
EAA Chapter 32 News

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

September, 2020



**Who are these masked men?
See this month's "Learning as We Go"**

Newsletter Contributions and Deadlines

Anyone wishing to submit articles, advertisements, rants, etc. to the newsletter should send them to your friendly editor on or before the Saturday before the scheduled meeting. Send contributions to newsletter@eaa32.org.



Greetings and welcome to September! The oppressive heat and humidity of summer

are lifting and for a while the weather will be beautiful to go flying. The home stretch of 2020 will soon be here and hopefully we'll all move beyond this stupid pandemic. I'm looking forward to 2021 and making good things happen!

No doubt you've noticed I've been using the terms "engage" or "re-engage" this year. We all pay dues to EAA and to the chapter. In return for our investment we as humans expect to receive some value or we tend to move on. Clearly, we don't want that. We want to build that value for each other to share knowledge and experiences, retain membership, and entice new members to join us.

Last month in the newsletter and during our meeting I spoke about having some workshops in various subject categories to engage our membership in small group activities. We have such an amazing wealth of knowledge and talent in this chapter. Many of you don't know how awestruck I am of you but I truly am. Let's get some activities going to share that knowledge and have some FUN too! Now I know this won't be easy to get started as we'll be figuring out what we want to do and how to go about doing it on a continuing basis but think about our Young Eagles program. This started out years ago pretty ad hoc and is now highly organized and successful!

Young Eagles can't stand alone however, and I believe we'll better support it, engage members of our Explorer Post, and our members with ongoing workshop programs. I think this will help build all three groups. Yes, I added the words ongoing and programs. Allow me to daydream and brainstorm for a moment to hopefully get us thinking and discussing the possibilities.

President's Corner

by Bill Doherty

There are so many subject categories to choose from. We can already identify what I'll call the basic 6. Welding, Wood Construction, Tube and Fabric, Composites, Metal Working, and Electrical Systems. Let me add a couple more. How about Unmanned Aerial Vehicles and Computer Aided Design? UAVs and associated technologies are part of the wave of the future and EAA has partnered with Solid Works for those who want to learn how to design. We have people in the chapter now who are knowledgeable in each of these categories both of which may especially appeal to younger generations.

We could possibly have ongoing groups designing something in Solid Works that could be built by one or more of the other workshop groups. That something might not necessarily be an airplane but something that uses skills and building techniques applicable to aviation. Maybe it could be something useable around the ARC. The key is to work on things in order to share knowledge and skills with each other and younger generations.

Having those skills and experience could lead to bigger projects for the chapter in the future, perhaps an airplane construction or restoration. When I was a kid Chapter 32 restored a Monocoupe once owned by Charles Lindbergh. I helped with that project and learned a lot. Every time I walked past it in the terminal at Lambert, I remembered working on it with pride and the friendships that grew from it.

But...

We need some leaders to get started. If we can start with one or two categories and can learn as a chapter how to do this, it's a start. Airplanes don't fly standing still. They have to move, slowly at first. So, let's focus and get to planning!

It's time for officer nominations so don't be surprised or alarmed if you're contacted by a member of our nominating committee. It's their task to reach out to the membership and ask if anyone is interested in one of our leadership positions. This year as in all even numbered years the offices up for election/re-election are the Chapter President and Chapter Secretary. I've been honored to be the Interim President of the chapter, albeit during a really weird time in history. I'll offer my name for election to President of the chapter. If you're interested in either of these offices, please let the nominating committee know prior to the October chapter meeting when the list of candidates will be announced. Open nominations will be taken at that time as well. Officer elections will be at the November meeting.

The holidays will be upon us soon enough, so we need to discuss what to do about our usual Holiday Banquet given the pandemic.

We also need to have a meeting of our Board of directors. Tentatively, I'd like to shoot for Saturday, October 3. Place and exact time to be determined.

As always, check out the EAA.org website for upcoming webinars and other programs. Here's a link where you can find this month's Chapter Video with Charlie Becker discussing the Lincoln Electric TIG Welder contest, a couple cool new exhibits in the museum, and the new Young Eagles Workshop.

<https://eaa.org/videos/chapters>

That's all I have this time. I'll see you at the ARC or maybe around the pattern!

Until then stay vigilant and fly safe!

C.A.V.U!!!
Bill Doherty,
Interim President
EAA Spirit of St. Louis Chapter 32

Have Young Eagles Will Travel!

Captain Burnett Strikes Again



One church intern and two young eagles!

August Meeting Minutes

Dave Deweese

August's meeting began with the Pledge, Bill Doherty presiding.

Bill reviewed what he's seen of Oshkosh online, including Dave's major achievement award.

Our chapter photo from last month went well, Bill posted it to EAA's Facebook page where it got a lot of hits.

Approved last month's minutes as posted in the newsletter.

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

Visitor included, Erin Cochran, who has a Velocity project.

John Bernard bought a Kolb a couple of weeks ago, it's hangared here and needs a little work including pulling rivets.

Kyle is now a new official pilot, his check ride was yesterday. All the maneuvers: power on and power off stalls, slow flight, two emergency landings - one at a grass strip, a simulated engine fire. Chris detailed various technicalities, including COVID-related extensions, in completing the process. "One down, one to go." He's like to see the chapter do another scholarship in 2021. Dave reports that Kyle's mom made it to the airport after he left. Louie gave us a status report: he has one cross country, a night flight, instrument practice, then practice for his check ride.

The Young Eagles program has been on hold so far, Bill passed on an announcement from HQ: Young Eagles Workshops. More information is available on the chapter video online. Rick is aware and feels it might fit with some of our chapter workshops, there's a webinar in September. Bill says this lull is a good opportunity to review chapter focus: YE is great but can't be our only activity. Rick asked if anyone besides Ron had flown anyone this year, noting that he has registration forms and other supplies. Ron mentioned Randy Schroeder as having flown some.

Explorer post is also still on hold. One of our scouts (Alexis) emailed and is looking into aviation career opportunities, Bill suggests she could attend our meetings. Interest is still there.

Thom Sparr asked if St. Charles Flying Service has had anyone hit by Covid, Libby heard of one but doesn't know if it was related to instruction. Don warned that alcohol-based disinfectants can degrade instrument faces, keep this in mind when cleaning your plane.

Bill wants to organize a meeting of the membership committee.

Ron has Dierbers's food cards, see him after the meeting. Bill put in a plug for [smile.amazon.com](https://www.smile.amazon.com).

There's still some work to do on the west wall of the ARC. Dave disposed of a bunch of extra magazines. Dave also reports we have a bunch of new tools donated by a chapter member, they need to be reviewed and inventoried. (Roger) In a nursing home and is recovering from an incident, wanted the chapter to have the tools. Thom notes that the 3 large red tool bins are from Roger and was talking about a gadget he's used for aluminum tubing on his Stinson. Thom also notes that we're now technically a "Regional Airport".

Bill is working on the battery pack that maintains memory on the door lock.

This is an election year for President and Secretary, by-laws dictate a nominating committee to canvas the chapter to see if there's interest in these offices. We passed around a sign-up sheet for this group. They'll report findings in September.

Upcoming activities: check out webinars on the EAA site. Bill would like to see some workshops here at the chapter, Bob's planning a presentation on aircraft electrical systems. He just got done with the RV-10 update including EFIS, battery backup, etc. We got about a dozen hands raised for interest among attendees, likely there will be more when we spread the word. He warns that it's not entirely hands-on: there's a lot of fundamentals to cover. Don reports we have an education fund for some expenses for supplies. Since the weather's getting milder it can take place at the ARC, maybe after the meeting.

By next month it'll be time to plan for the holiday meeting, if that's going to go forward.



Jeff asked about Pumpkin-Drop plans. Bill will inquire at St. Charles Flying Service.

RV-14 builder: any thoughts on builders' logs. Chris is using the EAA version. Ron has used a pay version, about \$50, suggests backing up your computer often.

Bill mentions a raffle by Lincoln Electric for a TIG welder. Charlie Becker says each chapter can make up to 4 entries.

Dave Doherty reports that the airport has awarded contracts for airport flood repair, work's supposed to start at the end of the month.

Ballot Notary Service

From Art Zemon

I pledge allegiance to the flag of the United State of America, and to the republic for which it stands....

This upcoming November election is critical to the future of our United States. Actually, *every* election is critical. The difference this year is that Covid-19 is making it difficult for many people to vote. Missouri allows for both *absentee* voting and *mail-in* voting. Unfortunately, most absentee and most mail-in ballots require notarization. For many folks, finding and getting to a notary public is a real chore.

I have become a Missouri Notary Public so that I can notarize ballots for the upcoming election.

If you, or anyone you know, needs their Missouri ballot envelope notarized, I will do it for free.

I live in St. Peters. Call or text me to make an appointment 314-503-3229 or email me at art@zemon.name

Vote.

It's your right.

It's your privilege.

DEADLINES

October 21 is the last date to request an absentee ballot.

The correct deadline for returning absentee ballots is November 3. They must be received by the election authority by 7:00pm that day.

The Missouri secretary of state has published this article:

<https://www.sos.mo.gov/CMSImages/ElectionGoVoteMissouri//2020VotingOptions.pdf>

Learning as we Go

“Little Planes, Big Planes, and Other Things”

LITTLE AIRPLANE STUFF

Hopefully you are all staying safe and Covid-19 free. You can see by the cover photo that these two pilots are either stealing the airplane or exercising safe flying.

A quick BFR (Biennial) Flight Review for this young man in the photo in a Van’s RV-12 before he runs over to Creve Coeur Airport to test fly the newly glassed cockpit of the RV-10 that he co-owns. I hope we can hear about the new and improved machine in an upcoming newsletter.

As I briefed all pilots who can and do fly TWO OR MORE AIRMACHINES, you now must be very cognitive of WHICH type airplane you are in! Jumping from a Piper Tri-Pacer (fixed gear and fixed propeller) into a Piper Apache on floats the pilot must remember ALL the differences for the whole flight. The Piper Apache on floats has higher flare picture and may require glassy water landing skills. The Apache has constant speed propellers, two engines, and a retractable landing gear system when going from land to water, and back to land. It can get very complicated and costly if something is done wrong!

In other news from the past it seems that the family of Kobe Bryant is suing the Southern California Air Traffic Controllers for the crash of the helicopter. Because “the helicopter was still in radar contact the controller should have told the helicopter what was going on.” They did but.....

https://www.youtube.com/watch?v=M_Dpm144KXo

From this recreation of the flight video presentation it is sad to say that something to the left side of the helicopter (remember that the pilot sits on the right of the helicopter and the passengers sit to the left and behind the pilot) must have distracted the pilot because the helicopter is turning left because it is banked left about 15 degrees. Also he was so close, just about 100 feet from the top of the clouds before the pilot lost total control of the helicopter. There are times when you must BLOCK EVERYTHING OUT AND FLY THE MACHINE!

All photos from mr. bill’s article



On most intercom systems there is an ISO switch which stands for ISOLATION. This blocks you from all communications in the cabin and helps you the pilot to FOCUS on FLYING the airplane! I was asked one day by a flight student who I was giving a Progress Check to, “How can I stop the passenger (her Dad) in the back seat from constantly questioning what I am doing in the front seat with my instructor.” Use the ISO switch and remove the “noise” that is distracting you.

BIG JET FLYING

Well my logbook now has 122 hours of PIC-Pilot In Command time in the Boeing 737-800NG and I have now completed my training on and in the airplane. As explained before, the abbreviated ground school training program is called AQP-Advanced Qualification Program. This program trains you quickly and then gets us into the jet to reinforce the skills we learned in training. Then the pilot must get 100 hours PIC in 120 days or they must redo the whole program over. In this time of reduced flights at the airline it was a challenge.

The Boeing 737-MAX 8 has a new proposed Airworthiness Directive (AD) 2018-23-51 which would require:

- -Installing new flight control computer (FCC) software (So when the MCAS engages it only lowers the nose down once.)
- -Revise the aircrafts flight manuals
- -Installing a new MAX display system (MDS) Maintenance Display System.
- Change the horizontal stab trim wire routing installation.
- -Performing an operational readiness flight.

NEW AIRCRAFT: Cessna SkyCourier a twin-turboprop has had its first couple of flights. This airplane can hold three standard LD3 cargo containers. Perfect for the cargo freight hauling business.

A2Z Aircraft

Do you need something from Aircraft Spruce? Would you like to support EAA32 and save some money at the same time? Of course you would!

Just go to <https://a2zaircraft.com/> to place your order for anything that Aircraft Spruce sells. You will get a discount and EAA32 will get a donation.

Ground school training news: Women in Aviation and Embry-Riddle Aeronautical University have launched a free online course for girls between the ages of 8 and 17. Check there website for details.

Q? What airplane was the “First” Air Force One?

A: It was a 1955 Aero Commander L-26B nicknamed “Ike’s Bird.”

https://youtu.be/wg_gq7slaQ0



mr. bill and volunteer Dean in the back of “Ikes’s Bird.”

Antique Fly-In

by Ron Burnett

Ron Wright and I went to the annual fly Antique Fly in at Blakesburg, IA 6 years ago and I was hooked. I bought a lifetime membership and have flown or driven every year since. We split the cost of a motel nearby but when I fly up I have camped for two nights. Listening to round radials about 12 hours a day while there has not been tiresome.

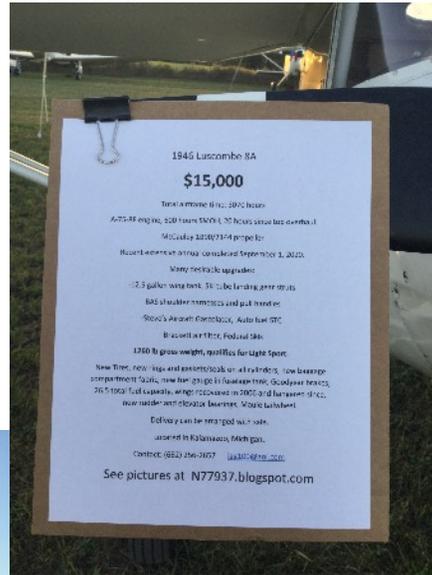
I try to polish the Luscombe before but although looking good, just not its best, but I didn't let that keep me away. Flew up Thursday with a \$3.50/gallon fuel stop at Monroe City and then on in. Arriving I listened to nearby Ottumwa which boasted winds 330/19 gusting 27 and the turbulence had clued me already that excitement could be waiting and as expected the Aercoupe was pointing for 36. The line of mostly geezers would be lined up in folding chairs behind the snow fence barriers, some with cameras rolling. I did not disappoint and breathed a thank you Jesus when my landings were over and I had cleared the grass runway. Although my plane was built in 1947, I was directed by a 4 wheeler follow me to the modern section, but a big step up from the row of shame they put me in with my RV, composed nose draggers, homebuilts and odd balls.

Pie is available starting Friday and food is served by HyVee cafeteria style. Plexiglass protected but no face masks by employees. Bar was moved outside after 5, and meals are always on picnic benches. Social distancing was followed and some folks wore face masks. Nightly movies outside at 8:30 and saw about an hour of Tora Tora, Tora.

I flew non stop back landing at M71 about 5, admiring the progress on the vinyl wrap on my RV and home for supper.

If you like old airplanes, I highly recommend becoming a member. You must join to attend as it is a private airfield, but well worth the investment. And, they stated the ONLY fly in held this year, to their knowledge.





Improving Your Awesome Ride

By Ron Burnett

Like most builders, my plans for paint and theme have changed over the years. Initially, with the expense of buying kits, engine, avionics, and the innumerable purchase options, a \$10,000 paint job seemed out of reach. I opted, like many other builders without painting skills, to paint removable parts, by a pro and polish the rest. I sent my parts to a retired Ozark/TWA mechanic who restores and paints mid 1960 Chevys to award winning status. The photo of Dennis on my plane outside was a refresh of the original, just redone before the vinyl.

The RV looked sharp polished but then I was also blessed to polish the Luscombe, and although fun at first, wisdom eventually prevails. So, now I got a bid on vinyl wrap. Another M71 builder wrapped his Zenith and I was impressed with the results. Satisfied with the quote, I proceeded.

Not quite done, but I love the results so far. Dennis visited, bringing the repainted and repaired fiberglass empennage fairing and said, it looks better than paint.

Howie also made personalized name and some aircraft decals. My granddaughter designed numerous Glory Bees over the past 10 years and loved her final design as did my awesome wife, Gloria B, or, heh heh, Glory Bee.

Stickergeek Graphics LLC
Howie Thompson
stickergeekgraphicsstl.com
636-249-3888

Dennis Clark, painter
636-541-0298





For Sale

Zenith 601/650 empennage Kit, save big \$650.00

Ron Burnett 314-518-8563

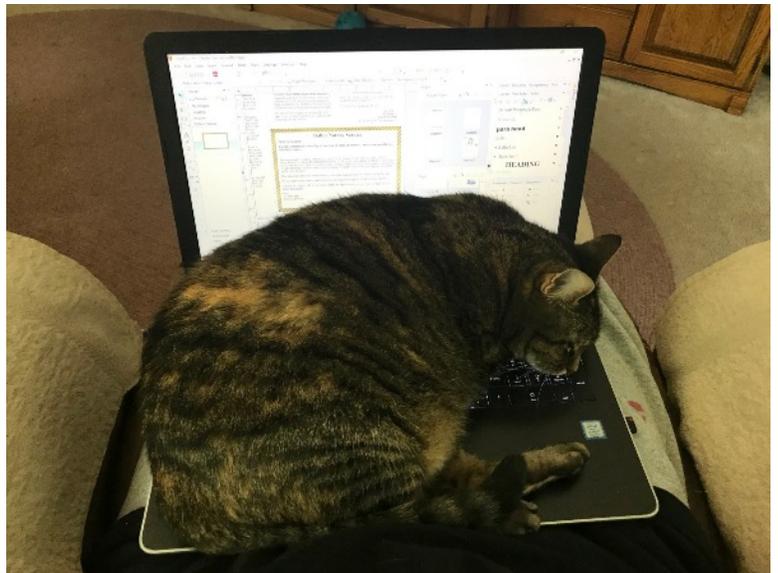


Editor's Corner

A big thanks to our dear friend Ron Burnett for all his contributions this month. All photographs in his articles are his.

I really enjoy it when people other than the usual suspects contribute to the newsletter, because it gives all of us something new and interesting to see. I encourage all of you to write up the progress you are making on your project, new adventures you have had, and whatever other aviation-related things you think will interest us. Don't worry about spelling, grammar, etc. That's my job.

Finally, in case any of you don't know it, I have been retired for the last two years, and my wife Donna just pulled the plug herself. This means the peace and quiet I have enjoyed during the week is gone. Honeydoos abound. And...lastly, among others who are trying to intrude on my private newsletter-editing time is my cat, Amber. I guess keyboards are warm.



EAA CHAPTER 32 NEWS
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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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