
EAA Chapter 32 News

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

May, 2018



Folks, this is NOT the kind of picture we like to see, especially on the cover of our newsletter. This iconic photo is of a German-registered RV-7A that landed in the grass at a U.K. Fly-in. This incident and others like it led to Van's Aircraft issuing a Service Bulletin that made some modifications to the nose gear leg that helped to make it less likely for this to happen.

This is a cautionary tale that our own mr. bill mentions in his article later in this issue.

We will see YOU in the ARC for the May meeting. May 19, 2018 at 10:00 am.



President's Corner

by Dave Doherty

Friends and fellow aviation enthusiasts,

Spring turned into mid-summer in the space of about a week. Record highs are making it feel like July. I can only imagine what the summer will bring. My guess is it'll be a hot one. That'll put new meaning to sweat equity while we finish our RV-6A project. Hopefully we'll get some break n the heat spell we're having. My little Taylorcraft is still being used by my son Dave (will I ever get it back?). He's moving it from Cincy to Greensboro N.C. Sunday, May 13. I'm planning on heading over there and escorting him from Cincy to North Carolina in the Spirits of Aviation's RV-12. It looks to be a great adventure for both of us. This is his first major solo cross-country flight since he got his license.

We toured the Antique Aircraft Museum at Creve Coeur Airport last month. I think everyone had a great experience looking at all the planes there. Many priceless aircraft are on display, and we all had an up close and personal look at them. I was impressed at the size of the 1917 DH4 in one of the hangars. It looked, as most of the aircraft there do, factory new. They have done a great job with the museum. It should be noted that there are a lot of antique planes at Creve Coeur Airport owned by others, not in the museum. The airport is a great asset to the flying community.

Also, last month, my bride Cindy and I saw something we thought we'd never see at Smartt Field. Hula Dancers! Flying Fish Seaplanes club put on an authentic Hawaiian Luau at the airport, including a whole roasted pig. Quite a few people turned out and enjoyed an evening, Hawaiian style. Planes in attendance were a Kodiak turbine amphib, Cessna 185 amphib, and the new SeaRay we've all seen flying a lot around Smartt. There was even a guy who flew in all the way from Wisconsin in his Long Eze to attend the party. Lei's, Mai-Tais, beer, Hula Dancers, Hawaiian music, and pig roast with all the trimmings made for great fun. And the sunset was spectacular (or did I already say that?). EAA32 helped facilitate the liquor license, and in return, we received a \$145 donation to our chapter. Thanks, Chris and company. Every little bit helps. Keep up the good work.

There are several projects being worked on presently at the ARC. Art Z. has received the fuselage he'd sent out to have work done on it. He's really working hard on it, as are the aviation elves who are helping him. Art hopes to have it in the air by the end of the month. As Art says, it's a work in progress. Even after it gets the C of A, he'll be doing things here and there on it. Art wants to bring it to AirVenture this year to help celebrate the 60th anniversary of the BD-4 design. We all wish him the best of luck fin-

ishing the plane and getting it there. Also, Chris W. is working on his Zenith CH-750 Cruiser at the ARC. The fuselage kit will be arriving sometime this month. He's installing the light kit in the wings at present, and correcting a little hangar rash that accumulated during the period he moved from Jeff City and had it in storage. These things do happen. Soon we'll be marveling about how quickly the fuselage went together. Finally, there's a Thatcher CX-5 under construction by Bert B. and Ron W. Wings are done (and in storage at Bert's hangar), and Bert's working on the controls inside the cockpit. The rudder pedals are in process. Workmanship on this plane is of top notch quality. The Thatcher CX-5 is a two seat tandem low wing plane powered by a converted VW engine. It looks like it'll be a really fun machine once it's completed. All in all, our ARC is a very busy place this month. Once all those planes are completed and moved out, perhaps there'll be room to do the final assembly of our RV-6A.

YOUNG EAGLES – We had our second Young Eagles event of the year on May 12. The unofficial tally was 16 kids got rides. We had plenty of pilot and ground crew support. Some new craft were there, including a Searay and another RV-12. With the rather small number of Young Eagles, we were able to give some parents and chapter volunteers rides. All in all, we had a pretty good day. Last month's rally was rained out at the end, and some kids didn't get the opportunity for a ride. I had a call from a parent whose child was disappointed she didn't get to fly, so I offered to fly over to Festus and give any kids who didn't get to go up. It turned out there were two young ladies who missed out. We made it right, and they both got extended rides. Everyone was happy and appreciative. The youngest, an eight year old girl named Emily drew a picture for me, which her mom sent via USPS. It was touching. She said, "Mr Dave, Thank you for the airplane ride." In her recently acquired hand writing. That made me feel pretty good. But then again, it always pleases me to see the expressions on their faces as they experience the wonders of flight. Thanks to all for participating in this activity. It takes everyone to make it work. We all do our part.

Chapter 32 has been invited to set up a display in conjunction with the CAF "Wings Over St. Louis" on May 25 - 28. Details are still being worked out, and more info will be posted as it becomes available. Their B-25 is down for repairs, which has thrown a wrench in the plans. As soon as we find out if this event will happen, everyone will be notified. We plan on having an informational booth at the event.

On our calendar was a Poker Run scheduled for June 2. I didn't prepare for this in time, and we'll have to put the Poker Run off till after AirVenture, moving the date into September. Sorry about that, folks. I got busy with other things and didn't notice it was creeping up on us. Then all of a sudden, BAM! It was too late.

EAA32 will also be having our Movie at the ARC on the last Saturday of the month (May 26). The movie event includes a pot luck dinner and social hour, starting at 6:00 PM. A meat entrée will be provided by the chapter. Please bring a dish to round out the menu. This month, the movie will be "MEMPHIS BELLE", in honor of the first crew to complete 20 missions over Europe on May 15, 1943. Both the documentary released in 1944 and the 1990 motion picture will be shown.

See the ad elsewhere in your newsletter. Plus, there will be a special Birthday cake for one of our members at the movie. You'll have to come on out to find out who that person is. As always, we'll all have fun. Sunsets are spectacular at Smartt Field. BYOB.

I look forward to seeing many of our chapter members at our next meeting on May 19. Thanks to everyone for making EAA32 what it is today: I'm so proud of our bunch. What a nice group of people. The best.

Blue Skies to all,

Dave Doherty

Hangar Space Available

As you might know, the Chapter rents two hangars from the airport and subleases them to members in good standing. In addition, **homebuilts** take precedence over production airplanes.

There is currently one space available for a smaller low-wing homebuilt for \$85.00/month. Please contact Don Doherty (636-397-4713) for details.

April Meeting Minutes

Dave Deweese

April 2018's meeting began with the Pledge, Dave Doherty presiding.

This month's meeting is being held at 1H0, formerly Dauster Field, in Creve Couer.

We approved last month's meeting as published in the newsletter.

Don's running late so Dave gave the treasurer's report including checking and savings account

Rusty Graves and his brother Art are visiting, they're planning to build a STOL 750. Dan Noble is working on starting a Cruzer and is looking for a Corvair core (314-398-8110). New member Van Grossnicklaus has two Lorne Wizard projects that he's trying to find homes for. He brought one in a trailer. John Williamson from Chesterfield is also visiting.

Last week was our first Young Eagles event of the year, there was a presentation for the American Heritage Girls, and a few Girl Scouts. We flew until the weather shut us down, getting 18 out of 24 into the air. Dave's going to fly down to Festus and take care of a few of the girls who didn't go up before the rain came down.

Ron Burnett brought food cards.

St. Charles Flying Service has donated a 52" shear to the chapter. We plan to donate or sell our older, smaller one. Jim Hann mentions contacting St. Charles Flying Service for special tools, as he used that same shear for a fuel tank part on his Pacer.

Lisa's pictures are filling up our new member display case in the ARC and is here at the meeting today if you need your photo taken.

Youth Camp: we're sending one person this year; Wesley went up with Dave recently and is at the meeting today with his mom, Melissa Wolf.

Chris has his 750 wings at the ARC, will be there Monday and Tuesday from 2:30 to 5:00 to work on some hangar rash. He's going to ask someone from Zenith to come out next month to demonstrate installing the lights. As soon as he knows when his fuselage kit is

coming he'll schedule work on that. On 5/23 he's bringing a group of young people he works with to Zenith for a tour, 5/30 he's bringing out a group of ten who will volunteer at the ARC.



Bert Biermann has a Thatcher CX-5 fuselage in the ARC, we may ask him to move it for some new projects.

Art Zemon's BD-4C will be delivered from Florida to the ARC for final assembly.

The front window is not yet replaced; weather did not cooperate.

Next Saturday we'll show the silent movie, Wings, following a pot luck.

May 12 is our next Young Eagles event. With all the projects in the ARC we may try to use the administration building for merit badge activities.

May 19 is our regular meeting with a guest speaker, followed by lunch.

CAF is going to have an airshow, "Wings Over St. Louis," at Smartt, including their planes and some other WWII-era birds. \$5 admission, over Memorial Day weekend, we've been invited to set up a tent and promote our chapter.

May 26 is our next movie, TBD.

June 2 our chapter is hosting a poker run: you fly to various airports, pick up a card, and see who has the best hand at the end.

May 5 Chris Hinote is having a Luau 5:00 to 10:00pm to open the seaplane season, Chris is aware of a SeaReay project available for \$35,000 including a Rotax 914 in the box. He flew his to our meeting this month.

Bob reports that, since moving the RV-10 to 1H0, they've been installing lights, heat, a Garmin, and other improvements, and are hoping to start reassembling this weekend. They ultimately hope to get it IFR-ready.

The RV-6A project is also underway, they're finishing up the control panel, and are closing in on time to paint. Dave's son is having trouble finding a hangar for the Taylorcraft, if it comes back to St. Louis the RV-6A club will need to find new workspace.

Kim Nack has outgrown his Thorp, so he's moving a bulkhead back 4", including transferring the battery from the baggage compartment to the firewall.

Dave's KitFox is covered, ready for color. He needs temperatures above 60-65 degrees. He's traveling with Kim to Joplin to pick up a Rotax 582 and engine mount.

July 5, 6, 7 the Barnstormers will be at Jefferson City. (See Chris or Victoria for more details.)

Libby reports that the 99s will be doing a Poker Run at the end of June.

This airport was our original chapter home until it was wiped out by the flood. Al Stix would know more about that, Dave's going to find him. After our meeting we're going to tour the museum.

Editor's Corner

Like President Dave said, we were really deprived of a nice Spring this year - even more so than in previous years. One day it was 45 degrees outside (I flew the RV that morning), now it's in the high 80s. Missouri...gotta love it! I don't want to jinx it, but we at least haven't had the torrential rains that cause us hangar renters to seek higher ground for our aircraft. Let's hope this situation continues. The Mississippi is a nice river, but it needs to stay in its banks!

I'm making another pitch to solicit more contributions to the newsletter. We all know there are several projects being worked on by chapter members...send me pictures and a short article about your progress! Had any interesting fly-ins lately? We want to know. Did you find another great \$100.00 hamburger? Tell us!

This newsletter is only as good as its contributions, because I don't make any of this up. Thanks, and blue skies to all!

Jim Bower

EAA Chapter 32 newsletter editor

Learning as we Go

“We Do Not Listen to Understand We Listen to Reply.”



THE LECTURE

Funny thing about communication, it has been determined that only 30% of what Person A says to Person B is heard. REALLY? How does anything get across to some one? How does anyone learn?

Especially with pilots, when one pilot is trying to tell a story to impart knowledge of an event, the crowd (mr. B, C, and D) usually cannot wait to tell THEIR story. After B, C, and D have thought of their “better” story, the remainder of the story as told by Person A is not heard, usually is blanked or blocked out of B, C, and D’s minds because of THEIR story.

Recently at an Educational Seminar I did my usual thing of pulling out some paper and I started taking notes. Half way through the hour seminar the speaker said, “There will be a test at the end of this (jokingly)!” The crowd gasped and then the words, “Well one guy will pass because he is taking notes!” Of course everyone looked at me and they were not happy. Then someone said, “Can WE use his notes?”

The point was that we often just sit there and “Listen to reply instead of listening to understand.” That is part of the 70% problem. We just seem to shut the speaker down for some sad reason.

It has been said, “We have TWO ears to listen and ONE mouth to speak.” There is a reason for that.

THE LEARNING

The cover photo was what I used to teach a group of aviators about the ways of the RV Nose dragging airplanes. Below on the hyperlink are the 14 lessons of another Instructor. Click and WATCH and learn. This will increase your understanding by 20% more.

The 14 Lessons Every Pilot must learn in aviation:

<https://www.youtube.com/watch?v=siwils2V1Xo>

#1: When you LOOK right you turn RIGHT... off the runway.

#2: Are the magnetos off? Ahhh what did you mean?

mr. bill #3: Where are your airplane parts at? My DC-9-80 wingtips are 2½ slabs of concrete to the left & right of the centerline of my nose wheel.

#4: With Strong cross-winds you must hold the ailerons steady and the rudder steady.

#5: Quartering tail wind on takeoff! Hold the ailerons and keep the elevator up. You will get in the air faster but you will not have all the lift you think so lower the nose and build up the airflow over the wing which is also more airspeed and fly UP and OUT of ground effect.

#6: There was a road straight ahead. SLIP the airplane and land on it.

#7: GUMP Gas Undercarriage Mixture Propellers Whenever it seems someone is going to “Showoff” flying, is usually when SOMETHING GOES WRONG!

Also, when on the ground, STAY on the ground!

#8: Flirting with clouds and you are only VFR (Visual Flight Rules) rated. You will last 178 seconds if you are good. We shall discuss this more next month.

#9: More than 1/3 down the runway-GO AROUND!

#10: Once again, 1/3 of the runway gone, GO AROUND!

#11: If you are bouncing or porpoising, you are going too fast to land. You either PULL THE POWER AND THE CONTROL WHEEL BACK, or GO AROUND!

#12: If you are flaring and the nose goes too high, STOP the Flare, let the plane settle and complete the flare for the landing. If you start going back and forth with the yoke/control wheel, refer to the top picture. You WILL bury the (weak) nose wheel and dig in and flip the plane. Shoulda gone around!!!

#13: The luckiest Stinson Pilot in the world!

#14: NOT off by 1/2 way down the runway, CLOSED the throttle, shutoff the ignition, and the fuel and slide between two trees. Live to Fly Another Day.

MOVIE AT THE ARC THIS MONTH – *Double Feature!!!*

Memphis Belle: A story of a Flying Fortress

When? Saturday, May 26

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

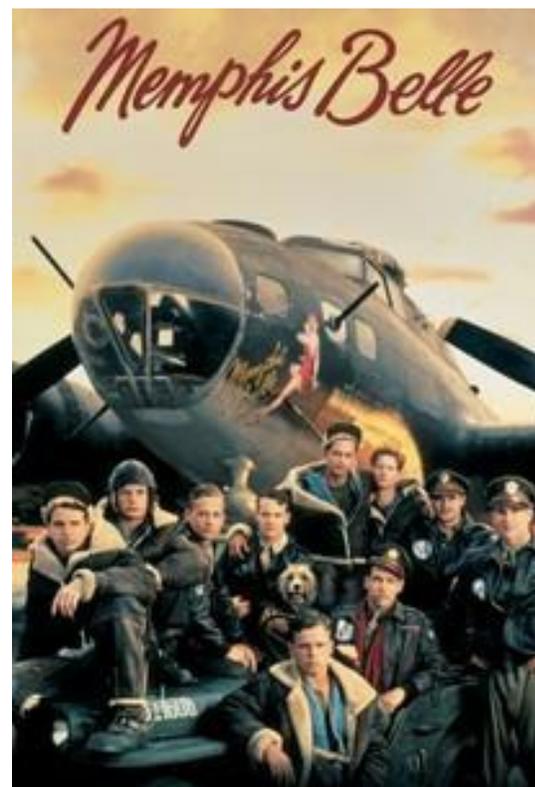
6410 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)



The Memphis Belle: A Story of a Flying Fortress is a 1944 documentary film which ostensibly provides an account of the final mission of the crew of the Memphis Belle, a Boeing B-17 Flying Fortress. In May 1943 it became the first U.S. Army Air Forces heavy bomber to complete 25 missions over Europe and return to the United States. The dramatic 16 mm color film of actual battles was made by three cinematographers, including First Lieutenant Harold J. Tannenbaum. Tannebaum, a veteran of World War I, was killed in action during the filming when the bomber he was in was shot down over France on April 16, 1943. The film was directed by Major William Wyler, narrated by Eugene Kern, and had scenes at its station, RAF Bassingbourn, photographed by Hollywood cinematographer Captain William H. Clothier. It was made under the auspices of the First Motion Picture Unit, part of the United States Army Air Forces. The film actually depicted the next to last mission of the crew (see below) on May 15, 1943, and was made as a morale-building inspiration for the Home Front by showing the everyday courage of the men who manned these bombers.

Memphis Belle is a 1990 British-American war drama film directed by Michael Caton-Jones and written by Monte Merrick. The film features an all-star cast with Matthew Modine, Eric Stoltz, and Harry Connick Jr. (in his film debut) in leading roles.

Memphis Belle is a fictionalization of the 1943 documentary *Memphis Belle: A Story of a Flying Fortress* by director William Wyler, about the 25th and last mission of an American Boeing B-17 Flying Fortress bomber, the Memphis Belle, based in England during World War II.[1] The 1990 version was co-produced by David Puttnam and Wyler's daughter Catherine and dedicated to her father. The film closes with a dedication to all airmen, friend or foe, who fought in the skies above Europe during World War II.



Meat and soda are provided by Chapter 32

This is a Pot Luck Dinner, bring a side dish.

Also, for your own comfort, bring your favorite comfy chair.

Dinner and social hour 6:00 – 7:00. Movie starts shortly thereafter.

Dave McGougan's Kitfox Project



Piecing the left door together. Top half Lexan and bottom half aluminum.



I now have the engine, gearbox, prop and mount, but missing muffler, radiator and fuel pump. I did receive the windshield from Kitfox this past week also. I want to publicly thank Kim Nack for taking time out to drive his vehicle to Joplin and help me pick up my engine.

One problem has occurred in that the engine mount does not perfectly line up with the fuselage weldments. Two of the five just miss and will require a small welding job.



Thanks for sharing, Dave! I know we're all looking forward to seeing you fly this bird soon.

EAA CHAPTER 32 NEWS
Jim Bower, Editor
10350 Toelle Ln.
Bellevue Neighbors, MO 63137



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!

Officers and Committees

<u>President</u>		
Dave Doherty	636-240-5982	president@eaa32.org
<u>Vice President</u>		
Bill Doherty	314-378-1229	vicepresident@eaa32.org
<u>Secretary</u>		
Dave Deweese	636-939-3974	secretary@eaa32.org
<u>Treasurer</u>		
Don Doherty	636-397-4713	treasurer@eaa32.org
<u>Flight Advisors</u>		
Bill Jagust	314-494-3987	vp2boy@gmail.com
Tim Finley	314-606-7501	tfinley@semkeconsulting.com
<u>Tech Counselors</u>		
Gale Derosier	636-578-3856	kgderosier@gmail.com
Tim Finley	314-606-7501	tfinley@semkeconsulting.com
<u>Communications</u>		
Newsletter: Jim Bower	314-869-8971	newsletter@eaa32.org
Webpage: Laura Million		webmaster@eaa32.org
EAA Hotline:		
<u>Safety</u>		
Joe Miano	314-895-1754	lmiano24@sbcglobal.net