad and I flew down to Champaign, IL in a Cessna C-172 for the entrance exam. It was there that I learned that I could study to be an Airframe and Powerplant Mechanic too! Well, that was another exam to take. (Let’s see if this gear is spinning clockwise the gear next to it must spin counter clockwise.) We took the school bus from the airport into the campus and checked out the dorms. Being a pilot I found the cheapest place ever to live. The big shower in the house separated the girls from boys by a simple shower curtain. Dad did not approve of this (I was seventeen, what could happen?) and stated that he would pay for half my dorm fee if he could pick the place. Well, the Newman Hall all male dorm had an opening and would pack me a sack lunch for my day out at the airport. The airport school bus (yep, first time I ride a school bus is in college-and it was a long bus too!) stopped right on the corner of Newman Hall so life was great!

Dad did not understand why the formal training for the Airframe & Powerplant (A&P) mechanics stuff was necessary. "Why can't you just do it yourself? It is your airplane?"

Mentor Man helped me again when after finishing the A&P Certificate. Delta airlines came courting looking for people to help with the big Douglas DC-8 engine swap program. They had all the overtime you could want working in the shop, swapping the old Pratt engines for the big CFM motors. Of course Dad loved all the "overtime" part but Mentor asked when I would finish my flight training and my DEGREE! After explaining to mentor man my plan he shook me and said stay in school. I finally saw the light and stayed in school finishing the whole program.

I graduated college in January 1982 and stayed with Mom and Dad until Dad retired in June 1982. Mom and Dad left for their retirement place in Tucson, Arizona. I had \$2,500 worth of college debt to pay back and I was still working for the same company a mile from their house in Chicago. I rode my bike (cheap pilot) there daily for the 5 1/2 years I went to college. After college and with this country still in the energy crunch I returned to the company working second shift. I was able to flight instruct and fly gliders in the mornings and have a steady income still come in with my afternoon job. The company I worked for made oil pumps and the certified Hoof aircraft parking brake valves for the big three aircraft manufactures. These parking brakes were certified and signed off by me the A&P technician.

Mom passed in 1987 and in 1995 Dad came to stay with me for health reasons. His health was bad but we managed to take in Sun n Fun and Oshkosh in 1995 and 1996.



**Dad & Me at Sun n' Fun
Lakeland, FL 1995**

I just wanted to say thanks again to my Dad, my college roommate's dad, (Obie 1 - More on his force later), my Mentor and to all the people, who along the way, imparted knowledge and wisdom, and got me to where I am today! It was truly been "learning as we go" thru life. Now 35 years later working at American Airlines, courtesy of an airline merger, having my retirement place hangar on a GREAT hard surface and grass landing strip, with a bunch of cool retired guys and girls, it is truly living the dream!

President's Corner

by Dave Doherty



Fellow Chapter 32 members and Friends;

Do you remember when we had all that snow and ice last winter? Not any more! We're almost half-way through the year. Now the problem is oppressive heat. Density altitudes at our airport are climbing ever higher. If you fly, be aware of aircraft performance on hot humid days. It takes a lot longer to get off the ground. Check your plane's manual and stay safe.

International Young Eagles day is June 11 (Saturday) this year. It will be held at St. Charles County Airport (SET) starting at 9:00 AM until we're done flying. There is a mandatory pilot briefing before flying begins. Once again, Mike Saettel has volunteered to bring flight simulators for the Young (and older) Eagles to use. Mr. Bill (Jagust) will conduct a Boy Scout Aviation Merit Badge clinic. 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. This is and always has been a fun event. It's very gratifying to see the smiles as young people get their first taste of flying. I was tickled to read an e-mail sent by the father of one of the scouts who attended our Young Eagles rally last month. In it, he wrote about how his boy enjoyed his flight, and was talking non-stop about aviation and flying. His father also asked if there are events in the area to keep his interest in aviation. My reply to him was to bring him out to our next event and we'd be happy to give him another flight. I also told him about the on-line ground school he could activate, and with a little coaching (he's 10 years old), he can learn enough about being a pilot. RC planes fly regularly at Buder Park in St. Louis County. I told him about that, and that he could get a beginner RC plane for a reasonable amount of money suitable for someone in his age group. A suggestion was also made to see the museum at Creve Coeur airport (1HO). They have a really nice collection of aircraft. Our chapter needs to think a little about what's next after Young Eagles. We need to keep the interest alive. Any suggestions for follow on activities?

Our Scholarship program fund is growing slowly. We're still looking for donations in addition to the monthly 50/50 drawing. Any donations are tax deductible. EAA32 will provide at least one \$500 college scholarship this year.

The first batch of new nametags should be completed this month. Art Zemon is busy cranking them out. There will be a form for new nametags at the meeting and in the next newsletter for chapter members who can't make it to the meeting on June 18.

Fund raising. We've signed up again for the O'Fallon Heritage Fest over the Independence Day weekend this year. This year, we'll have a food booth and will be serving hot dogs, burgers, and bratwurst sandwiches. We'll also have soft drinks and water for sale. This is our big fundraiser for the year, folks. We need as many volunteers as we can get. Public exposure, helps our chapter bring in new members, and being at a public event like this gives us that opportunity. This year, we will have brochures telling about our chapter. They will be available after the event to place at various locations such as other airports and hobby shops, etc.

Airventure is rapidly approaching. We'll briefly discuss whether rides are available, and how we might match people up with one another to be able to make it up there. The traditional chapter picture date will be set. This year, the emphasis will be on Naval Aviation. It's the centennial for Naval Aviation. A number of naval aircraft have committed to being there. It should be a good show. And if you missed the night time airshow last year, you should plan on seeing it this year. It was a big hit.

On a more personal note, I'm slowly getting myself back into flying after a 30 year hiatus (way too long). I've purchased a 1946 Taylorcraft BC12D. As of this writing, it's sitting at an airport in L.A., waiting for the weather to clear. There have been high winds in the mountains and flight over them has been too risky. It should be here some time later this month. I'm going to use my Private Pilot license and plane utilizing the LSA provision in the FARs. I plan on writing several articles from the student point of view chronicling my progress.

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

A Tribute to my Father

Bill's remembrance of his father is especially poignant to me because I suddenly lost my dad Jack on Saturday, June 4th. Many of you got to meet him because I was able to take him to some of the Chapter 32 events. He was on hand last year to help us move my RV from the garage to the ARC, but things soon went bad. A few days after the move, he fell and broke his hip. This led to several months of hospitalization and rehab, after which it was obvious that he was no longer able to take care of himself. So he came to live with us last September. With the help of a fantastic caregiver, he became a happy member of our household. I have to pause here and say what a great thing my wife Donna did by being the first to suggest he live with us if he couldn't do for himself.

Both my parents gave me a wonderful life. My brother and I never missed out on necessities, and we normally enjoyed plenty of things kids want ... like Christmas and birthday presents. We always had a roof over our heads, clothes, and food on the table. We also always knew they loved us and would hurt us bad if we got into trouble. Both my folks supported the family; my dad had a variety of jobs, and when he couldn't find steady work he cut lawns and did odd jobs for people. He was fortunate to spend the last 20 years of his working life in a local city water department. Much of that time was spent in hard labor, but eventually he ran the water meter repair shop. He retired a little early (at 62), and a few years later they moved from California to Arkansas. The lower cost of living there allowed them to have a comfortable retirement for 20+ years. They were able to buy a nice home and several new cars over the years ... something they couldn't have done in California.



My mom's death in 2009 took a lot out of him. Despite that, his disabilities, and the need to give up his independent life, he was never bitter or cranky. He was always happy to be with us and relished those times when he could be a part of our activities. He liked sitting in the ARC while I worked on the RV, and he was proud that he could do a few things for me.

He had a lot of health issues, including a severe lack of mobility due to his hip replacement. His world was reduced to his bedroom, the dining room, and the living room, but his only real concern was that he felt like he was being a burden to us. I told him it was a privilege to be able to give something back and make his life as enjoyable as possible. There was no way I could put him in a nursing home ... that would have ruined the quality of his life and probably killed him quicker.

I got to know my dad a little better during his short stay with us, and am honored to know that he had such a great attitude, and that he was such a nice person. Looking back, I never knew him to hold a grudge or have many negatives to say about anybody except for one area. One of the things that always bugged me when I was growing up was his ability to judge the character (or lack thereof) of various friends I hooked up with. His most common condemnation of somebody was "He's kind of a finky guy." I found this to be invariably a correct assessment. Thank God my dad didn't think I was a finky guy (and he liked my Chapter 32 family too)! I only hope I can live up to his example.

He appreciated us for having him in our house, and I am going to miss him every day for the rest of my life. I'm glad some of you got to meet him.

Jim Bower



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:

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