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# EAA Chapter 32 News

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

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**February, 2012**

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## WANTED:

CAPTAIN DAVE "DD" DOMEIER FOR BEING A REPEAT **RV** OFFENDER. IF SEEN HOLDING A RIVET GUN, APPROACH WITH **EXTREME CAUTION.**



**Warning, you may run into this miscreant at the next meeting of EAA Chapter 32 on Saturday February 18 at 10:00 am.**



# January Meeting Minutes

Dave Deweese

January 2012's first meeting began with the Pledge, Dave Doherty presided.

There was no formal meeting for December, therefore no minutes to approve.

Comments on the Christmas party were positive, though the chapter "took a bath" due to low attendance.

Our treasurer was at the eye doctor, so no report from Don. Dave reported checking and savings balances. Don will be working on tax forms and will report on 2011 at the February meeting. Our chapter recharter, approximately \$1400 (including insurance), has been completed.

Next we recognized visitors. Pat Rebert is a new member with a Onex kit on the way.

New member, Mike Hanlen, who's finding it "expensive to retire", is also planning to build a plane. *(Yeah, THAT's cheap! - ed.)*

Old business: Chapter Service Awards arrived two days after the party, so we're presenting them today and will mail the rest to absentees.

Talks are progressing regarding building an airplane kit at the Parkway School District. They also have a career fair coming up 3/16 where we'll have a table. Parks Air College, Women With Wings, and several others will also come.

Regarding education, we're planning to award a \$500 scholarship. We're at \$127 so far.

New business: The ARC. Our contract with the airport lasts 20 years from 1998, after which our facility reverts to the county and we've got an option to pay for using the building. We'll start working on this in the next year or so.

Our chapter by-laws, originally from the 60's/70's, need to be updated. A group met Wednesday and will continue to meet. Speak with Dave if you'd like to be involved. Next meeting is 2/16 (Thursday) 7:00 pm at the ARC. We're also discussing web conferencing as a way to facilitate this process.

Dave would like to post photos of chapter members on the wall, so as to better match names with faces.

The MACTS trade show and conference took place the weekend before our meeting. We were there with our new trade show booth, special thanks to Laura for the printed photographs.

Dave announced officers and committee chairpersons for 2012.

Ron Burnett has food cards available.

We discussed an upcoming Young Eagles planning meeting: we flew in the neighborhood of 200 kids in 2011. 2012 events will start in April and run through September, 2nd Saturday of each month, signups will be accepted from 9am to 12pm.

No news as of yet regarding the "Mature Eagles" program. We're working with Dennis Bampton at the flight school and can contact Herman as well.

We discussed upcoming events including May 19: CAF is having a car show and has asked if we'd like to do food, we'll do this after the meeting, starting at noon.

June 16 is our planned date for a Chapter Fly-In and Open House. MO Pilots, CAF, and several other chapters may participate. Bob has spoken with Tracy who's fine with it. We'll also let the FBO's know. (This is the same date as meeting, this will be in lieu thereof.)

July 4 is mid-week this year. We'd like to sell food again and maybe participate in the parade. We could use the Sonerai we received from Bill Nelson. Bud may have a light-weight trailer available that we could use to tow the plane in a parade. Sign-ups start in the March/April time frame. Since the Sonerai is for education, not flying, one of our first projects will be to re-cover the bird and add transparent panels to demonstrate how control surfaces are actuated.

Our meeting in July will be moved up to allow for Oshkosh.

We'll be posting an activities calendar on the door. We'd like to establish ourselves as a force for aviation in the St. Louis area.

Don Doherty's working to arrange tours of the Lambert tower. The limit will be around 24 participants, as the actual tours are limited to 6 people, and the rest have to wait.

This month we had a tour of the TRACON facility, around 30 attended.





Dave would like to plan at least one fly out this spring, possibly to Silver Creek. We also discussed a field trip to museum at Creve Coeur, and another to the James S. McDonnell Prologue Room at Boeing's St. Louis headquarters.

The movie of the month will resume in March or April, depending on the weather.

Dave reminds members to contact your chapter president with activities you'd like to see in 2012, "It's your chapter".

Bill Doherty would like to form a Programming Committee to turn ideas into programs, contact him if you'd like to be involved. One program idea is Show and Tell: Bring an airplane we could roll it in the ARC for a meeting. This led to discussion of a ramp to the ARC, crushed rock and chat. Bob Dooley will look into gravel issue.

Art proposed hosting an event at his home "airplane factory" for interested parties. We discussed using the Yahoo group to update the project status. Art's using a blog to send updates on his project.

Our new flagpole is in place, but we still need lights, possibly mounted on the building, pointed at the flag. We could also run conduit out, but that'd be more complicated. We also need volunteers to work at illuminating the flag. One suggestion is solar-powered lights. Dave McGougan will look into this.

Water issue: The Department of Natural Resources shut down all water at the airport, stating that our well is unauthorized. Tracy believes it will cost the airport around 15k to update their water filtration system. We were going to hook into their system, but the DNR has put an indefinite hold on this, therefore we're in an indefinite state for now.

Motion to adjourn made and seconded.

# DUES ARE DUE NOW!

Every January we start collecting dues. Enjoy a full year of EAA Chapter 32 membership for the ridiculously low price of \$36.00, payable in cash, check, or green stamps to our friendly treasurer, Don Doherty. Please either give him the money at the meeting or send a check to

**Don Doherty, Treasurer**

**1036 Pegasus Circle**

**St. Peters, MO 63376**

We will be compiling the 2012 membership roster soon, and the only way your name will be in it is if you cough up the bucks in the month of February.





### **Fellow Chapter Members,**

We've turned the page on the year end Holidays, and are now in the middle of a very mild winter (so far). Last month, we moved our meeting date to the fourth weekend to accommodate the Missouri Aviation Conference and Trade Show event. EAA32 was there with our new display booth. It garnered a lot of attention. There were a number of speakers at the conference, as well as other groups in Aviation. For me, it was a chance to meet and gather contacts with people representing the various groups. All in all, it was a very satisfying event. Our chapter has made some solid contacts with a couple radio stations, Parks Air College and with the Women in Aviation group. Several new members signed up and paid their dues. We'll be hearing more from each of them in the coming months.

At last month's meeting, we discussed some improvements we want to make to our Aviation Resource Facility (ARC). There are now people working on lighting for the flag pole we installed last year. Also, we're researching alternatives to asphalt or concrete paving to connect the north hangar entrance to our building with the airport apron & taxiway. Several solutions are being researched and will hopefully be presented at the meeting coming up on Feb 18. If all goes well, we'll have those improvements in place before the first Young Eagles event on April 14.

The Chapter 32 By-Laws are in the process of being updated. It has been a long time since they have been examined closely, and today's legal environment has changed significantly since they were written. Numerous deficiencies exist that put our chapter at risk. Your By-Laws committee is doing their best to shore up those holes, and make a robust document we can all count on.

At the February meeting, we will present a Chapter 32 Calendar of events and budget for 2012. In it, we'll include estimates for all the planned activities that have cost and income associated with them. Your Executive staff is working behind the scenes on this now.

A guest speaker for the February meeting is being lined up. The current plan is to have a representative of the Women in Aviation discuss their group's history, activities, and opportunities. Chapter 32 would like to partner with them on a number of items. Come to the meeting and hear what they have to say.

# **President's Corner**

by Dave Doherty

Chapter 32 hasn't heard anything about securing a tour stop for either the Ford Tri-motor or B-17 as of this writing. As soon as anything is heard, we'll be letting the membership know.

It's been a long time since our chapter had a tour of the control tower at Lambert. At the MACTS event, the FAA invited groups to make arrangements for such a tour. Since space is limited, it will be a RSVP event. There will be more to come with this activity as plans develop. Stay tuned.

A lot of work is needed to make the Sonerei II donated by Bill Nelson a good teaching tool. During the course of this year, we'll be doing a lot with this little plane. It will be the object of numerous construction seminars and work parties. We're counting on you, our members, to make this little plane into something really cool that our chapter can use to promote education.

Items coming up in the near future:

Feb 16 – 7:00PM – EAA32 By-Laws Committee Meeting at the EAA32 ARC.

Feb 16 – Missouri Aviation Historical Society meeting – at 7:00 PM in Clayton. Presentation will be a brief history of the Civil Air Patrol. Admission is free. For more information, contact me at [president@eaa32.org](mailto:president@eaa32.org)

Feb 18 – Chapter meeting – 10:00 AM at the EAA32 Aviation Resource Center at Smartt Field

Feb 21 – EAA32 is involved with the Parkway School District, and will be present to share ideas for their Project Lead The Way team.

March 5 – Parkway School District-Wide Career Fair – 7:00 – 8:30 PM at Parkway North High School. EAA32 has reserved a table for Careers in Aviation. At present, we'll be sharing our table with Parks Air College, and will tentatively have a representative Airline Captain (mr. bill) in attendance.

March 17 – EAA Chapter 32 monthly meeting

Thanks to all for keeping our chapter one of the best in the area.

***Dave Doherty***



# Safety Tip of the Month

**Insure that you recognize "dry" fronts, not just the ones with potential or actual moisture. The reason is:--- dry fronts can contain wind shifts, that may be severe !!**

**This can be a major factor in planning a landing at an airport with just one runway, as the wind could shift to 90 deg off the centerline with passage of a dry front, providing a possible challenge to a safe landing that could exceed the maximum cross wind component of the aircraft.**

***Bob Kraemer***

## Super Hornet For Sale

"Super Hornet". They were made in Ramona CA but the company has gone out of business because of the economy. They let me build the plane myself in the factory with their equipment and help. I flew it from CA to KSET. It cruises at 110 mph with over 3 hrs of fuel on board and can hold a 492 pound payload with full tanks (600 lb useful load). It has a lot of extras and would have cost over \$70,000.00 if made in the factory in 2007. I'm asking \$30,000.00. Some of its equipment:

- SUPER HORNET E-LSA
- 100 hp Rotax 912s
- Two 9 gal fuel tanks (18 gal total)
- Electric pitch trim on both front and back sticks
- Two storage areas
- Two GPSs
- Alt + AS both front and back
- Hot mike intercom
- VHF radio (ptt on sticks)
- Mode C transponder
- Position and strobe lights
- Side doors
- Extra large tundra tires
- Deluxe seat covers
- Electric flaps
- BRS chute





# Learning As We Go

***“With 99% done that means just 1% to go, right?”***

**Or**

***“Is it ever REALLY done?”***

by mr. bill

To those who fly to Oshkosh with a newly assembled homebuilt aero machine a special yellow ribbon and a plaque with your airplane picture on it is given to the pilot. It is called the Perseverance Award. The last days of assembly are the hardest!

Here I sit in front of the computer screen after having stuffed 360 4”x6” photos in the photograph jackets for the builder’s log. I am amazed that I started the fabric covering process in 2006. I remember rib stitching the winter of 2007. I remember moving everything out of the Smartt Field hangar due to the flood of 2008. The front, side yard, and garage at the St. Peters residence looked like Fred G. Sanford’s Salvage Yard. I felt like a Big Dummy!

I remember cleaning out the hangar from the 12 inches of flood water at the public airfield and returning all my stuff back to the Smartt Field hangar later that year of 2008. I vowed then to find higher ground.

During the fall of 2009 I set up a paint booth in the EAA Chapter 32 Smartt Field Aviation Resource Center (ARC) and painted all the parts.

2010 was a good and busy year building my new personal hangar on the three acre lot at Troy Air Park (TAP.) Finally higher ground! I arrived just in time to help put in a paved runway. Wow, a beautiful grass and paved landing strip to land on. Though airplane wise all I did that year was move my stuff from the public Smartt Field to the private Troy Airpark.

2011, with ALL the parts in one place, (I did not say organized in that one place either,) I was put-

ting the final touches on the airframe.

I have often asked builders of airplanes about the last 1% percent. Again as you see the parts all come together you look and say the “N” numbers would look good there on the rudder tab instead of the rudder itself. That tail wheel looks a little worn I should replace that. You know, that single brake line would be better if I had a dual brake installation. I’ll just put another master cylinder in there. That fuel line has been in there since 2006! What? I need to replace that. Those bald tires I have been dragging the project around on for nine years need to be replaced.

I finally just started going from the back of the airframe starting with the tailwheel and moved forward on the airframe and just updating, replacing, or touched up paint, lettering, or whatever needed to be tweaked was tweaked. And that is what it was. Whatever it needed, it was done. I need to have drain holes in the wooden compartments of the fuselage drilled in. Now I need to clean up the sawdust. I should seal those drain holes with epoxy varnish

to



**Paint booth in the EAA 32 ARC (2009)**



o! That brake line fitting is leaking at the junction. Hey I can change that "tee" into two 90's. Darn! It is till leaking fluid. Going to have to use Teflon tape to tighten up that union. Nice compass. But where is that compass card? Hey, I remember some people came out at Troy Airpark and put in a Compass Rose on the Piper taxiway. How cool is this place!

It has been a bunch of little things that I have remembered that I said I will do it later. Well, now was later and the little things were starting to get done. This is a good time to keep that running list of things to DO! Everyday though the list was getting shorter and shorter until...Hey! I believe I have it all done. This is where that Technical Counselor neighbor to the east comes in for the final inspection and says....These areas needs some attention! AARRGGGHHH! Alright! Just a little more work to go!

I will be calling the Designated Airworthiness Representative (DAR) later this month for the final inspection and paperwork sign off. Mr. Frank actually is my neighbor to the west at the airpark. Like I have said before about the Troy Airpark, what a cool place to live, build, and play.

The neighbor to the south here at Troy Airpark, Captain dd is making quick work of his RV-8 project.

Oh well, back to my 1% to go!

Q? What date was the Lear Fan Certified?

A. The date was listed as 12/32/1980 on the type certificate because the project had to be certified and flown in 1980 to receive British government funding. The LearFan actually flew 01/01/1981.

## Editor's Corner - 1% and Jumping Through Hoops

mr. bill invited me, your friendly editor, to expand on his "1%" remarks. I must agree that there is always something to do on a homebuilt. Speaking for myself, I was very eager to get my creation into the sky. So much so that I tried to fly it without wing root fairings (but my flight advisor wouldn't let me). Hey, those puppies take a long time to fab up and my pink slip was burning a hole in my pocket! I DID fly it without wheel pants and gear leg fairings for a while, but several people chided me for that and declared all my problems would be over once they were installed. It's too early to tell if the oil temperature issue has gone away (it's been cold outside), but it IS a skosh faster and it doesn't look like an old man with knobby knees and skinny legs sticking out.

Even when it looks all done and the paint is shiny, the builder is probably looking through catalogs wondering what new goodie would be just the thing. An updated GPS? An autopilot? Maybe a nice iPod to keep him or her company on a long flight. So in addition to the rule that it will always cost more and take longer to do than you think, you will never really finish it.

Now for my rant. I just went through a bad month in which I did NOT possess a valid medical certificate for the first time in 18 years. And *this* at a time when I really need to fly! Well, of late the FAA has been scrutinizing people over real or imaginary health issues, behaving as if minor conditions or changes in medication will precipitate a heart attack or stroke of epic proportions. I'm not sure what started this, but if somebody can explain why taking gout medication justifies grounding a person for a month while working through the red tape, I'll shut up. My high blood pressure (which has been under control for over two decades) is suddenly requiring me to present loads of documentation to the AME upon the occasion of my next medical. Fortunately, I'm on good terms with my doctor.

We all want to be safe and healthy, and I think most of us are smart enough not to fly while feeling under the weather. Of course I've read about people who are found to be taking heavy medication while operating an airplane, but how would the feds ever find such a person during a routine medical when someone is on their best behavior? A little common sense would be appreciated.

*Jim Bower*





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:

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