

EAA CHAPTER 32 NEWS

Jim Bower, Editor

March, 2003

**Hope to see all of you at the March meeting on Sunday
the 23rd, 2:00 pm at the ARC.**

INFORMATION HOTLINE

314-286-9932

**CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS**

February Meeting Report

PLEDGE OF ALLEGIANCE

WELCOME NEW MEMBERS

OLD BUSINESS

ARC is moving along. The steel holding tank will have to be removed and a concrete septic system will replace it. Work on the system will resume when the weather warms and the ground is not so soft. There was some discussion about creating walkways to the ramp area and from the parking lot using paving bricks and landscaping the ARC. More discussion on that when the weather cooperates.



B-17 COMES TO ST. LOUIS

Chapter 32 will host the B-17 "Aluminum Overcast" July 3rd-6th at Spirit of St. Louis Airport in Chesterfield. Bob Rockford will be in charge of the event and as usual, volunteers will be needed. Watch the newsletter and website for further information.

DONATIONS

Al Donaldson has drafted a letter requesting materials donations from several companies in the area, including Home Depot, Lowes, and Hackman's Lumber. It was also suggested that several landscaping businesses be included so we can create the walkways and landscaping around the ARC.

Newsletter Deadline: The deadline for submitting articles, pictures, want-ads, etc. is two weeks prior to our regular general meeting. Please submit these items to the newsletter editor via e-mail (jimbower@hotmail.com), snail-mail (10350 Toelle Ln. St. Louis, MO 63137), or phone (314-869-8971).

BENT PROP AWARD

The 2002 Bent Prop Award was given to Don Jonas at the Christmas Party last December, but the actual award was not available at that time. Don was at the February Meeting and was presented with this traveling award. Don was last year's recipient due to his off field landing at the St. Louis Escadrille's Great War Flyin at Creve Coeur Airport in September. His engine quit and he tried landing off field, when he hit a rut and bend more than his prop.

TREASURER'S REPORT

\$1400 in Savings

\$7600 in Checking

GET WELL SOON

Allen Reeves is back in the hospital due to additional chest pains following his bypass surgery last year. He has had to have the stint replaced again. We wish him speedy recovery.

The general meeting was followed by an informative workshop and welding demonstration presented by KZ Zigatis.



Al Donaldson's Autobiography

Continued from last month

In 1963 I wrote the Commander a letter explaining that I wanted to be relieved of my Chief of Maintenance job because it was having an adverse effect on my flying career. Within the year I was sent to Randolph AFB to attend the prestigious USAF Instrument Pilot Instruction school, flying the T-38 Talon. This was also an experimental class to investigate and explore potential problems with transition from pure analog instrumentation to the new Integrated Instrumentation System. It was easy to get used to but we did have to adapt to a real time display as opposed to the trend instrument display of the analog system. Upon completion of the Instrument Pilot Instructors course, I received orders for an overseas assignment. It was for an unaccompanied, 18-month tour at Naha AFB, Okinawa.

I arrived at Naha AFB in late July 1964. About the 1st week of August, I was alerted for extended TDY to Southeast Asia. I reported to HQ of the 2nd Air Commando Wing out of Hurlbert Field, Florida. I was assigned as Chief of Maintenance. My commander was Lt. Col. Frank "Madman" Thomas. Our base was Udorn AB, Thailand. There were 36 Ex-Vietnamese/USAF T-28B's 2 USAF T-28 photo recon birds called pregnant guppies. All the records were written in Vietnamese. There was no supply setup, not even a Flyaway kit. Further, there were no living quarters. We were expected to launch 18 sorties, twice a day plus training sorties for the foreign nationals. Within four weeks, we were doing the job. We stole parts off of wrecked airplanes, cannibalized, improvised and did any and everything from jerry rigging to "You name it", but we got the job done. Our job was to train foreign nationals to fly interdiction sorties and disrupt the Vietcong supply lines along the Ho-Chi-Min trail in Laos.



I departed Udorn in January 1965 for Okinawa. Naha had been tasked to set up aerial port detachments on every airbase in Southeast Asia (SEA) in support of operation Rolling Thunder (The progressive build up of military forces in SEA). I made additional trips to SEA over the next few months. Finally, someone else was picked to do the job and I was given an easy job for the remaining 3 months of my tour. The anticipated 18-month tour was cut to 15 months because I was in a combat zone. I returned to the USA in November of 1965 and was assigned to Webb AFB in Big Spring, Texas. Webb AFB was a pilot training base, flying T-38's and T-37's.

In July of 1966 I departed active duty and joined the inactive reserves. I attained the rank of Captain (the best rank in the AF). Many people refer to me as an old AF fighter pilot but I would prefer to be described as an old AF pilot that flew fighters. I was one of the fortunate people that were privileged to fly wonderful, high performance airplanes without the burden of using it in anger. No military man chooses his battlefield. It is chosen for him. It is a matter of being in the right place at the right time.

Upon leaving active service, we moved to San Pedro, California where I was employed by the Douglas Aircraft Company, working on the AWACS project. When the merger with McDonnell Aircraft took place, I asked for a transfer and moved to St. Louis in 1970. I worked in product support, developing the maintenance and support concept for the F-15. I resigned from McDonnell-Douglas in 1973 to pursue private business. I joined the EAA in 1965 and have been a member since. I joined chapter 32 in 1972, dropped out from 1977 to 1985 but have been a member ever since.

I have a Fly Baby project that's been going on for more years than I would like to admit. But, some day it will fly. Most of my memorabilia is packed away in boxes in the basement of our new home in Wright City. I will have a den room with a wall of memories – eventually. I have been flying for 56 years. The largest plane was the RC121 Super G Constellation. The smallest was the Moni Motor Glider. The fastest was the the F-101B Voodoo. I owned the Tri-pacer “Miss Molly” for 13 years and half of an Aeronca Chief. I have accumulated 7500 hours of flying time.

Blue Skies, Al Donaldson, January 26, 2003.

Calendar of Events

This feature hasn't appeared in these hallowed pages for a while. On Monday January 13th, your tireless Executive Committee met and hammered out this year's event schedule. You might notice we are really emphasizing Young Eagles this year. Headquarters is pushing for 1 million kids by the end of the year to commemorate the 100th anniversary of powered heavier-than-air flight. We are planning more YE rallies, and who knows? We might just throw one in when you least expect it. Stay tuned.

Pick up a full 2003 event schedule at the next meeting.

March

Sunday 23rd - EAA meeting @ the ARC - 2:00 pm

April

Wednesday 2nd - Tuesday 8th - Sun 'n Fun, Lakeland, FL

Saturday 5th - Breakfast @ Kilroy's - 8:00 am

Sunday 27th - EAA meeting @ the ARC - 2:00 pm

May

Saturday 3rd - Breakfast @ Kilroy's - 8:00 am

Saturday 3rd - AIAA Young Eagles rally - Smartt Field - 9:00 am - 2:00 pm

Saturday 10th - Youth Aviation Day - Spirit Airport - 9:00 am - 2:00 pm

Saturday 17th - Young Eagles rally ("Teacher's Kids") @ Washington MO - 9:00 am - 2:00 pm

Sunday 23rd - EAA meeting @ the ARC - 2:00 pm

June

Saturday 7th - Breakfast @ Kilroy's - 8:00 am

Saturday 7th - EAA Sheet Metal Workshop @ the ARC - 9:00 am - ? (Open to the public)

Saturday 14th - Young Eagles International Day @ Smartt - 9:00 am - 2:00 pm

Sunday 22nd - EAA meeting @ the ARC - 2:00 pm

July

Thursday 7th - Sunday 6th - **B-17** – Spirit of St. Louis Airport, Chesterfield

Tuesday 29th - Monday August 4th – **AirVenture** – Oshkosh Wisconsin

August

Saturday 2nd - **Chapter Photo**, 11am –AirVenture, Oshkosh Wisconsin

KNUCKLEHEAD KNOWLEDGE

Larry

Wow! What a building! Will this ARC thing float when the floods come?!? The EAA Chapter 32 February meeting was great because it was the first meeting I had made since we all huddled last year in the partially completed corner and had the great "Rib feast." This Crown Jewel of Chapter 32 must stay beautiful. It was great to see KZ and the boys striking up the oxyacetylene torches and watch them running practice beads on that steel. The best part was Ed A. and KZ working on the engine mount for the Ashby Ascender 1. This is the Spirit of EAA and hopefully what the ARC will ultimately be about. A major concern though while looking around in the building was to see Bill Blakes' hand constructed model of the ARC buried underneath the EAA CHAPTER 32 banner, some jackets and piles of papers. In another area, Sport Aviation magazines in orange binders were laying with the pages down on a work table. Wow is this how we are going to take care of things around here? The place will be trashed in short order. To bring an airplane in for final assembly one would hope that the ARC was a clean and an organized facility. We need to keep the ARC cleaned, and in order. It must be a place where we can educate and share our knowledge with young and the old. We all like to exchange "war stories" but the ARC needs to be a place where people can get honest answers and actually get "hands on" experience to determine quickly whether or not this EXPERIMENTAL aircraft construction is for them. "War stories" happened many years ago and many of our visitors may be too young to remember any war (unless things have changed in the last week). There are schools to teach them the "rest of the Pilot & Mechanic certificate" stuff. Our role should be to introduce young and old to the world of Aviation. This is where we need to shine for the people and for the Federal Government because we are a 501(c)3, non profit organization. Currently about half our members are building a project. The other half may want to watch and hopefully help with the chapter projects like the metal Mustang II or the wooden KR 1, which are now in the ARC. Others can be helping with building "Blackburn" paper airplanes or helping kids "hangar fly" a small airplane fuselage mockup. That Teenie Two several years back allowed the kids to sit in and actually be "flown around" as they pulled back on the stick. Several members talked about making a mini flying simulator out of the Sonerai fuselage we have in the Chapter hangar. Now is the time to make that a reality.

As was written before, if we plan a schedule of "classes" each month people can eagerly anticipate the fun at the next meeting. Whether they are learning or teaching! JAN-sheet metal; FEB-welding; MARCH-woodworking; APRIL-fabric work; MAY-painting JUNE-Young Eagles; JULY-OSHKOSH; AUG, SEPT, OCT, and NOV start the classes again, minus painting (in December), we can have our December Holiday Party to finish a great year.

Let us remember the ARC is for educating so we can retain our 501(c)3 not for profit organization status. Remember also that for \$60.00 dollars people will expect to see good things. We know that the money goes to keep the ARC afloat. We must strive for excellence and be a place where people WILL learn and WANT to come and join our group.

Learning As We Go

mr. bill

Da' Boys from Dayton and their flying machine! Well, if it was not for a great man from the fine state of Illinois who ran the bicycle shop while the boys were out playing with their toys, things might have been different. Who was this man...a man who nowadays is being called the First Aviation Mechanic... Somebody said where is that mechanic/machinist the Wright Brothers had? He is some kind of hero!

That man was Mr. Charles Taylor who was born near Cerro Gordo, IL (just outside of Decatur, IL). After bouncing around at various jobs his wife's brother said there was work in Dayton, Ohio. Charlie worked for several places in Dayton then ventured out alone with his own machine shop and the Wright Brothers sent some work his way. Charlie's brother-in-law owned the building where the Wright Cycle Company was located. One evening while Charlie was walking by the shop one of the Wrights asked if he wanted to work for them?

"There were just two of them in the shop and they said they needed another hand. They offered me \$18 a week. That was pretty good money; it figured to 30 cents an hour. I was making 25 cents at the Dayton Electric Company, which was about the same as all skilled machinists were getting. The Wright shop was only six blocks from where I lived-at Calm and Grant streets-and I could bicycle to lunch. Besides, I liked the Wrights. So I said all right and I reported in on June 15. That was 1901. Charles Taylor, "My Story of the Wright Brothers" 1948

In short Charlie Taylor was the Ultimate Experimental Builder/Mechanic. This cigar smoking (I having visions of George Kennedy in the movie Airport) man manufactured a crankshaft from a single block of machine steel using only a lathe and a drill press. Then turned it down and balanced it for a total weight of 19 pounds. He bored the cylinders out of aluminum block with the lathe, and turned down the cast-iron pistons himself. Wow! Charlie did get a little help from Wilbur and Orville because they originally designed and built the motor that drove the line shaft (which belts were wrapped around to turn the lathe and drill press) in the bicycle shop. Oh yes they even made the casting for the aluminum crankcase. Orv and Charlie started in December and had the first engine run February 12, 1903. Initially on start up the engine produced 16 HP then dropped to 12 HP as it heated up.

Well, Charlie got to visit Paris with the Wright Brothers as they established a deal to sell the French government airplanes. Why the French Government??? Politics. Charlie Taylor left the Wright's (thought Orville told him to think of it as a Leave of Absence) in 1911 to be the mechanic for Cal Rodgers who bought a Wright Model EX on June 11, Cal was going to fly coast to coast in pursuit of the \$50,000 prize for the first to accomplish this flight by October 01, 1911. Rodgers offered Charlie \$10 a day plus expenses and a chance to see the United States. Rodgers did arrive at the West coast but not until December 12, 1911.

This politics continued until the death of Orville Wright. The original Wright Flyer was in England and was going to stay there because....the Smithsonian Museum recognized Langley as the “first” man to fly a powered airplane. It would not be until December 17, 1948, that the United States of America recognized the Wright Brothers were THE FIRST TO FLY!?!

As for Charles Taylor, in 1937 the FORD organization found Charlie working for North American Aviation in Los Angeles. FORD hired Charlie to help Orville set up the “bicycle shop” in Detroit as it was at the turn of the century. They even found the actual machines that they had used in the shop. Charlie then became a tour guide for the museum. A very comfortable retirement home was in the plans for this brilliant man who with the Wright Brothers flew their way into the history books.

NEXT MONTH: How are you treating your mechanic???

New Committee Members

Let's all take time to thank Gary Liming for accepting the responsibility of chairing the membership committee. This is a very important job, and we appreciate his spirit and eagerness, and we should give him all our support.

If you take the time to peruse the back of this newsletter you might notice some changes in the officers and committees listings. Some of these are corrections, some are new assignments. For example, Bill Jagust is helping Phil Kitchen with Community Relations. This is a huge task, because we have numerous Young Eagle and Workshop related events we need to publicize this year.

One slot we have yet to fill is the Safety committee. This is yet another vital job, because of the aforementioned Young Eagle events. In the past, we have seen youngsters perilously close to or on taxiways. They don't know any different, and neither do their parents. We sure don't want any mishaps, so anybody who wants to direct safe operations would be welcome.

EAA Chapter 32 Sheet Metal Builder's Workshop

Jim Bower

Many of you may have heard rumors of a builder's workshop coming up this year. It is, indeed, and you are all invited (free of charge). All non-Chapter 32 members will be charged (probably about \$25.00). We are kicking around the concept of refunding the entrance fee if a person joins the chapter.

As of this writing, we plan to hold it on Saturday June 7 from 9:00 am to (around) 4:00 pm. I have organized several speakers/presenters, and have allowed for a generous lunch period. Here is the syllabus, in order of presentation; times are approximate because of Q & A periods:

9:00 - 10:30 am: Gary Johnson - Building Aircraft Components From Scratch

Gary built a beautiful Sonex from plans. That means he made most of the parts from sheet aluminum (as opposed to the rest of us who did it from kit parts). Gary will show how to form sheet metal ribs by pounding over a form block. This will include cutting out, deburring, cutting and flanging lightening holes, hammering over the form block, and using fluting pliers to straighten. He will also show how easy it is to use pop rivets. Gary plans to have his Sonex on static display. Audience participation is encouraged.

11:00 - 12:00 am: Bill Collette - Metal Aircraft Building Standards

Common Materials. Bill will have a display with samples of the various alloys and thicknesses used.

Fasteners. Another display with sample rivets, screws, bolts and nuts.

Charts and Tables. 1. Metal Bending Radius chart, 2. Rivet Set Illustration - showing correctly and incorrectly driven rivets, 3. AN / MS Chart - Illustrating the commonly used AN 'stuff', 4. Torque Values for AN bolts, 5. Rivet spacing / setback values.

Building Tips. Several pages of written tips covering such things as minimizing crack propagation and corrosion. And any helpful tips that would make a handy 'quick reference' guide. Also a listing of useful reference materials. Bill is in the final throes of building an RV-4, and he plans to have it on static display.

12:00 - 1:00: Lunch We envision a bbq type lunch (haven't thought through the menu yet), which will be available for a nominal cost (yes, you will have to PAY for it).

1:00 - 2:00: K.Z. Zigaitis - Introduction to the EAA Technical Counselor Program

Most people who undertake to construct a homebuilt aircraft should avail themselves of a Technical Counselor. K.Z. will explain why, starting with a brief overview of the T/C program and its safety benefits. Other topics include:

- Guidance in appropriate project selection.
- Guidance in critical decisions on project.
- Skills and knowledge development.
- What's a good inspection schedule for a project.
- No-cost EAA volunteer service.
- Where to find a T/C on EAA website.
- Introduce EAA32 T/C's by photo and name.

2:15 - 4:00: Van Stumpner and/or Jim Bower - Metal Preparation and Riveting Techniques

We will demonstrate how to lay out a line of holes, deburring, and dimpling (when necessary). After holes are drilled and the material is clamped together, participants will learn how to set solid AN rivets (common and flush) with both a pneumatic rivet gun and a rivet squeezer. Some other common tools will be demonstrated, including bucking bars, clecos, and hand seaming pliers. We plan to have enough material on hand so that all interested participants can try their hand at these techniques. The end time of this is open so that everybody can have a try!

In addition, the chapter's Mustang II project will be on display to give people an idea of what a metal airplane looks like when it's in work.

We need volunteers to do cooking, help with parking and crowd control, and do general scut work. We hope you enjoy this workshop. It will help us figure out how to do these kinds of things so that our Chapter can help educate the community.

Wants and Disposals

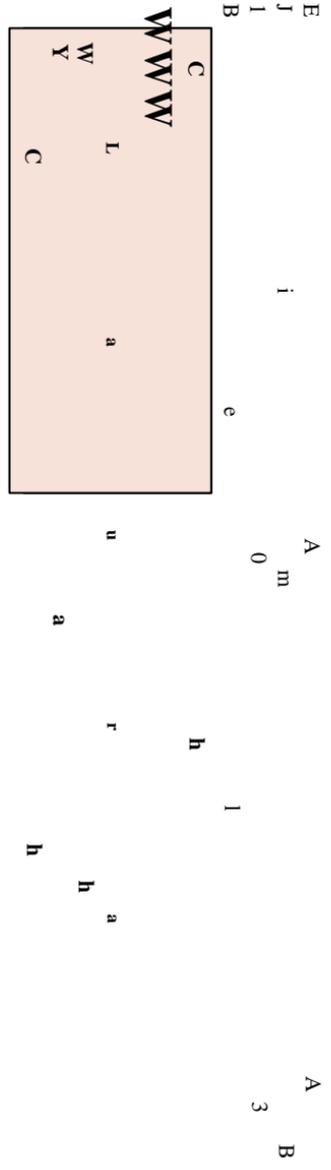
For Sale:

Ercoupe 415C, 78 hp, all metal, 329 SMOH. Call or E-mail Joe Wynne (314) 521-2572 (Joew8722@aol.com).

Narco Escort II Com/VOR. 3 1/4" panel hole mount. Recent factory yellow tag with new installation kit. \$300 Dave Domeier 636-537-3729

Officers and Committees

Board Member At Large	Dave Domeier	636 537-3729
Board Member At Large	Bill Jagust	636-926-0171
Community Liaison	Phil Kitchen	636 938-6379
Community Liaison	Bill Jagust	636-926-0171
Education	Karla Zigaitis	636-343-6853
Executive Committee	Bill Jagust	636-926-0171
Executive Committee	Tom Baker	636-240-4993
Executive Committee Chmn.	Doug Killebrew	314 727-0640
Facilities & Ops.	Doug Killebrew	314 727-0640
Flight Advisor	Al Donaldson	636 397-2410
Flight Advisor	Bill Jagust	636-926-0171
Flight Advisor	K.Z. Zigaitis	636-343-6853
Flying Start Coordinator	Chris Erkmann	636 532-6076
Hangar	Ken Blackburn	636-240-4548
Library	Bill Jagust	636-926-0171
Membership Committee	Gary Liming	636-391-8111
Newsletter Editor	Jim Bower	314 869-8971
President	Stan Crocker	636-282-0088
Regional Young Eagles	Al Donaldson	636 397-2410
Safety		
Scholarship	Laura Million	618-288-7099
Secretary	Tom Baker	636-240-4993
Special Projects	Jerry Geiger	314 741-0450
Tech Counselor	Bob Jude	636-946-2282
Tech Counselor	Gale Derosier	636-928-0574
Tech Counselor	K.Z. Zigaitis	636-343-6853
Telephone Hotline	Ted Boerding	636-949-0993
Treasurer	Gale Derosier	636-928-0574
Vice President	Gary Heining	618-467-2484
Web Designer	Laura Million	618-288-7099
Young Eagles	Gary Heining	618-467-2484
Young Eagles	Chuck Koviak	636 463-1327



O T

A
3
B