



# EAA Chapter 32 News

Jim Bower, Editor



---

**February, 2011**

---



**Gale Derosier's beautiful new RANS S-6 Coyote slips the surly bonds of Earth on a cold but clear January day from Troy Airpark. He posted a video of his first flight on the Yahoo board...so if you haven't seen it yet, go check it out. Nice landing, too. More good news: Another one of our members is about ready for HIS first flight! See inside for details.**

**We'll be looking for you at the February meeting (Saturday 2/19/11).**

# January Meeting Minutes

Dave Deweese

First meeting of 2011 began with the Pledge, Dave Doherty presiding.

First business of the new year was to list officers. This group includes Bill Jagust and Dave Doherty who will act as community liaisons and educational coordinators. Fundraising will be headed up by Dave Doherty; Ron Burnett will continue to handle food coupons. Fred Immen will be chair the Safety Committee.

Karsten Kessler is our member at large, and is currently at large in Afghanistan. Jim Bower will continue as editor of our newsletter, Laura Million continues to edit our web site. Bill Jagust remains as flight advisor. Tech counsellors include Rick Galati, Jerry Erickson, Gale Derosier, and Fred Immen.

Next we recognized new visitors and members. Mike Saettel joined our chapter after the meeting. He builds flight simulators and brought one to the meeting, he also brought his son Richard to assist in setup. Tom Jordan attended. He has a Long EZ at Spirit that has flown, though he continues to improve it.

Dave asked for reviews of the Christmas party, and the response was positive. We are considering something similar for 2011, maybe including music and a dance floor.

The Young Eagles organizational meeting took place earlier this month. 118 Young Eagles flew at our events in 2010. This year we are planning at least six events, on the second Saturday of each month starting in April. Registration will be open from 9 to 12 and we'll continue flying until we run out of kids or exhaust our pilots. We are actively recruiting new pilots for the upcoming season.

We are planning to hold more safety-related seminars in 2011. We always hold briefings for both ground crew and pilots before each Young Eagles event.

We're going to have new business cards printed, including the ARC phone number, 636-250-4257. We use this resource to record message regarding upcoming events. Note that the Yahoo group is also a good source of correspondence and communications.

Other outstanding business includes nametags: Dave Doherty is going to procure a machine to produce these. Also, dues are due, if you wish to be included in the 2011 roster.

Our next subject is a big one: events for the coming year. We'd like to do a road trip or fly-out, Zenith in Mexico, Missouri, is one possible destination. We'd also like to hold a fly-in. There are a number of organizations in St. Louis searching for ways to advertise aviation products and services. A fly-in, with booths for these groups,

would be a good opportunity for exposure to the local flying community.

We're working on a weekend visit of the B-17, and have applied for a Tri-Motor visit. Another repeat for 2011 will be the July 4 event.

Bill and Dave Doherty plan to schedule workshops to be held on the first weekend of the month.

We'll continue our involvement with Boy Scouts of America with merit badges and attendance at another large event. Dave notes that HQ is also working with the Scouts.

Dave would like us to provide a \$500 scholarship for attendance at an aviation-related college program. This will be funded with 50/50 drawings at each meeting, Dave will make up the difference if we come up short. Rod Hightower noted that EAA HQ has scholarship funds available and not enough takers.



***The Doherty boys enjoy the flight sim***



We are reaching out to other local aviation groups. We'll have a meeting at the CAF and learn what they do. Last year we worked together during the B-17 visit. Dennis Bampton of St. Charles Flying Service is offering discounts on fuel, rental, and maintenance to members of other organizations, including EAA32. Dennis spoke at the MACTS event the weekend prior to our meeting. EAA32 had a table along with other groups such as the 99's and Parks College. Bob Kraemer attended the flight instructor seminar and briefly reviewed the event for us.

When the weather warms up we'll again address the clean water project, specifically running a line from the main administration building. We'll also try and find out how the administration building is heated; if they use natural gas versus heating oil we might consider a line for that as well if it proves cheaper than our current system.

We're keeping the idea of a ramp in mind, though at this point we don't have sufficient funds for such a project.

Don Doherty gave the treasurer's report, including checking and savings balances. We made just over \$600 auctioning Ernie's models, this does not include the \$500 we made selling the Cavalier. The Christmas party was a wash. Don discussed getting rid of some excess items, Frank McGhee agreed to take our non-functioning copier. Paul Smith took photographs of the soda machine and will

advertise that on Craigslist. We'd also like to get rid of the old lawnmower.

Bud Cole spoke, describing tours that light aircraft manufacturers ran in the years after the Lindbergh flight. They were able to build on the enthusiasm following that historic event, travelling from city to city and displaying their planes. Bud would be willing to host an event at his home to discuss how our organization might "spark plug" a new version of this program.

Frank McGhee updated us on his AW95 helicopter project, for which he is now acquiring materials. He also brought a letter he received regarding the Moller skycar. Interest in the powerplant, which is similar to a Wankel rotary engine, is such that Freedom Motors, who manufactures it, is going public.

Doug Killibrew asked about movie night. Due to the cold movies will resume in March.

Bill Doherty suggested a family night event. He'd be willing to arrange a trip to T.R. Hughes in O'Fallon to see a Rascals ball game.

At 10:55 a.m. motion was made, and seconded, to close the meeting, which was followed by a demonstration of lost wax casting by Frank McGhee, and a demonstration by Mike Saettel of his flight simulator.



***Frank McGhee demos the lost wax process***

## Dues are Overdue

Hey, gang...now it's February and past time to pay your Chapter 32 dues. Please send \$36.00 to treasurer Don Doherty, 1036 Pegasus Circle, St. Peters, MO 63376, or pay at the meeting. Please be prompt, as we will cut off the deadline soon and you will not be included in the 2011 roster.

# President's Corner

by Dave Doherty



Hello my friends;

We've started the New Year with a good meeting in January. In spite of the big snowstorm that dumped 8 inches of snow at Smartt, we had a nice clear parking lot, and it filled up for the meeting. We tried to outline some of the events we want to present this year, and had a couple very good after meeting activities. Frank McGhee provided a 'lost wax' casting demonstration of how to make molds for parts, and a wax pattern cast using the mold. Using the wax pattern, casting can be done (by a foundry, or if you're really gung-ho, you can do it yourself) to make metal parts. This can be very useful to make rare parts that somehow get broken. Mike Saettel had a demonstration of his really cool flight simulator that had a seat with all the controls (stick or yoke, foot pedals, throttle, instruments, etc) and multiple video displays that simulated the environment. A lot of stick time was done by members using the simulator. Mike joined our chapter (Welcome aboard), and indicated he'd be willing to bring his flight simulator to our Young Eagles' events. We'd like that a lot. I've thought we could possibly have a chapter project to make an enclosure (airplane looking exterior with wings, etc) for the simulator. Both Mike and the chapter could get some good press from such an item. Is anyone game to be in a crew to do this?

We also kicked off our new college scholarship program. There was a 50/50 drawing to raise funds. We started the fund with \$52 on our first meeting. EAA32 will provide at least one \$500 college scholarship this year. Guaranteed.

This coming meeting, we will have the President of the Missouri Pilot's Association (Donna Crandall) make a presentation and bring our members up to date on some recent events in Missouri. The MPA is very proactive with political issues in our state, and I urge our members to support and join in on their efforts to protect our freedom to fly.

One of the themes we will be working hard on this year is to unite the various flying organizations in the area. By providing a clear voice, we all hope to rekindle the flying spirit that seems to have faded over the years. We made some great contacts at the Midwest Aviation Conference & Trade Show. More on this as it develops.

This Just IN!!! EAA Chapter 32 has been selected for the first stop of the Jeff Skiles Skycatcher Tour!! As

you may remember, Jeff Skiles was First Officer for US Airways flight 1549 that performed the "Miracle on the Hudson", January 15, 2009. Jeff is now a Co-Chairman for the EAA Young Eagles program. He will be bringing the Cessna Skycatcher to Smartt Field for our first Young Eagles event of the year, March 19, 2011. We hope to fly a lot of Young Eagles on that day, and will need to reach out for pilots, ground crews, and all the help we can get. The February meeting will discuss in detail what preparations we'll need to make. Here's your chance to help. This could be a really big event for EAA32. We want to start the year with a big event like this. Be prepared to get involved. This is much of what our chapter is all about. Jeff will arrive Friday, March 18 with the Skycatcher, followed by his chase crew. On Saturday, March 19, the St. Louis Young Eagles Rally, hosted by EA Chapter 32 takes place. That evening, Jeff departs for his next stop in Lebanon, Tn. Who knows, maybe one of our honorary members will be there and help champion our cause.

Thanks for participating in our chapter. I'm excited about the coming year and all the potential it offers. We are the Spirit of Aviation in St. Louis. Let's make it all it can be.

**Dave Doherty**  
**President**  
**EAA Spirit of St. Louis Chapter 32**  
**St. Louis, Mo.**





# Learning As We Go

## “Bits and Pieces”

by mr. bill

As I look out my window –What do I see? Wow it is snowing again! What a year! My home town Chicago is dealing with a blizzard and here in St. Louis, we just ain't used to this! The crazy thing this week was flying out of the Dallas/Fort Worth Airport, a place in the South where they do not usually get rain, then freezing rain, then 4 inches of snow on top of all that. It made for a long week with thousands of flights canceled

Good news on the Troy Airpark home front, after the ground crew plowed the surface and the drifts away from the runway edge (thanks dd), Mr. Gale D was able to defy gravi-

ty with his RANS S6S II Coyote and had a perfect first flight for about 45 minutes. He must have made the snow gods angry though because there is now 14 inches of snow blanketing the airpark and another 4 inches fell this Saturday morning (2/05).

Good news for the Zenair 601B XL Boys in Illinois, our own Tim Finley, has now received the green light to fly his newly FAA approved “B” wing modification to his CH-601B XL. This modification was born from some mishaps in CH-601s.

Speaking as a flight advisor here, if y'all want to do any aerobatics in airplanes, PLEASE get IN an aerobatic approved airplane, get NEXT to an aerobatic instructor, and get A LOT of altitude, under you. People get bored with the straight and level, and THINK they can do the maneuver because “it can't be that difficult!” A professional makes things look easy because they have practiced it countless times.... though they make mistakes too! The professional will fly the routine as planned. Those who deviate from the plan end up hurt or scare themselves really good.... and that is bad! Or really bad...and that is good! We all have been there.

We lost an Acrosport II friend who was doing aerobatics at too low of an altitude. Some CH-601 guys “may” have exceeded the structural strength of their machines and are no longer with us. During my time teaching aerobatics half way through the loop maneuver is when people stopped the maneuver and that is when things go wrong. People really start pulling when they should be pushing. The 737 pilot in Pittsburgh that rolled upside down “pulled” back on the wheel, which flew them into the ground.

Speaking of the plan, there is an entry point and an exit point. When you are at the exit point, EXIT!



I had just read that morning in the December's FLYING magazine about a twin pilot who shot the Instrument Landing System (ILS Category I) approach, twice to an airport with the weather at minimums (clouds at 200 feet above the runway with a ½ mile visibility) in order to “get there” for Christmas. There

was a salvage yard in the area of the airport that had bright lights that the NTSB felt the pilot was “drawn to that area” on the second approach because of the lights and that is where the flight ended fatally!

Now, here we are this day flying in the Super Mad Dog MD-80 heading to Colorado Springs, Colorado (COS) where the weather is reported as:

COS 22(date) 2254Z 14004KT M1/4SM  
R17L/1200V1600FT FZFG VV001 M03/M05 A3013  
RMK TWR VIS ¼

A quick read is that at the wind was out of the SE at 140° at 4 knots (5mph) with a measured visibility of ¼ statute miles. Runway 17L measured visual value is 1200 feet to 1600 feet. Weather restrictions are freezing drizzle and freezing fog. Variable height of the lowest cloud is 100 feet. Just in case you do not believe the reporting equipment, the tower visibility is ¼ mile also. Now the DC-9-80 has the capability to autoland. From the pilots' standpoint it is a neat function but requires a little faith.

We know before leaving DFW that this will be an autoland approach and we will let the autopilot fly the ILS Cat IIIa approach, it will autoland the airplane in the touchdown zone, lower the nose wheel, then apply autobrakes (minimum or medium in 3 seconds after the nose wheel touches or maximum braking in 1 second after touchdown -- not recommended) and it will stop the airplane on the runway on the centerline. Cool! Though at 60 knots of airspeed during rollout we will disengage the autopilot and add some power to taxi to the ramp using the green centerline taxiway lights in the concrete. It is a "high" to do this approach and for some, it is better than making love. The captain looks outside for the runway centerline lighting of the runway which must be seen (about two seconds) before the wheels touch! The copilot watches the rising runway centerline for any deviations of the airplane. If the indicator starts moving left or right you call "Go Around" and its full power, flaps 15°, and with a positive rate of climb-Gear UP! Wow! More excitement!

So everything is briefed for the approach, everyone knows what to do. (We practice the maneuver in the simulator at least four times every nine months.)

Back to flying the airplane when COS approach control says, "American you have to enter a holding pattern, there is a Mooney shooting the approach in front of you." A Mooney? What is this guy thinking? Those new Mooneys have the TKS deice system for the wings leading edge and some fancy avionics... but man that is a gutsy move Maverick to shoot this approach!

With the ability to listen to the two radios in the cockpit, approach control and the control tower, we monitored the "situation!" You want to know if the weather is getting better or worse. An old night freight hauling trick was to call the tower 60 miles out and ask if anyone is getting in. I did that one night in STL and the tower told me they were evacuating the tower due to a severe thunderstorms and high winds. No sense holding in the airspace around St. Louis, let's just get on the ground in Springfield, IL. That is why we get paid the BIG bucks.

Later on the radio, "American, the airport is closed, do you still want to hold?" "No sir, we will go to Denver?" "Climb to 17,000 feet and fly a 360° heading." "Roger."

The question did not have to be stated. Thanks to the Internet and gazette.com The Colorado Springs Gazette article of 12/23 read:

<http://www.gazette.com/articles/crashed-110012-reportedly-colorado.html>

An Air Force B1 Bomber pilot and his wife died when a small plane approaching the Colorado Springs Airport slammed into the ground and burst into flames. The crash just after noon shut down the airport for almost two hours, leaving stranded passengers to board buses en route to Denver to catch connecting flights.

The plane left Rapid City Airport at 9:18 a.m. and its destination was Colorado Springs.

I write this to plant a seed of "why try it" into the minds who read this so they will say when faced with a similar situation, they exit and say, "Let's get out of here and go to Denver where it is Visual Flight Rules (VFR) and rent a car."

The plane was a 1964 Mooney M20E s/n 532, N 79869.

Not a newer version of Mooney's with all the bells and whistles and the wing deicing capabilities.

The trouble with the two seconds the pilot has to see things while flying the autoland is you REALLY need to know where you are! During one approach the captain became confused between the centerline lights and the edge lights. The comment, "Hey where are we?" did not settle well and the copilot started the go around! Another time we were trying to beat the snow cloud coming down the runway... The snow cloud won and a go around was initiated. But there was that 01 second of time where we thought we could do it. Like I said, we all have been there!

Was the Mooney aircraft and pilot legal to fly this approach?

The aircraft is legal if it had a current pitot/static test accomplished in the last 24 months and the VORs were checked for accuracy within 30 days. (Remember the 360° From 180° - To)

Being an Air Force B1 guy he was no doubt current through a competence check required every 6 months just like the airline guys. Being that the flight was a Part 91 flight the pilot can go down to the 200-foot decision height above the runway and take a peek. If he deems the visibility is ½ mile visibility and sees the runway, he can land. "Using the force," some pilots keep flying, trusting their instruments and their skills! "Careful Luke, the Dark Side is unforgiving!"





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!

TO:

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



Officers and Committees

<u>President</u>	<b>636-240-5982</b>	<b>president@eaa32.org</b>
<b>Dave Doherty</b>		
<u>Vice President</u>		
<b>Bill Doherty</b>	<b>636-978-4777</b>	<b>vicepresident@eaa32.org</b>
<u>Secretary</u>		
<b>Dave Deweese</b>	<b>636-939-3974</b>	<b>secretary@eaa32.org</b>
<u>Treasurer</u>		
<b>Don Doherty</b>	<b>636-397-4713</b>	<b>treasurer@eaa32.org</b>
<u>Flight Advisors</u>		
<b>Bill Jagust</b>	<b>314-494-3987</b>	<b>BSARJ@cs.com</b>
<u>Tech Counselors</u>		
<b>Gale Derosier</b>	<b>636-724-4735</b>	<b>kgderosier@sbcglobal.net</b>
<b>Jerry Erickson</b>	<b>618-281-3398</b>	<b>jerick@htc.net</b>
<b>Rick Galati</b>	<b>636-561-2099</b>	<b>rick6a@yahoo.com</b>
<b>Gary Liming</b>	<b>636-778-9998</b>	<b>gary@liming.org</b>
<u>Communications</u>		
<b>Newsletter: Jim Bower</b>	<b>314-869-8971</b>	<b>newsletter@eaa32.org</b>
<b>Webpage: Laura Million</b>	<b>618-288-7099</b>	<b>webmaster@eaa32.org</b>
<b>EAA Hotline:</b>		