
EAA Chapter 32 News

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

March, 2017



A Plumber's Nightmare!

In May of 1927, Charles Lindbergh made the first successful solo Atlantic crossing (New York to Paris). I'm sure this cockpit was pretty state-of-the-art for those times, but notice the collection of fuel valves! Anybody who has built a Van's Aircraft kit will recognize these.

We will see YOU at the ARC for the March meeting. March 18, 2017 at 10:00 am.

Gateway Adventure Club CX5 Project Update

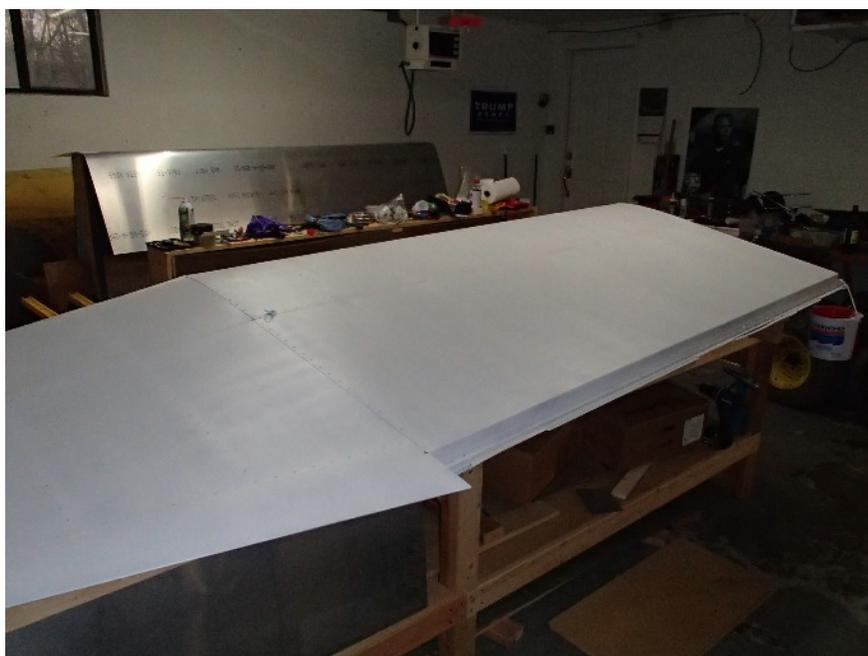
By Burt Biermann

Starting 30 days ago, we now have one wing completed. We are starting the left wing today. Fuel tank kit and fuselage kit is being assembled by the Westberry Co.

For further information, contact Burt Biermann: cell 314-566-6791



Right wing completed (before priming)



Right wing (after priming)

Safety Tip of the Month

Joe Miano

Young Eagles Flight Safety

Next month in April marks the start of another fun summer of Young Eagles events at our EAA Chapter. Everyone who is planning to be flying should be inspecting and getting their aircraft ready for this year's events. As for myself, I will be speaking before each month's Young Eagles flights with our traditional short safety briefs. During our safety briefs, I will remind everyone about our standard rules of operation that we practice during each event. So far, our Chapter has enjoyed great success with no injuries or incidents. Thanks to everyone's hard work in assisting each other to stay safe.

This year at our first safety brief, I would like everyone's opinion about a couple of ideas that I would like to suggest for consideration. It would involve more interaction between the ramp crews and the pilots or aircraft that they are assigned to for that day's event. I am hopeful that my suggestions will help you with our busy Young Eagles ramp operations and enhance our ramp safety as well. Our safety record reflects superior management supervision and excellent support from all of our members who work hard for our Young Eagles events. However, if anyone has any safety concerns or ideas that they would like to suggest, please, by all means, speak up so we can talk about any of these. I am looking forward to serving as your EAA Chapter Safety Officer again this year and I wish everyone Blue Skies with fun times flying this summer.

*Thanks,
Joe Miano*

Dave McGougan's Kitfox Project

Included is a picture of the firewall recently added to my Kitfox. When received the firewall was filthy. It had been stored uncovered and nature and critters had left it a little ugly. I blasted it, primed it, then painted it. Cockpit side is hammered metal (color) firewall side is off green. The rudder cable connections could not be finished until the wall was installed. It looks good and rudder travel was adjusted accordingly. The next, big issue is the manufacture of wing ribs, which will happen in my garage starting next week.



\$100.00 Jerky

by John Huebbe



For me, it was love at first bite. One of my guilty pleasures in life is good quality beef jerky. In my article for this month I'd like to feature Stonie's Sausage Shop, located in Perryville MO, along the beautiful Mississippi river. (shopstonies.com)

Stonie's slogan is "The Candy Store of Meats" and they don't disappoint. If age is any indicator of a good business, they are doing something right. They have been seasoning beef, pork, and poultry since 1959 with their family recipe.



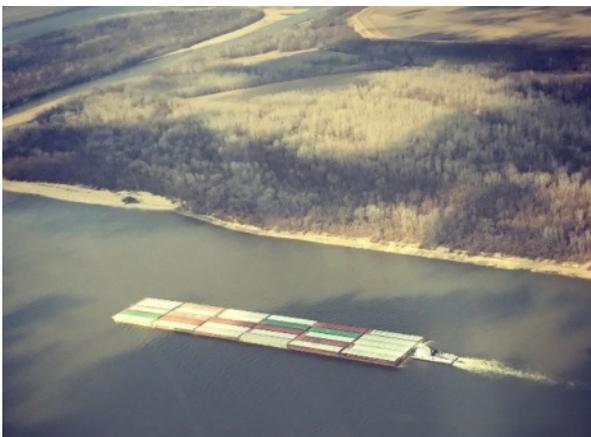
My usual trip to Perryville is 2-fold. First: get lunch. Second: get snacks & meat to take home.

Stonie's has a great deli & lunch menu where they will make fresh sandwiches, wraps, soup, and salads, all using their smoked meats. (my mouth is watering just thinking about it)

My personal favorite is The Smokestack, with smoked turkey breast & ham, smoked cheddar cheese, and chipotle ranch. I typically sub out the wheatberry bread for a toasted chibata bun. I also have a thing for French Dips, and theirs is one of the best around. You also can't go wrong with their Dagwood. It's similar to the smokestack, except with Pastrami & Colby Cheese instead of ham & cheddar.



The Perryville (K02) airport is roughly 75 miles to the south of St. Charles. However my route typically takes 90 miles, since I like to fly along the river, starting at about Jefferson Barracks and making the slow bend south-southeast. The Perryville airport is located in the Mississippi river bottom opposite of Chester IL, just 12 miles north of Perryville. In recent years they have fixed up their pilot lounge and started to sell 100LL and MoGas again. They have 2 courtesy cars that pilots can borrow to make the short drive to get a bite to eat.

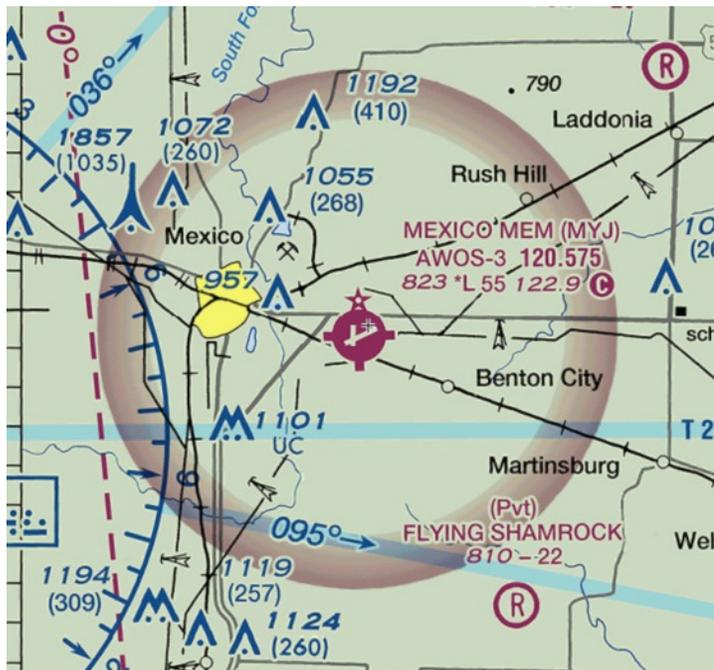


If you do end up going, make sure you pack a cooler & ice. Your stomach will be begging you to bring home

some of their fresh brats to grill up for dinner. They have over 25 different flavors, seasoned perfectly, all having great hickory smoke aroma and flavor. Along with brats, they sell pork links, pork steaks, bacon, summer sausage, ribs, smoked hams, beef sticks, and more.

Their whole beef muscle jerky is some of the best I've ever had. My picks are the natural or sweet honey. If you like things hot, they also have Spicy Jerky, which has more heat than I dare eat. I had one piece and my head turned red and smoke started to come out of my ears.

Next up on my fly-to destinations is Mexico Mo (MYJ). I'll stick with the hickory smoked theme and suggest you stop at Porky's Steaks & Hickory Smoked Bar-B-Que restaurant.



The Mexico Memorial airport is located a few miles east of town and has a wonderful pilot lounge and courtesy car.



It has been a few years since I have been to Porky's, but the BBQ leaves a lasting impression. The restaurant is

located along Hwy 54 as you drive from the airport into town.



My go-to meal is usually the pulled pork sandwich with fries & baked beans. Although I usually sub out the regular fries for their sweet potato fries.



My alternate choice is their excellent brisket meal with handmade slaw and baked beans. You can't go

wrong with smoked beef. Mmmm

I have never personally tried their BBQ Chicken dinner, but that is a regular choice by my mom.

A special of theirs is also seasoned chicken wings which has their own unique buttery hot sauce. If you only have a small appetite then I'd suggest getting a bowl of their handmade Ham & Bean soup.

As a reminder, if you do go on the weekend they are closed on Sundays.

To wrap up my article ... Pork & Airplanes do go together!



Learning as we Go

“More Fun With Fuel”

mr. Bill

For the past two months we have chatted about the challenges we face with this thing called fuel. This month we shall look at ways to assure we do NOT run out of this precious commodity. The storage of this valuable liquid is contained in our aircraft in several devices. The old Bensen gyrocopter used an old outboard motor boat fuel tank with the primer bulb to get the infamous two cycle McCulloch started.



In our famous Van's aircraft many of you have ProSealed up some seams and riveted together a nice aluminum tank to hold your fuel. In some planes like a Bonanza there are rubber bladder tanks to hold the fuel. Each have their own limitations.

We need to know quantity.

Not sure how you determine how much fuel is in the old motorboat tank. Never saw a gauge on one. The aluminum fuel tanks usually have ½ or a full gallon of fuel that is not useable in them. With the bladder tanks they work well as long as the vent does not clog up.

Three quick accident examples to make my point of

“IF YOU THINK YOU ARE LOW ON FUEL, YOU ARE, SO LAND AND GET SOME!

Last month we learn of a man whose ethanol enriched fuel gave him an inaccurate indication on his fuel gauge and his landing occurred on downwind in a field instead of on the runway.

The Piper Cherokee that did NOT make it to Creve Coeur Airport several years back but landed in Creve Coeur Lake missing the field. I believe the flight was from Ohio. They wanted to land before dark so they did not stop for fuel enroute!!!



Big planes are no different. The Avianca Airlines Boeing 707 from Bogota to JFK did NOT had enough fuel. The captain asked the flight engineer how much fuel. The FE said, “3,500 pounds.” (523 gallons.) The captain ASSUMED that was 3,500 pounds per wing tank. With a total of 3,500 pounds of fuel the plane had to do a go-around. Burning 3,500#’s of fuel, each engine at go around thrust, one can see and figure how long that flight would experience FUEL EXHAUSTION.

Two fuel stories that have happened to me. I was given a Tri-Pacer for a Young Eagles flight which had the female YE in the left seat and her mother in the back. I was assured that there was plenty of fuel. The fuel valve was on the right tank too. The PA-22-150 has a placard on the right fuel gauge that states: NO TAKE OFF ON RIGHT TANK WITH LESS THAN 1/3 OF A TANK. Take off normal. But approaching the downwind leg for landing while on the right tank the engine experienced FUEL STARVATION and just windmilled. We were at idle so I reached over the YE, switched tanks, and no one knew the difference. I added power on base and the engine responded and we landed normally. If the engine did not respond I was ready to land on runway 27. After the flight I asked the owner about the gauges. Sure enough, “I been having problems with them reading right!?” Thanks.

At another one of our events, we had an aerobatic aircraft that flew in for the meeting. On departure to the south we all quickly learned that something was wrong with the airplane. This highly qualified professional got the aircraft barely 200 feet in the air but around the pattern.

After landing we hangared the airplane and after further examination it was determined that the plane took off on a wing tank, NOT the header tank that provides the proper fuel flow to the engine on take-off and with all the aerobatic maneuvers it can do.

On another note do you see any Piper Turbo Aztecs anymore? No, because on one aircraft the line boy read the word “Turbo” and thought it was a turbine powered airplane and filled it with Jet Kerosene! Ouch!!

So what are the preventions in all this chatting about fuel:

- Watch your aircraft being fueled or fuel it yourself. With an EXPERIMENTAL plane they usually let you do it. That way you can be assured it is topped off with the correct fuel.
- If you do not refuel then “stick” the tanks to know for sure how much fuel is in that tanks.
- Do a double walk around to assure that the fuel caps are on and the oil level stick is in with the cowl access door closed.
- Take off on the right tank and fly for 30 minutes then switch to the LEFT tank. When it runs out you know that length of time (minus 30 minutes) of how much time left you have to fly.

Another device in the fuel system that may cause you trouble is the engine primer. What happens if it is left out or open after start? You will enrich the mixture and have a black plume coming out the exhaust pipe. What I do on my airplane is to mark the primer valve with a Sharpie to show the position which is 180 degrees from the open position. I can look and see quickly if the valve is in the proper position by assuring that the mark is pointing up.

Well that looks like we have covered this fuel thing from entry to finish. Just remember that FAA requirements state that the placards by your fuel tank must show Grade of Fuel and the Quantity in the tank.

Q? How much fuel was on the Spirit of St. Louis Ryan aircraft that Lindbergh flew?

A: 451 gallons

Q? Can you handle this cockpit with all its fuel valves?

A: Sure you can. Next month we will chat about the cockpit layouts and look at some really strange configurations.





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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