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# CAA Chapter 32 News

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

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**August, 2018**

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## Chapter 32 Makes a Great Showing at Oshkosh 2018



**We will see you at the meeting at 10:00 am Saturday, August 18!**



Friends and fellow aviation enthusiasts,

Here's a short story about my exciting trip to AirVenture this year:

Flying up to Oshkosh for AirVenture was quite the adventure. I had planned on flying our RV-12 on Saturday July 21, but weather was not cooperating. I decided to hold off for a day. On Sunday, I got to Smartt Field shortly before sunrise, anticipating departure shortly thereafter. But the weather that hindered my flight was still poor northward and I waited for it to clear. Hours later, Chris Hinote of Flying Fish Seaplanes Flying Club fame arrived at the airport. We both took turns staring at our aviation weather apps trying to will the low ceilings and rain to lift and clear. Finally, at around ten o'clock, it looked like we could make it. Ceilings in northern Illinois were up to 1,600 ft. and the rain was pretty much gone. We thought it might be fun to fly up together, so we took off from KSET on our way to Poplar Grove to refuel. It was indeed fun to fly along with another on our way. The RV-12 cruises a lot faster than the Searay, and I was throttled way back, similar to when I flew with my son to Greensboro NC. After a couple hours, we reached Peoria, and my other tank was filling up fast. I radioed Chris that I needed to go on ahead and empty my internal tank. Arriving at Poplar Grove, I found the unleaded fuel pump was broken, and had to fill up with 100LL. After emptying one tank and filling the other, I was on my way. As I was about to depart, Chris arrived. I waved and flew on ahead.

It took about an hour to get to OSH. As per the NOTAM, I followed the rules and joined the line of aircraft at Ripon. This was my third trip flying go AirVenture. This time, there were hundreds of planes in the area. Both holding areas for incoming planes were full. My moving map showed locations of many of the planes from ADS-B. Following the railroad tracks to Fisk, I was turned away from landing seven times. Each time the controller would say "Turn Left" which meant continue to hold. The airport was closed due to mass arrivals of Mooneys, military aircraft, and others. Three and a half hours after arriving at Ripon, I left the area and went to an alternate airport (Waupaca), giving up hope of arriving on Sunday.

Mr. Bill always says to make sure you fill your tank before you do that final leg going in. He's right! It sure paid off for me. The RV-12 was in the air for over four hours, and carries 20 gallons of fuel. At 90 kts, it burns about 3.5 gph. I still had a nice reserve, but if I'd gone non-stop from KSET I surely would have been dangerously close to running out of fuel. It's also vitally important to be aware of the traffic around you. With so many planes in that congested area, we all were on the lookout and

# President's Corner

by Dave Doherty

maneuvering to stay out of each other's way. You have to keep a sharp eye out in all directions.

My brother Bill drove out, picked me up and we stayed at the Chapter 32 Campsite. Early the next morning, we went back to the airport to try again. Chuck Gorman asked to go along, and I gladly welcomed him and his extra set of eyes to look out for traffic. We took off right at seven o'clock, and got in line again. This time, it only took two laps around the lakes and an hour and a half to get there. I was so glad to hear the controller tell me to turn right at the gravel pit and contact the tower. We were told to start Base Leg at the Orange dot and land on the Green dot. Lots of people were watching. I silently said the Oshkosh landing prayer (Lord, please don't let me goof this up), and put the plane squarely ON THE GREEN DOT! I was proud of that landing. We were eventually taxied all the way to the Homebuilders building, where we put the plane inside. Total flight time from KSET to KOSH was 9.5 hr. If you have the time, fly.

It was a real honor to have our plane on display inside the building. The rest of the week was relatively anticlimactic. As usual, AirVenture was an aviator's paradise. I had a lot of fun. We camped at the Chapter 32 Campsite, which was close to the show grounds. The week passed by too quickly, and by the time it was over, I was pretty well worn out. I left Saturday, ahead of some weather coming in on Sunday. The flight back home took 2.9 hr nonstop.

I could go on and on about this event, but you just have to be there to understand. If you've never been there, you should add it to your bucket list. It's something special.

Meanwhile, back at Chapter 32 – We had a very successful Young Eagles Rally on Aug 11. There was some concern that the runways at our airport (Smartt Field, KSET) would be closed, but our airport Director worked with the crew installing new runway lights, and was able to open up runway 9-27. We flew 49 kids and a few adults. At times, there must have been over a hundred people in our facility, enjoying a day of flying. All went well, and everyone had a great experience. I have a particularly fond memory of a young lad who flew with me. He was so excited to fly, and didn't stop talking, saying Holy Cow! a dozen times or more. When we returned, I had him state our position and intentions as we entered the landing pattern. The people on the ground heard him, and everyone enjoyed his exuberance. It was a lot of fun for everyone.

There are a number of airplane projects under construction by Chapter 32 members. I'd like to hear about them. If you're building a plane, please send an article telling us about your project, and how it's going. We all like to read about planes being built. This newsletter is yours, we need articles from our members. Please share your experiences with us. It helps motivate and bring the chapter closer together.

We have a chapter meeting coming up Saturday, Aug 18 at our 32 Aviation Resource Facility, 6410 Grafton Ferry Rd, Portage Des Sioux, Mo (Smartt Field), at 10:00 AM. This month, we have guest speaker Sebastian Heintz, CEO of Zenith Aircraft in Mexico Mo. He will give a presentation about Zenith Aircraft Co, it's products, and upcoming events. Be sure to come and hear his presentation.

There are a lot of activities coming up in the next several months before summer fades into fall and winter. These will be discussed in detail at our next meeting. I'm extremely proud of Chapter 32 and the Volunteerism it is well known for. We'll be asking for help on these events. Come on out to the meeting and get involved. It's gratifying and fun.



*I hope to see you there.  
Blue Skies,  
Dave Doherty*



## MOVIE AT THE ARC THIS MONTH

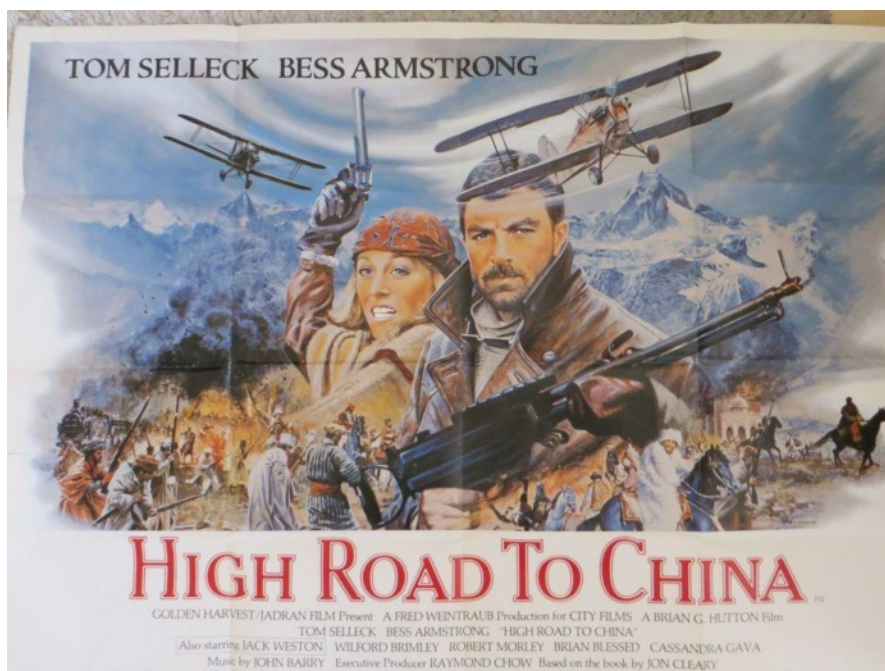
# ***High Road to China***

When? Saturday, Aug 25

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

6410 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)

Eve Tozer (Bess Armstrong) is a society heiress and flapper living the high-life in 1920s Istanbul. She needs to find her father, Bradley Tozer (Wilford Brimley), before he is officially declared dead or risk losing her inheritance to his scheming business partner, Bentik (Robert Morley). She only has 12 days. Eve hires World War I ace pilot Patrick O'Malley (Tom Selleck) and his aircraft. O'Malley is eager to take the job as he needs to leave town rather urgently himself. Eve, also an accomplished pilot, however, is determined to accompany him in his other aircraft, which causes the first of many arguments on the way from Istanbul and China.



Their journey in two biplanes (named "Dorothy" and "Lillian" after the famous Gish silent film star sisters) through six countries leads them to finally find the eccentric Bradley Tozer in China, where he is helping a small village defend itself against a local warlord.

O'Malley and Eve help them win the final battle, but their one remaining aircraft is damaged in the process, leaving her seemingly unable to meet her deadline.

### **Starring:**

Tom Selleck (in his first major motion picture role)  
Bess Armstrong, Wilford Brimley, Robert Morley

**Release date:** March 18, 1983

**Director:** Brian G. Hutton

**Running time:** 105 minutes

**Pot Luck dinner and social hour – 6:00 PM to 7:00 PM**

**Meat and Soda Provided by Chapter 32.**

**This is a Pot Luck Dinner, Bring a side Dish.**

**Movie starts at 7:00 PM, more or less.**

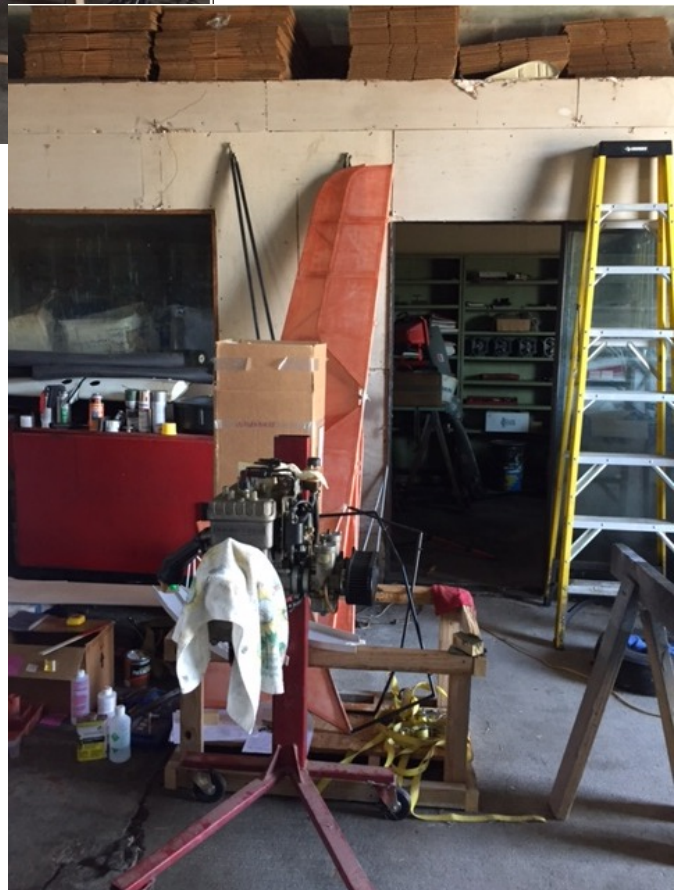
**For your own comfort, bring a comfy chair.**

# Dave McGougan's Kitfox Project

Here are a couple pictures of my project as it sits on August 8th. The fuselage is papered and taped, ready for primer. The primer must be ordered, Wicks will call when it comes in. I still have the wing tips to clean and prime also. I would like to have it painted by September and spend the winter getting the engine running.



The one photo shows the engine in the foreground; the box behind it contains the windshield and behind that are the tail feathers ready for primer.



Photos by Dave McGougan

# FOR SALE



1/6TH EQUITY OWNERSHIP IN VAN'S RV-12 N32YE  
SPIRITS OF AVIATION FLYING CLUB

\$ 15,000

Rotax 912ULS  
Dynon Skyview Touch EFIS  
Two Axis Autopilot W/Expert Panel  
ADS-B In and 2020 ADS-B Out  
Total Time 600+ hours

Current Flying Club Charges  
Fixed Cost: \$93/month insurance and hanger  
Operating Costs: \$8/hour plus fuel

For additional information contact Ron Nicholson  
Phone: 636 441-5024

# LONG EZ FOR SALE

75% complete

Fuse is on wheels, canopy is glassed and cut out but not finished on the inside. Wings are 80% complete, need tip sails mounted and finished on the inner side next to fuse. All the major parts are built. One GU canard and one complete Rans canard built by Dennis Olman. Lots of parts go with it, electric pitch trim, nose gear actuator and speed brake. Cozy Girrrls controls, engine mount, nav lights and power supply etc. Pre made strakes with baffles, Carbon cowl, upper and lower from a Berkut. 1 complete original set of plans.

\$18,000 with a 500 hour 0-360 out of a Cardinal (no books but have some docs from servicing FBO) Owner died and family wouldn't let go of the books. Engine is currently mounted. \$9500 for engine by itself, \$8500 for plane and parts, without engine.

**Contact: Al Jones 314-498-6982 St. Louis Mo. Area**



# Young Eagles Event

Saturday August 11<sup>th</sup> At Smartt Field

Rick May

Well our 5<sup>th</sup> Young Eagles Rally for 2018 is in the books and what an event it was...our largest of the year.

Probably for several reasons, our attendance and numbers have been off a little this year, least of which would be the weather. That is until this past Saturday, we flew 49 kids yesterday and all enjoyed a wonderful day at the airport even if we did have to use runway 9 with up to an 8 mile an hour cross wind from the North all day. Oh yes, not to mention having to back taxi on a fourth of the runway into arriving flights. But guess what, all our pilots just kept on flying the kids. One amazing point was after the first flights, a stream of our pilots was taxiing back to the ARC in beautiful succession, I thought I was watching the mass arrival of the some 75 or better Mooneys at Oshkosh (little smaller scale) but was it cool, you guys all did great.

So, with the numbers Saturday, our total chapter Young Eagle flights year to date stands at 167 getting a lot closer to that magic 200+ number we have been seeing the last couple of years. Additionally, you all chipped in with more than enough ground crew for each of our aircraft, enough people to visit with our guests and answer questions, (including over 20 scouts & siblings) cook food, and keep everything moving smoothly. Thank you all so very much for a great job. I mentioned to several of our members yesterday, this has to be our best event of the year so far, not only due to guest numbers, but also just the smooth operation and great camaraderie, that was on display, I hope the day was as pleasant for all of you as it was for me, even with some difficult situations.

Here are the numbers:

- Don Jonas flew 10 young Eagles for a year to date total for him of 35.
- Jeff Stephenson flew 9 kids giving him a YTD total of 17 that I know of.
- Welcome back to Randy Schroder, who participated in his 2<sup>nd</sup> event with us this year. Randy along with, Dave Doherty, and Joe Sargent each flew 5 Young Eagles this Saturday, giving them each YTD totals of 8 for Randy, 15 for "Sargent" Joe, & President Dave 21.

- Ron Burnett back for his 2<sup>nd</sup> event this year flew 4 kids for a total of 9 YTD.
- Eve Cascella (chapter #64) gave us a big helping hand and flew 11 Young Eagles. This was Eve's 2<sup>nd</sup> event for us this year and she has flown 14 kids at our events YTD, but has more to her credit for the year due to her participation in other organization events. Don't understand it but she seems to be such a big hit with young lady Young Eagles. LOL

Thanks for the help to all our great pilots for giving of their time and equipment to *"make the dream come true"* for so many.

Just a short reminder, once a pilot has flown 10 Young Eagles in one year, Oshkosh starts rewarding pilots with points to the chapter of their choice, including the first 10. At the end of the year those points are turned into dollar credit which is then used to promote Young Eagles development at the chapter level and or youth education most commonly sending kids to the Youth Academy at EAA Headquarters. If you don't know how many flights you have been credited for the year, you can find out from EAA or I can give you a pretty good idea. For the most part pilots not listed above have not reached their 10 for the year with most of you about half way there.

We still have events scheduled for September 8<sup>th</sup> at KSET as well as October 6<sup>th</sup> at Creve Coeur, so mark the dates in your calendar. You can also fly kids on your own as long as you are current in you EAA membership as well as your flight review, let me know if you have any questions or need supplies.

**Rick May**  
**EAA Chapter 32 Young Eagle Coordinator**

# Art Zemon's BD-4C Project

(Shamelessly stolen from his website - some remarks from your friendly editor!)



*What a great panel! When he's not watching artificial scenery, he can watch soap operas.*

“Instrument panel of my Bede BD-4C featuring dual MGL iEFIS Challenger displays, VAL Avionics radios, PS Engineering audio panel, Trig transponder, and MGL backup altimeter/airspeed indicator.”



Nz4682 Bede BD-4C Item 5 of 5

*The older and more decrepit I get, the more I'm jealous of those huge door openings!*

# Learning as we Go

## “Oshkosh 2018 Part II”

mr. bill

Well the initial numbers are in and Oshkosh 2018 was a BIG, I mean a HUGE show! More planes, due to an extra 30+ acres that was mowed and prepped for airplane parking west of row 159. That is the last row of parking if you walked to the south end of the airplane flight line.

Mr. Van Grunsven was well represented and displayed his 10,188 number on his tent. For the afternoon airshow seems that the EXPERIMENTAL RVs got to fly and their counterparts, The Beech-Nutz, in their Bonanza's did not get to join the RVs in their awesome airshow performance.

Another ding, was that this beautiful airplane was grounded because it might “take away from the bombers.

[https://www.youtube.com/watch?v=\\_yaKCKXars&feature=youtu.be](https://www.youtube.com/watch?v=_yaKCKXars&feature=youtu.be)

Captain Richard flew the Bally Bomber to Oshkosh from northern Illinois on Wednesday before the show and had it tied down for the show and a crowd was always around it. Mr. Bally was always beaming while talking about his creation. As you can see by the video that Mr. Jack Bally used the Technical Counselor and the Flight Advisor Programs of EAA. The airplane has the wingspan of a Cessna 152 and has 45 hp engines that get it in the air.

The Thursday morning talk at the Flight Advisor (FA) and Technical Counselor (TC) Breakfast was a good one. People are using the program TC program but some people are bypassing the Flight Advisor program and so situations are starting to arise! WE have several fine Flight Advisors in EAA 32 and EAA 1387 that would LOVE to see you have a successful FIRST FLIGHT. Give them a call!

Also in the program was Mr. Vic's latest Technical Counselor photos:

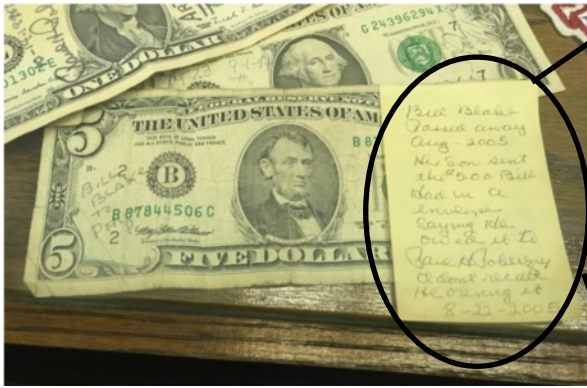


### **Loose Jam Nut the Most Prevalent discrepancy!!!**

In 1987 Mr. Paul H Poberezny took a drive around Oshkosh Airport and found a 100 year old brick farmhouse on 9 acres. He turned the place into a home, office, annex (workshop), park (he planted the trees himself), and a museum.

Every building had a desk and a bar. The desk so he could have a mini meeting and the bar so he could be sociable with the guests to learn about those who came to visit.

In one of the display cases I came across this note.



You EAA 32ers will recognize the name of Bill Blake who drew the plans for several of PHP's airplanes. Those original plans are still in drafting drawers in the Annex workshop incase "somebody" had a question for Paul.

In the back of the workshop was the John Deere mower just where Paul left it the last time he cut the grass. He and Audrey would mow for 9 hours on "cutting" days.

What a place. (Tours are given still. The bus leaves from the EAA Museum.) What a couple. What an organization!

Just in case you want to see the Bally Bomber moving:

<https://youtu.be/Gnw7xX9maf0>

The Dumb Cluck Award goes to this guy who was trying to fly INTO Oshkosh after he took off from an airport EAST of Oshkosh. The pilot did not have a clue!

<https://youtu.be/no5YX7IPT6o>



All photos from mr. bill's article

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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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