
✈EAA CHAPTER 32 NEWS✈

Jim Bower, Editor

February, 2001

Don't forget the date and location change for this month's meeting! We will be meeting on Saturday, February 24th, at the Old Country Buffet in St. Charles, on the south I-70 service road between 1st Capitol and Zumbehl (2867 I-70 Service Road).

Quiz Picture: What the heck is that thing on the wing?



If you think you know the answer to the quiz, call Bob Jude at 636-946-2282.

INFORMATION HOTLINE

286-9932

CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS

This Month's Meeting

The meeting took place at the Old Country Buffet in St. Charles. A good lunch was had by all. The meeting started with the Pledge of Allegiance.

Hangar report: The forms are in. The next step is to add cement to the existing cement. If anyone is interested in helping, the crew meets every Saturday morning at Kilroy's at Smartt Field, weather permitting. Doug Killebrew advises that you dress in layers, good work gloves, and waterproof shoes. Bring a cordless drill with bits along if you have one.

Young Eagles: This year Chapter 32 will host only 2 major Young Eagles events and a smaller one in June for International Young Eagles day. The first major event will be May 12 at Spirit of St. Louis Airport for Youth Aviation Day. See the article elsewhere in this issue for details. The second will be September 29 at Creve Coeur Airport. More details to follow. Gale Derosier reports that only 60% of current members have turned in their dues as of the January meeting. You may join after January 31st, but your name will not be in the 2001 membership roster, which is due to be handed out at the February meeting.

The St. Peter's Senior center sent a letter and bill for a table damaged during the Christmas party. Al Donaldson will go to the center to try to repair the table, and if repairs are not possible, Chapter 32 will purchase a new table.

Former Chapter 32 President, Jim McAfee visited from Washington State last week. He challenged all Chapter 32 members to match their dues of \$24, to go toward the hangar. Current President Steve Miles and several others took up the challenge. Any other takers????

The Civil Air Patrol awarded EAA Chapter 32 the Frank G. Brewer-CAP Memorial Aerospace Award for our promotion aviation for youth. Dave Glass of the CAP presented President Steve Miles with the award.

Program: Jim Pitcher of the Silver Creek Glider Club spoke of another form of aviation, gliders. The video he showed took the viewer through a Discover Ride in a glider. Jim encouraged anyone interested to visit his web site at www.silvercreekgliderclub.com or call him for more information or to schedule a check ride. The meeting was adjourned.



Flying Companion Seminar

Presented by the Greater St. Louis Chapter of the Ninety-Nines.

Saturday May 5, 2001 at the (New) Automated Flight Service Station, Spirit of St. Louis Airport from 9:00am to 3:00pm. There is a \$20.00 registration fee, which includes lunch. This Seminar is intended to make the non-pilot companion comfortable and helpful in the cockpit. Topics include:

- How an airplane flies
- Parts of the airplane
- Flight instruments and what they are for
- Radio and navigation aid use
- Maps, charts, and flight planning
- AFSS presentations
- Weather and weather briefing
- Medical information

Maximum enrollment is 20 persons, and pre-registration is required. For more information, contact Laura Million at 618-288-7099 or Barbara Wilper at 314-731-6863. Visit our Web site at <http://www.st-louis-99.com> for more information.

Laura Million

The Greater St. Louis Chapter of the 99s

Blast From the Past

Question: What do Bill Blake, Don Glennie, Gary Johnson, Vince Morris, Lindy Mueller, Rudy Stadnick, and Alden Van Winkle have in common?

Answer: All those guys were Chapter 32 members whose names appeared in the November, 1970 chapter roster. Unless somebody let their membership lapse and then rejoined, these guys have all been around for at least 30 years! What a great legacy.

People and Planes

Gary Johnson's Sonex

The builder:

Gary Johnson is a longtime Chapter 32 member and retired Mac aero engineer who got the building bug and thus began work on his Sonex in December of 1998. I recently had the privilege of visiting Gary's project, and I learned a lot about this great little airplane. In the short amount of time that has transpired since he began, Gary has an airplane that is only a few months away from its first flight. This is all the more amazing to me given the fact that he fabricated the majority of the components. Starting with no sheet metal experience, Gary has built an airplane that looks like a factory-bought kit. The workmanship is just great!

The airplane:

The Sonex is a 2-seat side-by-side all metal aircraft with a standard semi-monocoque construction very much like an RV. One difference is that everything is held together by pop rivets except for the spar, which uses solid rivets. This makes it much easier for one person to build this airplane.

The builder can buy a Sonex one of three ways: either a complete kit, a components kit, or the "scratch build" kit (Gary's choice). From the factory, Gary purchased hard to build things like the cowlings, canopy, and some metal parts. He also got forming blocks and a really good set of plans. Anybody who buys a set of Sonex plans is also entitled to a complimentary 2-day builders workshop at the factory in Oshkosh.

Several engine options are available. The builder can use a VW, or one of two Australian-build Jabiru engines. Gary installed the 4-cylinder 80 horsepower Jabiru that is the coolest little thing you've ever seen. There is plenty of room for the 6-cylinder 120 horsepower Jabiru, as well. On 80 horsepower, a Sonex will cruise between 130 and 150 mph with a 475 mile range. With the bigger engine, this little devil will scream along at 170 mph for 425 miles (manufacturer's specs).



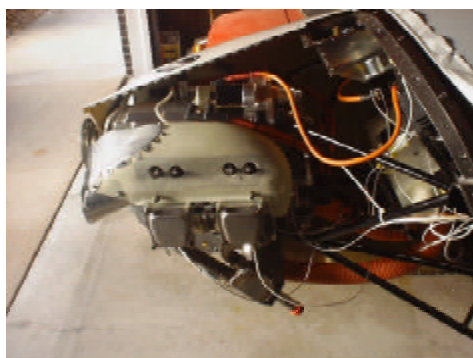
A builder can construct his Sonex with either tailwheel or tricycle gear, and either a center-mounted control stick or dual sticks. (Gary is building the taildragger with a single center stick.) To keep it simple, the fuel gauge consists of a sight tube mounted on the control panel! Gary's panel is very simple, with the required flight instruments, a multi-purpose computerized engine monitoring system, and a slick little com radio by Microair that mounts into a standard instrument hole.



Gary's transponder is the conventional type which is mounted under the panel, and he tells me that the same company that made his com radio is coming out with a transponder that also mounts into an instrument hole. Great for those crowded panels!

In addition to being simple and relatively easy to build, the Sonex qualifies as one of the airplanes that can be flown by someone holding the sport pilot certificate. For more information, log onto the Sonex web site: <http://www.sonex-ltd.com/index.html>. More pictures are posted on our chapter website (www.eaa32.org).

Gary welcomes anybody who would like to see his project, but you'd better hurry, because he will be flying it in the summer! Thanks Gary, for a great time and for showing me a great airplane.



Photos: Opposite page, fuselage sitting on mains; Jabiru engine installation

This page, cockpit with center stick option, completed wings, another view of the Jabiru engine

Photos by Jim Bower

CONFIDENTIAL

Yes, I can donate to the Chapter Building Fund. _____

No, I can't donate any funds at this time. _____

I will help with fund raising efforts for donations from outside the chapter. _____

Dollar amount for *initial contribution*: \$10.00 _____ \$25.00 _____ \$50.00 _____
\$100.00 _____ \$250.00 _____ \$500.00 _____ \$1,000.00 _____ Other \$ _____

Dollar amount **per month** for *continuing support* and mortgage reduction: \$5.00 _____
\$10.00 _____ \$25.00 _____ \$50.00 _____ \$100.00 _____ Other \$ _____

How many years will you continue the above continuing support? 1 year _____ 2 years _____
3 years _____ Other _____

What building materials can you donate or arrange to have donated to the chapter?

What construction equipment can you arrange to let the chapter use for the construction?

What labor can you arrange to get for the chapter for free or reduced cost?

What furnishings, such as electrical, plumbing, heating, etc., can you donate or arrange to get at reduced cost?

What else do you know about or do you have that would help the chapter complete our new home?

I am willing and able to be one of the co-signers for funds borrowed by the chapter. _____

Signature _____

Mail pledge form to:
Gale Derosier, Treasurer
28 Woodmere Point Court
St. Charles, MO 63303

Name _____

Address _____

Phone Number _____

Aviator's Ten Commandments

By Daryl Murphy

1. Thou shalt abstain from the intersection takeoff for, verily, the runway behind thee, as the altitude above thee, cometh not to thine aid when thou needest them.
2. Thou shalt not linger on active runways lest thou become like unto minced meat.
3. Ignore not thy checklists, for many are the switches, handles, gauges and other demons waiting to take cruel vengeance upon thee.
4. Thou shalt cast thine eyes to thy right and also to thy left as thou passeth through the firmament, lest thy fellow pilots bring flowers to thy spouse.
5. Thou shalt not buzz, for this shall surely incur the wrath of thy neighbors and the fury of the authorities shall be called down upon thy head.
6. Thou shalt be ever mindful of thy fuel lest there be nothing in thy tank to sustain thee upon the air, and thy days be made short.
7. Trust not thine eyes to lead thee through the cloud, lest the Archangel Gabriel await thee therein.
8. Thou shalt not trespass into the thunderstorm, lest the tempest rend the wings from thy chariot and cast thee naked into the firmament.
9. Put not thy trust in weather prophets, for when the truth is not in them, then they shall not accompany thee among thy ancestors.
10. Thou shalt often confirm thine airspeed on final, lest the earth rise up and smite thee.

Condensed from the July 21, 2000 issue of The Flyer

P. O. Box 39099, Lakewood WA 98439 (800) 426-8538

Flight Instructor Revalidation Clinic (Not just for Flight Instructors)

The Greater St. Louis Flight Instructors Association is a friend of Chapter 32. So much so that they donated \$1000 to our hangar fund in Y2K. And now they are making an offer to non-CFI's to attend the annual Flight Instructors Revalidation Clinic at less than 1/2 the CFI's cost. This reduction in price is because the CFI's get on-site revalidation upon completion of the Clinic. The cost to non-CFI's is \$85 for the 2 day weekend clinic, Feb.24 & 25 and includes breakfast and lunch both days plus all of the books, materials and parking at the St. Louis University Campus located at Grand Ave and Market St. in St. Louis. The clinic is held in Tegler Hall and is absolutely first rate. Thirteen professional educators offering sixteen cutting edge topics are on this years schedule.

For those of you not familiar with the FAR's as they pertain to CFI's, recertification is required every two years to maintain the certificate with all of its priveleges. There are other ways for a CFI to stay current but the majority use the FIRC. The FIRC curriculum must be approved by the FAA and is attended and monitored by local FSDO staff.

This is not a lecture series. Multimedia audio-visual presentation systems are used in the Professional learning environment.

To register, send a check for \$85.00 to Greater St.Louis Flight Instructors Association (GSLFIA) P.O. Box 2216, St. Peters, MO. 63376.

Questions ? Call 636-286-9905, leave a message and your call will be returned. If time is short call Bill Nelson (EAA CH 32) at 314-469-6674.

I've learned that 99% of the time when something isn't working in your house, one of your kids did it

Safety Thru Education

mr. bill

From time to time people ask me why “EXPERIMENTAL” airplanes? I respond with why not? I mention that I have a picture of the prototype DC-9 that Douglas flew that has the big 12 inch EXPERIMENTAL letters over the entrance doorway. Just like our little airplanes. There also is a picture of the Big Boeing 777 with its EXPERIMENTAL sticker over the doorway. I tell people I have an EXPERIMENTAL in the hangar and I fly a classic at work! Ahhh what a life! The question also arises concerning flight training and obtaining a pilot certificate in our EXPERIMENTAL aircraft. FAR 61.45 (a) (1) allows, at the discretion of the FAA examiner who administers the test, the applicant to provide an aircraft that has a current airworthiness certificate... and that the aircraft must be capable of performing all the tasks required for the test. So, for the examiner to conduct the test in an EXPERIMENTAL aircraft, he/she must first be willing to do so, and secondly, must be rated in the aircraft. This is where the hang up is for the EXPERIMENTAL people. We build an airplane, learn to fly it, only to have the FAA say sorry we can not fly with you. Example #1. One of our friends who had a minor mishap with his EXPERIMENTAL airplane called the FAA to tell them about his situation. At the end of his ordeal this man found himself without a pilots certificate and a 30 day time limit in which to repair his airship and get it back to flying status. Hard to do a test flight without a pilot certificate? Magic was performed and the aircraft was repaired and passed a return to service flight test. Then the FAA said, “Get some flight instruction before you go for a check ride with us to regain your pilot certificate.” Flight instruction was obtained and the pilot was ready for his check ride. How did the FAA give him his flight test? They watched this man do three take-off and landings from the deck of the Administration building at Smartt Field. The pilot passed the check ride. Example #2. Another pilot candidate was told by the FAA examiner that before the examiner would get in this classic airplane for the flight test, a FAA Maintenance Inspector would first have to “check out” this classic airship. I am not sure I would want that to happen! What I think some one was saying is I do not want to fly in this “classic” airplane!?! Remember, just because you build it and “they” certified it, “they” may not want to fly in it!

Ladies and gentlemen please check out some of these glowing reviews I have received:

- His crew would follow him anywhere, but only out of curiosity.
- When he opens his mouth it seems that this is only to change whichever foot was previously there.
- This man is depriving a village somewhere of an idiot.

IN 1946, THE FIRST U.S. NAVY JET TO TAKEOFF AND LAND ON A CARRIER WAS.....

McDONNELL FH-1 “PHANTOM”

Youth Day At Spirit Airport

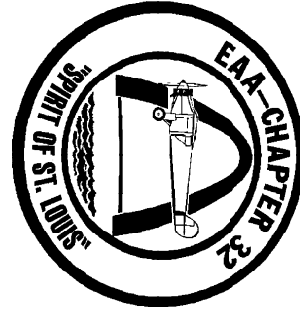
from Phil Kitchen

The Young Eagles program will be the main attraction at this event on May 12 from 9am to 4 pm. The Young Eagles rally will be held at the large Thunder Aviation hanger.(it will be cleared out for the day and we will have an area along with other groups such as the X Prize Foundation, Gateway Eagles, Mo. Pilots Assoc., FAA, SoS Tower operations, County Police Chopper, and others. These groups will have demonstrations/ presentations for the children and families. We will have quick access to the north runway at Spirit. There will be a formal pilot sign up and briefing which will cover a tower briefing, fueling procedures, flight and safety operations, questions and answers. Pilots should be prepared to show a current medical, pilot's certificate, and proof of insurance. ***Fuel will be provided at no cost for all Young Eagle flights.*** We are asked to anticipate up to 300 Children, due to the mass mailing which will occur a few weeks in advance of the event. Chapter 32 will provide a write-up describing the Young Eagles program and any special instructions for the children/ parents at this particular event. Reserve aircraft flown by Thunder Aviation CFIs will be available (courtesy of Thunder) in case of unexpected numbers of Children. Eric Lindbergh will be flying Young Eagles with us that morning (unfortunately the Spirit of St. Louis replica is already spoken for but I'm requesting that EAA review this to see if the prior commitment could be overridden)

Chuck Koviak has agreed to be the Flight Operation and Safety Officer for this event. Please contact either Chuck or Phil Kitchen if you are available to participate in this event.

Officers and Committees

President	Steve Miles	636-946-5090
Vice President	Lee Lawson	636-281-3955
Secretary	Tom Baker	636-240-4993
Treasurer	Gale Derosier	636-928-0574
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Young Eagles	Gary Heining	618-467-2484
Young Eagles	Chuck Koviak	636 463-1327
Regional Young Eagles	Al Donaldson	636 397-2410
Library	Bill Jagust	636-926-0171
Hangar	Tom Sparr	636 441-3283
Flight Advisor	Al Donaldson	636 397-2410
Flight Advisor	Bill Jagust	636-926-0171
Tech Counselor	Bob Jude	636-946-2282
Tech Counselor	Lee Lawson	636-281-3955
Tech Counselor	Gale Derosier	636-928-0574
Facilities & Ops.	Doug Killebrew	314 727-0640
Education	Gary Kobes	314 966-8437
Community Liaison	Phil Kitchen	636 938-6379
Special Projects	Jerry Geiger	314 741-0450
Flying Start Coordinator	Chris Erkmann	636 532-6076
Membership Committee	Bill Nelson	314 469-6674
Membership Committee	Gene Angell	636-980-9224
Chapter Logo Merchandise	Gene Angell	636-980-9224
Fund Raising Committee	Craig Tiber	636-949-2860
Executive Committee Chmn.	Doug Killebrew	314 727-0640
Executive Committee	Bill Jagust	636-926-0171
Executive Committee	Tom Baker	636-240-4993
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Check out our fantastic Web Pages at
WWW.EAA32.ORG
 Laura Million, Web Designer

TO: