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# **EAA CHAPTER 32 NEWS**

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Jim Bower, Editor

February, 2003

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**Dues are due!!!! (Where have we heard that before? Oh yeah...here.) Please plan to bring our treasurer a dues check at the February meeting on Sunday the 23rd, 2:00 pm at the ARC. Hope to see all of you there.**



**Who is this swab jockey?**

**Keep reading this fine issue and you will find out!**

**INFORMATION HOTLINE**

**314-286-9932**

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

# Al Donaldson's Autobiography

I was born on 9 October 1927 in Birmingham, Alabama. I grew up on the edge of the cotton fields of the old segregated South. I was a barefoot kid who always had his head in the clouds. I liked to lay on the side of a hill with my dog and look at the fleecy clouds floating by and vicariously fly among the clouds like the birds. If a real airplane came over, everything stopped for me as I watched it fly out of site.

About 1934 or 1935, my father bought me a \$2 airplane ride. The pilot's name was Will Caney and the airplane was a J-2 Piper Cub. I was six years old and I was permanently hooked. I knew what I wanted to do when I grew up. When I ran, I would hold my hands out like wings so I could feel the wind. When we went somewhere in the car, I held my arm out and used my hands edgewise to feel the lift as I rotated my wrist. I picked blackberries and wild plums to sell so I could buy Comet airplane models to fly through out the 1930's.

When the Japanese attacked Pearl Harbor, Dad and all the family gathered around the radio to listen as the news updates came in. I was 14 years old and had not the slightest idea where Pearl Harbor was. But, like millions of other folks, I was soon to learn more about geography.

In January 1942, we moved to Tampa, Florida where Dad had taken a job as foreman of a pipe-fitters crew. He built ships for the duration of the war. I continued my high school studies but was reinforced by my desire to fly. I got a job selling newspapers at Drew AAF field. Drew Field had two squadrons of P-39's, two P-40's and two C-45's, as I remember.

I was able to talk Dad into signing for me to join the service in the summer of 1944. But, the army would not take me for pilot training unless I had two years of college. So, I joined the Navy. I couldn't go on active duty until I was seventeen so, in October, I was off to boot camp. We finished just in time for Christmas leave. I was soon on a ship out in the middle of the night under the Golden Gate Bridge under blackout conditions. On our seventh day at sea we put in at Pearl Harbor. Everyone was on deck. So, this was the harbor where the Japanese bombed our ships. We docked at Baker Docks and about 30 of us were told to muster on the dock with sea bag and all gear.

For the next six weeks we went on different work parties. I unloaded ships at the docks. One day, a civilian pointed out the superstructure tower sticking out of the water. He said "that's the Arizona and she's still on the bottom of the harbor. I tried to get assigned aboard the battleship Alabama but to no avail. I told the officer in

***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).***

charge that I wanted on the Alabama because an OS2U Kingfisher airplane was on her fantail. Not long after that he had me transferred to VR11-12 at John Rogers Naval Air Facility, about 5 miles from Pearl Harbor so I could be around airplanes. Today it is the site of the Honolulu International Airport.



I did all kinds of jobs. I was a Mess Cook (KP). I swept and cleaned up the nose docks where they worked on C-54's and other cargo airplanes. I worked at the seaplane docks, refueling, cleaning and servicing PB2Y Coronado seaplanes. Once in a while, a beautiful Boeing 314, three-tailed seaplane would come in from the states and we would help the Boeing ground crew service it and get it ready to return to San Francisco. But, mostly we serviced our own Navy seaplanes.

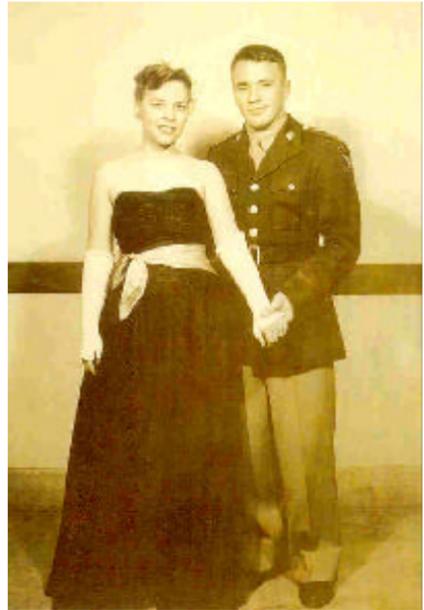
One day, in May, whistles blew, sirens screamed, horns blew. The Germans had surrendered. It was V-E day. The whole Navy base went crazy. We put on whites and went to town. The gates were open and the guards were busy, trying to keep the civilian well wishers out. So, all the Navy guys just walked out on one big drunk. After the big booms at Hiroshima and Nagasaki, the Civil Aviation Authority (CAA) soon grounded civilian aircraft. I began flying lessons and soon accumulated nine hours of dual and soloed at Haliewa AAF Field in a Piper J-3 Cub. This is the same airport that Lt. George Welsh and Lt. Don Taylor got airborne in their P-40's and fought the second wave of attacking Japanese aircraft four years earlier.

In July of 1946, I accumulated enough points to go home. After 22 days at sea, through the Panama Canal, we made it to port at Norfolk, Virginia. I was given an honorable discharge and a ruptured duck to sew on my uniform. I resumed flying lessons in Alabama and received my pilot's license in February 1947.

I enrolled in the School of Engineering at the University of Alabama. I worked part time making ice cream in the school months and worked full time as a carpenter in the summer. I continued to fly anything I could. Fortunately, a variety of aircraft was available, as the local airport had been a Civilian Pilot Training (CPT) training base

during the war. A few of those plans were purchased as surplus when the war ended. I flew Taylor Craft, Aeronca Champ, Aeronca Chief, Cessna 120, Cessna 140, and Cessna 170. Surplus aircraft included the Ryan ST, the beautiful Stinson Reliant SR9, and two very intimidating airplanes, the PT-19 and the BT-13. I did get to fly the Mooney Mite T-18. It was a great little airplane. It had a manual gear retraction system.

I was commissioned at the University of Alabama in 1951 through the Air Force ROTC program and was married the same year. I asked for active duty for the purpose of attending flying school. After a battery of tests at Maxwell AFB, I was accepted for flight training. Primary training was in was in the T-6C and D at Goodfellow AFB in San Angelo, Texas. Advanced flying school was at Bryan AFB; Bryan, Texas in the T-28



followed by jet upgrade transition in the T-33. I received my Silver Wings in early 1953. Gunnery school was at Luke AFB, Arizona. After gunnery school, I was assigned to the 942<sup>nd</sup> Tactical Control Group at K-47, Korea, flying the rare LTA-6 airborne forward air controller in the ground support role.

I completed my yearlong tour in May of 1954 and was given an F-86 assignment at Foster AFB, Victoria, Texas. The F-

86F-25 was to become my all time favorite airplane to this day. In late 1955 we lost out beloved F-86's and received the F-100's. We were the World's first fighter wing to be equipped with supersonic aircraft.

In 1956 I attended the Squadron Officers School at Maxwell AFB, Alabama. For maintenance of AFR-60-2 requirements, I flew the B-25J's. I was current in the C-119's at Foster AFB, so they felt that the B-25 was a suitable airplane for maintaining currency. A very good airplane but, terribly noisy.

In September of 1957 I received an accompanied overseas assignment to Itazuke Air Base, Kyushu, Japan. My wife and three small children boarded a C-54 at Travis AFB, San Francisco and flew 30 hours to Tokyo by way of Honolulu and Wake Island. Then on to Itazuke in a C-47. This was a F-100 assignment. I flew a variety of



aircraft including F-100D, C-47, C-119G and T-33. My three year tour ended in late 1959 and we returned to the US with four children. My new assignment was Otis AFB on Cape Cod, Massachusetts. This was an Air Defense Command assignment, equipped with F101B interceptors.

At Otis AFB my 4344 Aircraft Maintenance Engineering Officer AFSC reared its ugly head again. The chief of maintenance for the 60<sup>th</sup> Interceptor Squadron was departing for a European assignment and the Commander stuck me in the slot. I attended a 60 day school at Chanute AFB, Illinois and returned to Otis AFB just 3 days before the old chief of maintenance departed. It was a cold turkey learning curve. Thanks to great NCO's and good Jr. officers, I survived. I flew the F101 very little. Actually, I didn't like the airplane. It was very fast and reliable airframe wise. However, it required 366 maintenance man-hours per flying hour (MMHPH). That's almost two times the MMHPH required for any other fighter in the AF inventory. This influenced my dislike of the airplane.

**To be Continued Next Month...**

# 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

Saturday 1st - Breakfast @ Kilroy's - 8:00 am

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

# 2003 Membership Renewal Form

As you know, the deadline for membership renewals is at the END of January, 2003. Please fill out this form and submit it to the Treasurer ASAP.

(Gale Derosier...28 Woodmere Point Court...St. Charles, MO 63303)

**Instructions:** This form will hopefully make life easier on you, the treasurer, and the guy maintaining the club roster (that would be me). When you send in your dues, just fill in your name *and only whatever information that changed since last year's roster*. (Pay particular attention to your e-mail address if it has changed recently!) In case you forgot, a year's dues is now \$60.00, payable to EAA Chapter 32.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Area Code \_\_\_\_\_ Home Phone \_\_\_\_\_

Area Code \_\_\_\_\_ Work Phone \_\_\_\_\_

E-Mail Address \_\_\_\_\_

Licenses and Ratings \_\_\_\_\_

EAA Membership Number \_\_\_\_\_

Other Aviation Affiliations \_\_\_\_\_

\_\_\_\_\_

Your Flying Planes \_\_\_\_\_

Your Plane(s) Under Construction \_\_\_\_\_

Projects/Interests \_\_\_\_\_

\_\_\_\_\_

Tools \_\_\_\_\_

\_\_\_\_\_

Skills \_\_\_\_\_

# Learning As We Go

mr. bill

## AIRCRAFT ICING PART III

Just when ya' think you have heard it all .... This true confession by the pilot, who must have been the co-star with Jim Carey in that movie - NOT TOO BRIGHT AND REALLY TRULY NOT TOO BRIGHT - comes along.

On December 03, 2002 this pilot reported that while enroute, ice had accumulated throughout the airframe and he the pilot performed an unscheduled landing at Woodward, Oklahoma (WWR) airport (90 miles from departure point) to remove SOME of the ice. After partially removing some of the ice, the pilot departed Woodward airport and again headed for Oklahoma City (OKC) some 180 miles away. After established in cruise flight, the pilot noted the indicated airspeed of 115 mph. The flight encountered freezing rain and structural ice (again) continued to accumulate. Within the next 20 miles, the pilot observed the indicated airspeed decay to 100, then 90, and finally 80 mph (with full power in a Cessna 172M). The pilot stated that he lowered the nose to maintain 80 mph and headed for the Vici Municipal Airport. At the point where the airplane was unable to maintain 80 mph, the pilot elected to perform a precautionary landing to an open field.

During the landing roll, the nose gear collapsed after it went in a ground depression. The airplane nosed over coming to rest in the inverted position. The engine firewall sustained structural damage, a propeller blade was bent, (with one blade bent the engine was not producing power and the blades had stalled and stopped turning) and the top portion of the vertical stabilizer was crushed.

Gag, Oklahoma (GAG), located 30.4 nautical miles west northwest of the accident site was reporting the weather as calm winds, visibility 4 statute miles with freezing rain and haze. A few clouds at 1,000 feet, a broken ceiling at 1,500 feet, and an overcast sky at 2,800 feet. Temperature was 28 degrees F. The accident occurred at 1345 CST in a Cessna 172M and was being flown by a private pilot as the sole occupant. A weather briefing was received but no flight plan was filed. The departure point was Liberal, Kansas at 1030 CST on December 3, 2002.

Well I guess I (NOT TOO BRIGHT) will get a weather briefing that says there is rain and the temperature is below freezing and I am in a Cessna 172 with a heated pitot tube so I guess I can fly and if I pick up ice I will just ahhh... ya, I will just land and chip off some of the ice and ...ok...ya...that should be enough ice chopping so I will get back in (REALLY NOT TOO BRIGHT) and see how much ice I can pick up this time! Yaaa that's the ticket! What about my "ticket" Mr. FAA man! You wanted to take it from me for being careless and reckless??? Me?

This ladies and gentlemen is the reason that airplane prices are soooo high!!! Forty percent (40%) of the airplane cost used to go to product liability back in the 1990's when Cessna started making airships again. And we thought it took brains to fly an airplane.

Folks three major points:

ONE - if you find yourself in this situation: DO THE 180 DEGREE TURN AND GET OUT OF THE CLOUDS YOU JUST FLEW INTO!!! Every biannual flight review I give I have the pilot practice a 180 degree turn on the instruments so that they can get themselves out of the situation that they just flew into.

TWO - If you have been skirting and scud running the bases of the clouds and you can not get out of the mess and you have tried the 180 degree turn and you're still picking up ice, then climb if you are instrument rated. Fly instruments and get yourself out of the ice.

THREE - Once on the ground stay on the ground. Take that credit card and get a hotel room and a good meal and be thankful you get to try again another day!

#### AIRCRAFT ICING PART IV

An least yea think that only the private pilots fall victim....we have this report taken from the November 2002 issue of CALLBACK - The NASA's Aviation Safety Reporting System. You fill out a NASA Report when you make a boo boo and they waive the fines against you if a report is filled out within 10 days of the incident. (Although the fines are waived the "loss of certificate" time will still be enforced).

This "chilling" statement reflects the gravity of the situation encountered by an instructor and the student in an ice-encumbered Cessna 172. Knowing the limitations of one's aircraft and having respect for the forces of nature are two universal lessons learned by the instructor who submitted this report.

"The Cessna 172 began to accumulate light rime ice in cruise at 10,000 feet...icing became increasingly heavier until...we were having difficulty maintaining altitude. Departure said he needed us to maintain 10,000 feet. I told him we were picking up ice and requested vectors to the ILS Runway at XXX airport...We checked in with the tower and were cleared to land. Icing was moderate at that point. We had full throttle at 70 KIAS (Knots indicated airspeed) and we were descending 400 feet per minute. We were unable to maintain approach minimums, and at one point tower said, "You probably know this, but I'm getting an altitude alert (means you are too low)..." We briefed the approach and knew we were going to have to find the runway regardless of the weather...We saw the approach lights at about 400 feet AGL (above ground level), almost 500 feet below the localizer approach minimums. We landed without incident (with two inches of ice). The approach and tower controllers were extremely helpful. Causes: We took off into forecast icing conditions... I thought if we could get high enough (10,000 feet) we could fly over the icing layer.

Even a very thin layer of ice on the leading edge and upper wing surfaces can cause a dramatic loss of lift and increase drag. With TWO INCHES of ice, these pilots were lucky to be near an airport. I am sure they changed their underwear after that landing.

HOW MANY GALLONS OF PAINT ARE ON A PAINTED BOEING 777-300 AIRCRAFT?.....178 GALLONS

# January Meeting Report

Thanks to Tom Baker

The meeting was called to order by President Stan Crocker at 2:10 pm, followed by the Pledge of Allegiance to the flag. Stan welcomed our visitors, Tracy Everhart, Henry Oughten, Fred Dyen, Bran Cutter, and Paul Smith (yet another one - ed.).

Stan reported that a building inspection revealed that we need to replace the steel septic tank with a concrete one. We will be allowed to have a drain field.

Stan gave the treasurer's report, because Gale Derosier was not yet present. Ron Wright reported that we have made \$700.00 on the sale of Entertainment books (which are still available - see Ron). Grocery store coupons are still available.

K.Z. Zigaitis will put on a demonstration of gas welding at the February meeting. He will also have demos at his house (times to be determined later). Al Donaldson will put on a program on the production of the wingtips he manufacturers. Our Mustang II project will also be started soon. Contact Laura Million if you want to set up any kind of demo or workshop. Doug Killebrew announced that the bbqs will start up again at the April meeting. Doug also gave acknowledgement to Bob Jude for his fine biographical article about Bob Pratt.

Ed Ashby reported on his involvement in the RV-6A rescue detailed in last month's newsletter. Visitor Fred Dyen talked about the Polyfiber workshop to be held at Parks on May 8 and 9. Fred also said that Downtown Parks has a 30 station welding shop that they would share with us.

The meeting adjourned at 4:30.

## Time To Pay Dues!

Now that we have a viable building, we are taking some steps to get some advantage from it. We have scheduled our first builder's seminar - metal aircraft construction - for Saturday June 7, starting at about 9:00 am and running to 2:00 pm or later. This event will be open to the public (for a fee) and of course to our members (no fee). The purpose is to introduce prospective builders and other interested people to some of the techniques and procedures for building metal airplanes. Space doesn't permit going into details, but stay tuned!

On another issue, our esteemed treasurer has informed me that less than half of our members have paid their dues for 2003. If you have paid, you need not read further. If not, see the above paragraph for an example of what your dues are helping to make possible. Not only do we have a secure, comfortable year-round meeting place, but we have a learning center and a venue for doing so many things. In short, we really want all our members to get involved by at least renewing their membership and helping make all this possible. Yes, tripling the dues was a shock, but if you think about it the cost only works out to be less than one Happy Meal per month.

We are extending the dues deadline to the end of February. After that, we will regretfully remove you from the newsletter mailing list and your name will not appear in the 2002 roster. Worse than that, you won't get to do great things with your Chapter.

## **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](mailto: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

## **Building Help Needed**

Wings of Hope is assembling an Aerocomp CA-6 kit for Samaritan Aviation, a missionary organization that will be operating in New Guinea and Mexico. We are looking for help with it this year. Fiberglass experience is needed, but anyone with a desire to build an airplane is welcome. Contact Gary Johnson at 314 895-1116 or [garyljohnson@msn.com](mailto:garyljohnson@msn.com) for more information.

## **More Wisdom From AVWEB**

Could we make flying safer? Sure, and we all try — after all it's in our own best interest. But can we say we'll never have another midair collision between two airplanes, another truck losing its brakes and smashing into a restaurant, another lightning storm igniting electrical lines or natural gas or another earthquake that destroys a bridge and crushes a dozen cars, killing 20 people? Of course not. Risk begins as soon as our warm little feet hit the cold floor each morning. It's part of life. There are risks associated with living, and we cannot completely mitigate that risk with wild fear, reactive regulations or belief that we can make it all go away with more hardware or avionics.

If you can't handle that risk, stay on the porch.

