



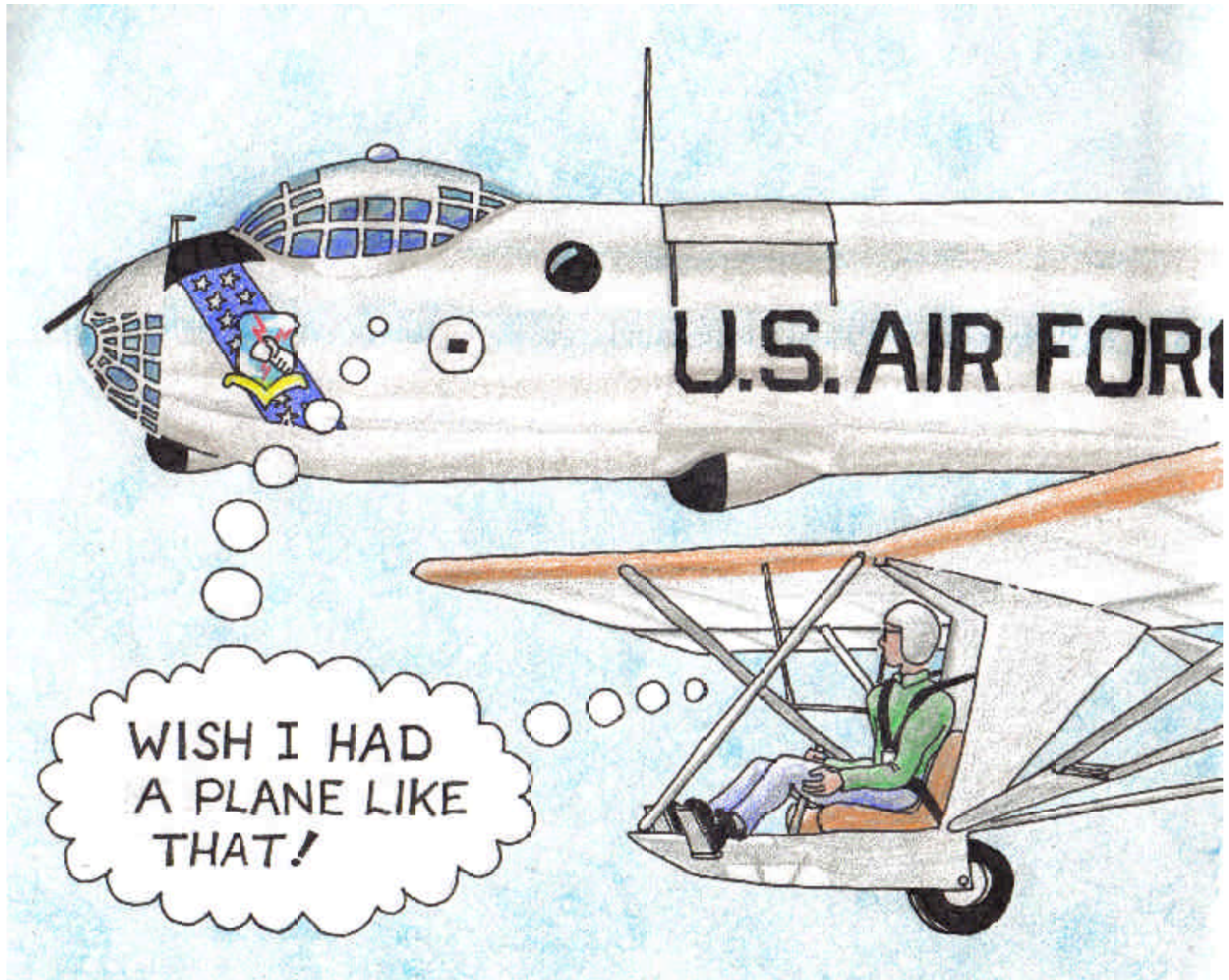
EAA CHAPTER 32 NEWS



Jim Bower, Editor

August, 2006

We hope to see all of you on Sunday, August 27 at 1:00 (potluck bbq) and/or 2:00 (meeting).



The grass is always greener....

V.P. Dave Deweese is a man of many talents. Not only can he get inside the heads of pilots everywhere, but he is a great artist and an accomplished author. See his article elsewhere in this issue!

EAA Chapter 32 Meeting Minutes

May 28, 2006

The monthly meeting of EAA Chapter 32 took place on Sunday, June 25, 2006, beginning at 2:00 pm with the Pledge of Allegiance.

Jim Bower thanked Dave McGoogan and Leo Lang for jointly volunteering to take on the job as grill chef.

Visitors and guests were recognized.

George Stephenson asked for help for a Young Eagles rally at Greenfield in July. If you can fly or work ground crew, call George for details.

B-17 ride raffle: Dave Deweese's daughter drew the winning ticket. Mr. Dave Turnbaugh is the lucky winner. He will be notified.

Ron Burnett said we had a down month for food coupons, probably due to absences for vacations, etc. Ron is suggesting a mail order setup so folks don't have to go to the meetings in order to get food coupons. As a reminder, you can buy coupons for all major grocery stores and redeem them at face value. The chapter gets 4% of all sales, so this is a good fund raiser for us.

We thanked George Stephenson for donating the gas welding rig to the chapter.

The meeting was adjourned...no program was planned.

Tailwheel Training

Former chapter member Kevin Wilkins is a CFI who lives on a private airstrip near Montgomery City MO. He has a restored champ he gives instruction in. Anyone interested can call him at (636) 366-9885.

Baby Great Lakes Project for Sale

90% completed; on gear. Needs fabric and engine. Wings are hangar-damaged (needs new ribs). New wing kit with prefabricated ribs included. Asking \$2,500.00 636-723-2692 **Maynard Morris**

Spray System for Sale

Turbine HVLP paint system. Includes four tips/needles. \$250.00 OBO.

314 869-8971 or 314 750-1613 **Jim Bower**

More Good Stuff for Sale

Lancair 320 (Reduced Price)



All good things must come to an end. A truism that applies to every aircraft ownership. It is with great reluctance that I am offering my Lancair 320 for sale in the hopes that I can find a good home for her. Health considerations and the impracticality of owning an aircraft that is not flown a lot has forced me to make this decision.

Particulars are:

Lancair 320, 1994, 474 TTAF, 474 TTSN, GPS, autopilot, MT constant speed prop, automatic fuel transfer, voice gear warning, always hangared, \$69K

636-946-2282. bobjude@charter.net

Bob Jude

Bushby Mustang II

190 hrs. since new in 2000; powered by Chevy 4.3L V6. 200+ HP with Belted Air Power PSRU. Dual ignition except for plugs. Warp Drive ground adjustable prop, Cruise 170 mph @ 6.7 gph on auto fuel. Icom flip-flop, alt encoding xponder, long range fuel tanks, completely soundproofed and upholstered interior \$52,500

636-724-4735 Gale Derosier



Veri Eze Project



The engine is a Continental c-90, with new bearings, rings, reworked 0-200 cylinders, gaskets, starter, and generator. It needs magnetos and final assembly by either the buyer or a certified tech. The plane has a Long Eze landing gear, airbrakes, electric aileron trim, manual elevator trim, and engine cowling. All controls are installed. If you have any further questions please contact me at 618-488-7471 (Sorento, IL).

Lou Cotton (father of Laurie from Kilroy's)

August, 2006

Learning As We Go "Scary Landings"

mr.bill

In June's article we reviewed the various types of landings. The most dreaded ones are when "YOUR MOTHER-IN-LAW" is waiting for you! Let me "explane."

While flying those canceled checks at night into major cities in the Learjet, before landing, we would call down to our ramp people and tell the unloading crew if there were any specials. The ramp people would give us the upload weight of the checks in the big plastic bags. On special occasions they would announce that "your mother-in-law is here." That was code to us pilots that the Friendly Aviation Administrative representative was there to meet and greet us. Great! We are flying into the city and trying to turn the airplane-unload and reload big bags of checks- in less than ten minutes and now the FAA wants to "check" and see how we are doing. This cannot be good!

Let me review the average night. Eight hours of night flying, into eight cities, which correlates into eight landings and eight off-loading and uploading events. Toss in some new copilot training, weather, and a couple of cans of Mountain Dew, and the night is complete.

The FAA was there to check our "license and registration," the airplane, and then hopefully they would be gone. This night turned out great for us because an old Douglas DC-8 that was on the other side of the airport ramp just happened to be leaking fuel from its wing. It dripped on the FAA mans head so those FAA boys (and girls) were all over that aircraft like white on rice. Another "mother-in-law" encounter was in Cleveland (rocks) still flying important bank data this night in a Cessna 310. Stopping further down the ramp than usual because of the mother-in-law broadcast, I dropped the bags of canceled checks in a drop off spot further up the ramp. I heard some people yelling at me to come and talk with "my mother-in-law" but ahhh shucks! Look at the time-I gotta go! Bye-bye!

The best time was in Columbus, Ohio where I was based while flying that Cessna 310. I landed one morning and there they were. No place to run to and no place to hide for me. I dropped off the canceled checks in the couriers' car and out came the Badges-Form 110A. It was Inspector Clueso and Inspector Clueless. They were there to help as usual. First, is the license and registration routine. Next was the walk around the airplane and take notes for the "what is not right ritual."

Inspector Clueso found that the label around the wing tip fuel tank cap (a clear label with black lettering telling how many gallons of 100 Low Lead gasoline was inside) was not totally clear to him "so that needs attention by an Airframe and Powerplant Mechanic." With the outside of the airplane checked, the Inspectors moved to the inside of the airplane. Looking at the aircraft flight manual and staring at the instrument panels airspeed indicator like the two RCA dogs, they were checking for the correct colored labels on the airspeed dial!!! I thought these guys must be....really thorough! Well, I quickly pulled out my thick permanent marker and touched up the labels at the tip tank. Being a little tired and knowing Inspectors Clueso and Clueless were not going to find anything wrong with that original airspeed indicator that said Cessna on it, I figured I would say good night....a good morning.....a good day and drive home for some needed sleep. Inspector Clueso was mad that I made the airworthy repair to the tip tank labels and signed them off as airworthy. I am a mechanic so I did it!

Again, being confident and not cocky is the way to handle these situations.

Well, what luck I have. After penning this article on a Columbus, Ohio overnight and arriving at the departure gate in Columbus, Ohio the next day, whose there but "my mother-in-law!" FAA man, Mr. Bill Law, showed up to inspect the pilots and airplane going to Chicago O'Hare. He was a great guy and passed along some new information. Pilot photographs will be placed on the new green credit card like pilot certificates. On the back side of the card will be a magnetic strip with a digital fingerprint and other pilot information. The ratings information will be place on the bottom of the card in bigger font so we can finally see what airplanes and ratings we have. This is going to be accomplished in the near future at FAA approved written test facilities. The photo will need to be updated every five years though the certificate will not expire. I asked Mr. Bill Law for his "license and registration" and his certificate looked great and I told him that. (Brown nosing still works!) He actually looked like our very own Vince Morris.

After the flight was over and the checklists were finished I affirmed the first officer for doing a great job. Then I always ask the FAA man if he has any comments. If he says no then you can figure that all is well. Keep his name handy for reference later incase a registered letter should be sent to you. (You have ten days to respond to that letter so do not rush to respond. Do not hang yourself either by saying you did something wrong.) You want to hear him say "it was a good flight and good by." Some FAA guys are SO

critical that one time the first officer said to the captain, "Nice landing!" The FAA man responded with "that was extra talk that should not have been said until after the parking checklist was finished." Some people are picky, picky, picky!

HOW MANY ACRES ARE USED FOR THE OSHKOSH
AIRVENTURE CONVENTION ????? 1,600

From the President's Desk

This has been a busy year right from the first days of January.

I am happy to say that we are on the downhill activity slope of this busy year, with Young Eagles and the St.Louis County Fair and Air show remaining.

The B-17 was a success.

Even though our B-17 tour stop was preceded by a competing B-17 which resulted in very little press coverage and cost us many paying customers, 45 people flew. Hundreds of spectators and ground tours took place.

I hope all who participated had a chance to meet some of the dozens of veterans who came out to see the aircraft. This event was not only about the bomber but also a monument to them.

A huge thank you to Dave McGougan and all who withstood the triple digit baking sun and made this event possible.

On another subject: we have a turbine engine that was stored in our hangar, I fixed it a bit, replaced some rivets on the casing... and we'll have it on display at our upcoming meeting. One of the speakers who volunteered to explain the turbine to us is Gale.

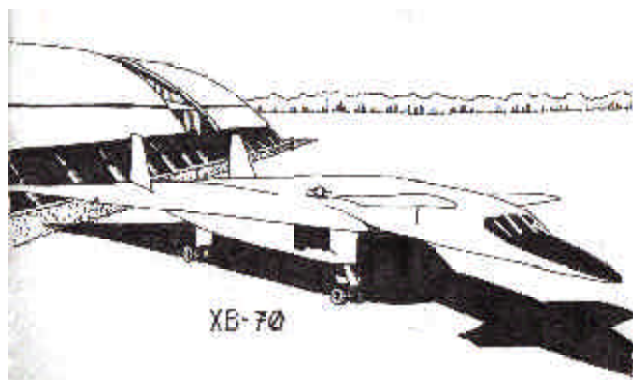
Hope to see you at the meeting

Karsten

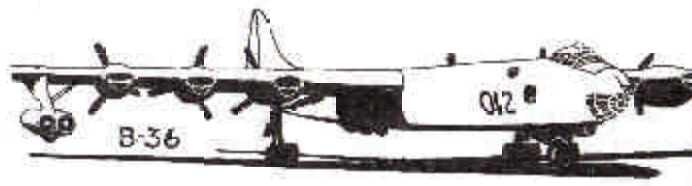
Polar Opposites: Goats And Peacemakers

by Dave Deweese

Thanks to all for your kind words regarding my last stab at an article and your encouragement regarding another. The inspiration for my next rant comes from way back in the fall of nineteen and seventy-five. Dad had planned a trip that I was eagerly anticipating. Destination: Wright Patterson Air Force Base in Dayton, Ohio and the museum thereon. It reputedly displayed a real XB-70 Valkyrie, a crown jewel of aviation technology in my nine year-old opinion, ever since I had received a book entitled "All Kinds Of Airplanes" that depicted it in all its delta-variable-geometry-canard-wing-equipped glory. It was hard to believe that adults would imagine and build anything so cool but there it was in undeniable print, and I was going to see it.



At last we arrived at Shangri-La, er, Wright Patterson. At that time the XB-70 sat outside and I walked, slack-jawed and drooling, beneath that great white bird and looked up to the spot where six massive J93's would have lived. Heading into the building seemed an anticlimax, after all, what could top this? If memory serves, the museum of thirty years ago was arranged as two connected hangars, one containing WWI and inter-war machines, and the other housing WWII and Korean War, with missiles and an assortment of Cold War fighters outside. We walked through the WWI hangar first but I strolled briskly as my preference was for the planes of the early forties. When I got to the second collection a near-religious experience awaited: towering over all was the XB-70 topper, old "six turning and four burning" herself, the mighty Convair B-36J Peacemaker. Having never seen such a thing depicted in my airplane books it came as an utter surprise, and the thrill of discovery was only tempered by a regret that climbing into the cockpit was not allowed.



Mom bought me a set of ViewMaster disks from the gift shop and in the weeks and months that followed I began developing my nearsightedness staring at the image of the proud Peacemaker as she sat outside the hangar in the evening sun, before being pushed to her place of honor. Imaginary Dave sat in the cockpit and looked backwards along the lengthy fuselage to the towering tail far behind, framed by ten contrails. Then I temporarily turned command over to the copilot and descended the narrow staircase to where the bombardier sat in the huge glazed nose and looked down at the panorama of the desert Southwest far below. That Convair bomber is one of the sparks that has kept the fire of aviation alive in my head through many a cold year.

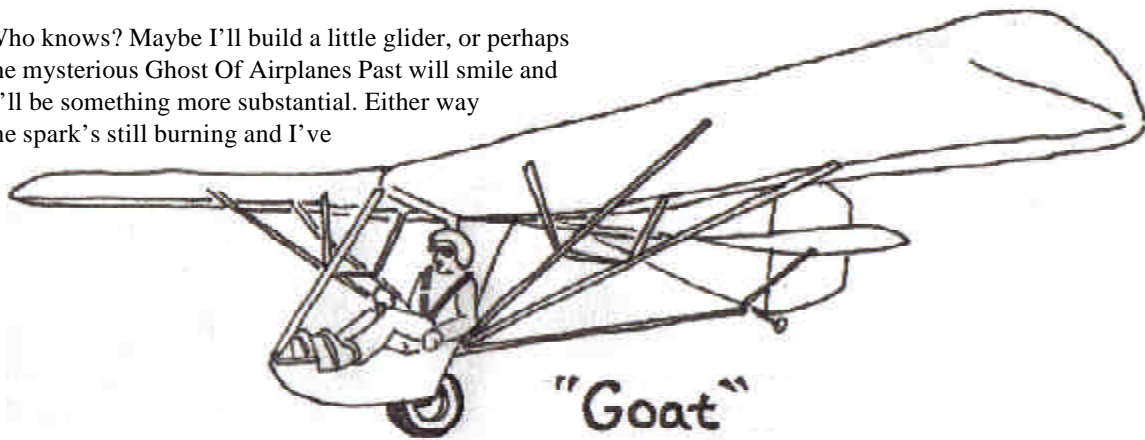
During the B-17 visit someone estimated that it cost around \$3000 an hour to operate the Fortress. It makes one wonder what an hour of B-36 would set one back. Returning such a bird to flying status is a game for Bill Gateses, not Dave Deweeses. Regretfully I relinquish any hope of flying in a Peacemaker. (Though I may yet find a way to weasel my way into the cockpit.)

A few months back a bit of web-browsing led me to a site worth checking out: <http://home.att.net/~m-sandlin/goat.htm>. Evidently a hang-glider/airplane designer had decided that being his own landing gear had become too strenuous and designed some 3-axis ultralight gliders with a single wheel, allowing for launch from hang-glider sites. He is not selling plans, but a fairly complete set of AutoCad drawings is available (free) for download. Your humble narrator printed out two of the designs and put them in binders for further consideration.

The human imagination is an odd phenomenon. The pleasure I get pondering these little gliders is about equal to that of my preadolescent flights of fantasy in the B-36. Maybe some people are fascinated by opposite ends of a continuum, such that the smallest, simplest, and cheapest to own and operate is as interesting as the biggest, most complex, and most expensive.

Who knows? Maybe I'll build a little glider, or perhaps the mysterious Ghost Of Airplanes Past will smile and it'll be something more substantial. Either way the spark's still burning and I've

persisted in searching for my bird, in part because, years ago, a group of people decided to preserve an aging bomber. I can thank Dad for taking me to Dayton but can't do the same for the museum curators, although I have found a way to do my part in keeping the spirit alive via the Young Eagles program.

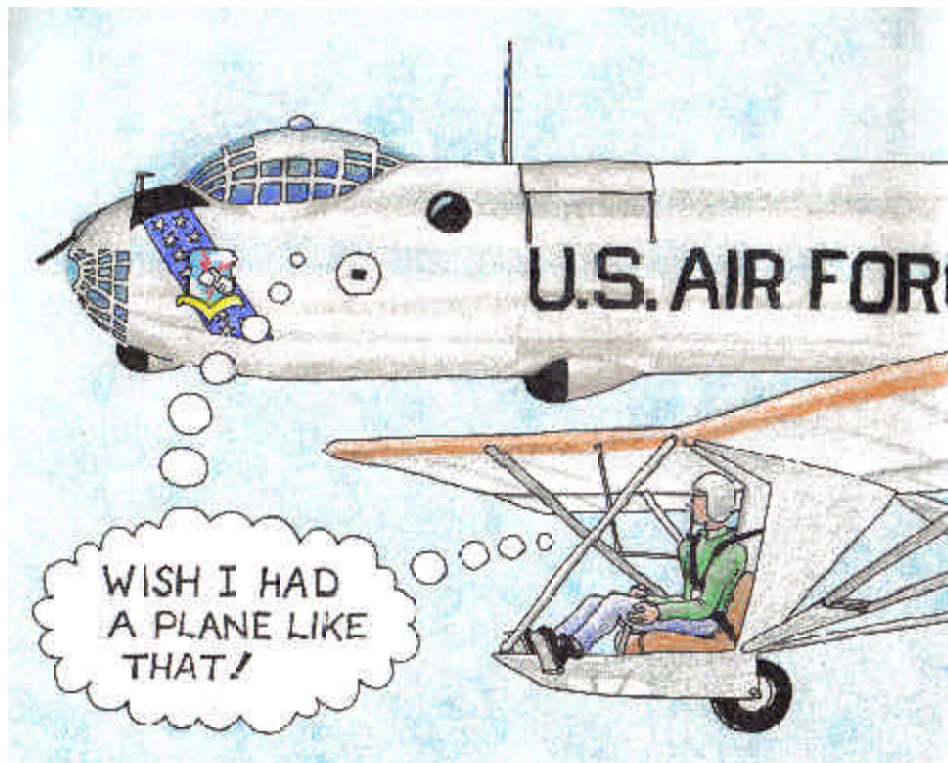


I'll betcha every event results in at least one kid (and probably more) who was no more aware of our hobby than I was of the B-36. Just like me, that boy or girl is going home hooked. Then, when the going gets tough or just plain boring, there's going to be a "someday I'll..." to provide some motivation. Thank-You, Kudos,

Good Job ("and a hearty, 'Hi-Ho Silver!'") to all our volunteers and pilots, and of course to anyone associated with the Air Force museum who might happen to read this.

Until the next meeting, Happy (con)Trails...

Dave



INFORMATION HOTLINE
314-286-9932
 CALL THIS NUMBER FOR INFORMATION ABOUT
 UPCOMING EVENTS

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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