



EAA CHAPTER 32 NEWS

Jim Bower, Editor



June, 2009

Don't forget the meeting on Saturday, June 20 at 10:00 am!



The man who built this beautiful airplane obviously spent a lot of time and money, but he also put his heart into it. He wisely made use of EAA's Flight Advisor program to prepare himself for his first flight and subsequent test flights. Read more about the FA program inside this issue.

May Meeting Minutes

by Dave Deweese, Chapter Secretary

Karsten began the meeting with the Pledge.

Gary Kasten is sick, Jim Bower and Steve Morse are out with family obligations.

Ron has Shop & Save and Dierberg's coupons. We need to buy more gas for the building, coupons fund this expense. Ron has spares you can buy with cash versus ordering ahead.

Karsten relayed the Treasury report, reporting savings and checking balances, then requested suggestions for fundraisers. The Ford TriMotor and B-17 were mentioned. The TriMotor needs hangar space that we do not have at KSET, though a larger airport like Spirit might be able to donate this. It is currently too late to get the B-17 this year but next year this might be a possibility. Note that we'll have a new 'administration' next year that would need to pick this up.

We next recognized visitors. Gary Van Booven, friend of Dave McGougan's from work, attended the meeting. He's a specialty coating developer and trains people to apply these coatings, especially in the Army. Lucky Gary occasionally gets to take test flights in prototypes that use this system. He also has 1100 hours in the F-18 simulator at McDonnell-Douglas and has had the 'honor' of being 'shot down' by some real life fighter pilots.

Next we dealt with miscellaneous business

Ron Burnett announced Lon Lowe has a new price, \$24,900, on the Culver Cadet. If you're interested now may be the time to jump.

Our deal with the Lowe family regarding the tig welder, voted upon last year, has been finalized and they have received a check.

Rick May announces a tough pilot situation for the Young Eagles program this year. He's trying to get hold of George and Leo's partner in the Cessna to see if he'd be interested in participating. Currently we've got Joe Sargent and Chris Nesin flying for us, Fred's going to start soon. Anyone who hasn't flown Young Eagles in the past please consider flying this year. Remember to contact Rick so he can get you one of the new "Know Your Pilot" forms.

We discussed ramp gravel from the ARC. Karsten made a drawing to present to the company working near the hangars, Ron spoke to them but has yet to hear back. Noted that EAA32 is a 501C3, so if anything is donated the donor can write this off.

Regarding the Kentucky chapter interested in a Soda machine, they're going to look first in the local area.

We also talked about TFR's. Several people noted that, during the last presidential visit, the radius has increased from 30 to 35 miles as. R/C and model rocket enthusiasts are now included and should not fly anything within the set radius on designated dates.

Karsten reminded us that this is the last weekend for Lori and Kilroy's. A new business will take over the space in the near future.

Motion was made and seconded to adjourn. Steve's scheduled presentation will take place later in the year.

The Corner

I'm writing this while wearing both my newsletter editor hat and my Young Eagle coordinator hat (that's the one with the propeller on it). So, to simplify, I'm just calling it "The Corner".

My parents' home is about 250 miles away in northern Arkansas. That's roughly 1.5 hours away by RV, but a good half-day by minivan.

A few months ago, my mom was diagnosed with terminal cancer, which required me to throw out all my plans, as well as to make several trips down there. I want to thank my good friends Laura Million and Bill Jagust for picking up my slack during this time. Bill assumed the duties as Young Eagle coordinator and Laura compiled, edited, and published the May newsletter while I was out of town.

My mom passed away on May 11 (thank goodness it wasn't on Mother's Day), and things have returned to "somewhat normal". The newsletter is back on track and I resumed my role as YE coordinator, just in time for a bit of a meltdown on May 30.

In concert with a couple of Boy Scout troops, mr bill organized a special YE rally to enable them to earn their Aviation Merit Badges and get a ride.

Bill's contact person turned out to be a "take charge" type of individual, to the point where he "charged" into the ARC and "took" it over. The scouts had previously filled out their registration forms, which were given to the registrar (yours truly). Unfortunately they had pre-ordained the order in which the boys were to fly but neglected to organize the registration forms in that order. The boys were split into two groups: one to fly and one to get their merit badge class. After a weather delay, we began flying the kids. When the registration forms were sorted out (thanks Dave), things began happening as if we were conducting a regular YE rally.

Imagine how the people at oh...say, American Airlines would feel if a large group of passengers walked in and told them what to do and how to do it. It was particularly uncomfortable in that we had all given up our Saturday in the anticipation of a fun day, but ended up getting trampled.

Several days after the event I found out the worst part of this takeover: our pilots were raked over the coals for making their flights and turnaround times too long and for not having a load of kids ready to fly immediately after the last load was dropped off. Again, it was the Boy Scout leaders who were dictating terms to our pilots. As soon as I found this out I called one of the pilots to apologize to him for the whole thing. We all sacrifice time and energy to come out to the airport and conduct Chapter 32's **ONLY** community outreach program. In addition to this, pilots are putting wear and tear on their personal aircraft, paying for their own fuel, and sweating in cramped, hot cockpits.

This sad turn of events has also revealed a deficiency in our program that we will address beginning with the next rally on June 13. (Of course, by the time you read this the rally may have passed into the archives.)

Rather than rush the kids through their flights, we will allow the pilot to greet them next to the aircraft and give them a short walkaround before allowing them to board. The duration of the flight will be at the pilot's discretion as opposed to having to rush back and pick up another load. After the flight, the crew chief will come out to the aircraft ALONE (except maybe with parents for a photo-op) and escort the kids back to the registration desk to receive their certificates. **ONLY** then, will the crew chief pick up another group of passengers.

This may cause us to leave some kids un-flown by the end of the day, but I believe that we need to concentrate on quality instead of quantity.

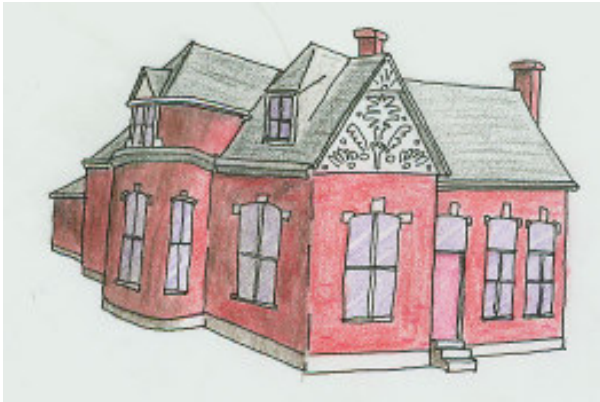
Let this be a notice to all pilots and ground crew (both active and potential) that we are going to conduct our YE rallies in a slightly different manner, and the next person who tries to take over will be assigned to guard the numbers at the end of the active runway.

Please consider helping us at these events. We are in constant need of ground crew and pilots. Thanks for listening, and I hope to see you at the ARC.

Library

by Dave Deweese

On Steve Morse's recommendation I went to our own ARC library and checked out "The Sportplane Builder" by Tony Bingelis, and it's proving an informative read, responding to several questions arising out of the Double Eagle plans. Our library may be small compared to some branches of the St. Charles City-County library district, but it has character and location in its favor. Those of you who lived in St. Charles in the seventies may remember when the Kathryn Linneman library was located on the corner of Sixth and Jefferson in an older story brick home. It had lots more personality than the newer location on Elm, looking very much like a library should look.



I've written of the old Kathryn Linneman library before as it was my favorite source of aviation literature back in the day. Mom took my brother and I there pretty often, especially during the months of summer vacation, hoping to keep the spark of intellectual pursuits alive in our young brains. She typically headed for the back of the first floor where they kept the mystery novels, Mom being particularly fond of tales in which an old lady or eccentric little man solves murders with sheer wit and determination.

Boys could care less about these pictureless books, so we headed upstairs to two rooms full of titles aimed at the young reader. Almost as much as airplanes I enjoyed scaring myself silly.

There was a small, hardbound, yellow volume simply entitled, "Mummies," that I checked out many times. What fun to turn a page and be startled by a dessicated, hollow-eyed face leering back at you. Fun in the light of day, however: they invariably returned to haunt me at night. There were also several books of regional ghost stories,

ghosts of the Lemp Brewery or Chicago's Resurrection Mary being good examples. Since they did not have the "Fiction" sticker on the side like Mom's mysteries they were obviously true. I convinced Mom that I was old enough to stay home alone while she and my brother ran errands then sat and read about Goat Castle, a haunted southern plantation abandoned after a series of tragic events and left to bake in the humid southern summer, with only stray goats and pigs nearby to hear the eerie sounds of a piano played by invisible fingers. It was hot and humid outside my own house that day, but I was too scared to move from the recliner.



It didn't take too long to exhaust the juvenile airplane books in the top rooms of Kathryn Linneman, but downstairs the pickings were better: big coffee table sized volumes filled with hundreds of pictures. In one of these was photographic proof of the XB-35. Remember the model I saw and thought was an imaginary plane? Dad said it was real, and sure enough, there she was in undeniable print. Even cooler was the version powered by eight jet engines. Browsing this tome was as much fun as browsing *Aerocrafter* decades later, and served the same purpose: filling one's imaginary hangar.



Back in the Kathryn Linneman library days my ultimate choice was invariably the sleekest and fastest: the Douglas X-3 Stiletto or the XB-70 Valkyrie for instance. Today, in the ARC library days, I'm building a machine from the very opposite end of the spectrum. But hey, even Mr. Rutan had to start somewhere. I wonder where he got his airplane books as a kid...

Until next time, Happy Contrails!

(Do335)Dave

President's Corner

Dear Friends,

Bring your projects. The temperatures at Smartt are very nice currently and the ever present breeze makes even a hot afternoon pleasant there as compared to the city. The ARC is there for all of the members projects, small or large. We have many subject matter experts willing to help. Hangars are open in this weather and you can take a stroll to the south part of the airport and see what is new there. They always have something antique open and maybe you can get an idea for a design detail. Furthermore the new restaurant needs to be tested by each and every one of you :-)

This month's speaker is again Steve Morse, who will continue with his introduction to working with 4130 (Chrome Moly) steel design, fabrication, welding and finish. Skills which we will use to build parts for the Double Eagle Dave has plans for. Hopefully the Skycoupe will also benefit from these skills.

The repair of our ramp access, which we discussed in our meeting, has been bid to a second contractor who is willing to do it for the money we budgeted. The local contractor that is already on location should be able to underbid.

I am out of state on a construction project and will not be able to attend our meeting, Steve will chair in my stead.

In July we will not have a meeting as Oshkosh will be going on, but I hope to see you in August.

Have a beautiful month of June and July.

Karsten

June, 2009

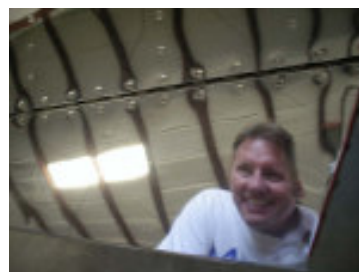
Learning As We Go

The EAA Flight Advisor Program

mr. bill

Last month we reviewed the EAA Technical Counselor Program for those building or restoring an aircraft. The goal of the Technical Counselor Program is to have a "zero defect" aircraft. This month we will review the EAA FLIGHT ADVISOR PROGRAM which SHOULD be the next step after building the aircraft. Now we want to prepare the builder/pilot for the first flight of this aero machine so he is a calm pilot because he and the flight advisor have prepared thoroughly for all concerns of a FIRST FLIGHT. So we visit the EAA website: www.eaa.org and type FLIGHT ADVISOR in the search box and look in to the categories and find the area that will be needed. Is it a tailwheel aircraft? Is it a high performance, or an aerobatic airplane? Maybe it is a glider? Occasionally it is a rotor-craft? Hey, there is a multi-engine aircraft group of FLIGHT ADVISORS! (Remember the Cri-cri Cricket or the Zenair 620.)

The FLIGHT ADVISOR program started by the EAA was truly needed because in many cases there are pilots with many hours and years of experience in airplanes who were NOT Certified Flight Instructors. Some man or woman has years of experience to share with the builder/pilot but no OFFICIAL way to help out the builder or restorer to fly a one of a kind airplane. Let's face it; EVERY homebuilt aircraft is a one of a kind airplane. The Flight Advisor (FA) program allows an experienced person to help set up a PREFLIGHT TEST PROGRAM, a GROUND TEST PROGRAM, and eventually a FLIGHT TEST PROGRAM that will help the newbie to fly the newly built or restored aircraft. Remember that Astronaut/Test Pilot Scott Crossfield was the FLIGHT ADVISOR for the Wright Brothers Replica aircraft for the 100th anniversary Wright Brothers flight.



Flight advisor Bill (mr bill) Jagust poses next to a brand new bird about to leave the nest.

The main point of the FLIGHT ADVISOR program is a reality check of the pilot's skills to see if the builder/pilot is ready to fly this airplane. Let's see. I put all my money into building this airplane for the last couple of years. I did NO flying in anything so I would have money to finish this project. Wow! Twice the money and three times the TIME to build this airplane!

Yep, this builder/pilot may not have flown a lick in the last several years.

If there were flights they were usually in a Cessna 150 or Cessna 172, every 730 days, to keep the Biennial Flight review valid. Now, this newly built RV-8 with a fire breathing 180 horsepower engine, with tandem seating (read that as a narrow fuselage, half the width of a Cessna 172 aircraft and half the weight of the Cessna 172) is like going from a station wagon to a sports car. Yea ha!

Well, in some cases after further review of the recent pilot experience it is determined that maybe the FLIGHT ADVISOR should take the airplane up for the FIRST FLIGHT and check out the flight characteristics.

Ultimately the beauty of the FLIGHT ADVISOR program is that going through the program and documenting the steps with an EAA FLIGHT ADVISOR, the builder/pilot can obtain and have the aircraft insured on the FIRST FLIGHT of this builder/pilot's most prized possession, their home built aircraft.

So give the FLIGHT ADVISOR a call. (He or she may be a Certified Flight Instructor.) Sit and let him see where you are at. He may take you up in an airplane and check your reflexes. If they are "cat like" then he may give you the thumbs up sign for the FIRST FLIGHT. Remember, we all want the flight to be a success. We all want to "Live to fly another day!"



Former Chapter 32 member Chris Santchi built this gorgeous RV-8

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



Check out our Fantastic Web Pages at
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 Laura Million, Web Designer
 While you're there, take time to join the
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 Chapter happenings!

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