



EAA Chapter 32 News

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

March, 2014

He's a Rebel



Read the exciting article by mr. bill to find out who is doing fun stuff instead of sitting in a rocking chair.

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on March 15, 2014.**



February Meeting Minutes

Dave Deweese

February's meeting began with the Pledge, Bill Doherty presiding. Dave is recovering from a successful surgery.

We moved to accept the minutes from January's meeting.

Don gave the savings and checking balances.

John Tiner, Alan Bane, Paul Vorhees and Brian Kissinger visited today from Chapter 64. They each have a Fly Baby of their own and came to take a look at ours.

Bill briefly covered the BOD meeting. We discussed food costs. Jeff Stephenson will be our new Eagle Flight Coordinator.

Rick covered this year's YE Events Calendar. We'll continue with the 2nd Saturday of the month, April through October. With all the snow so far there's a good chance we could get flood out again and the extra month could be our chance for a make-up date. Rick reminded us about the points that count towards reimbursement for the program. Note that we get credit for a given pilot's flights after flying 10 kids. Rick noted that the program cost our chapter this year due to food costs. We're hoping to get someone to act as a food and beverage director for the chapter, let Rick know if you'd like to volunteer. One of our visitors suggested outsourcing the cooking. We're sending William Frye, who flew

with Eve at last year's first event, to Air Academy. His fees are taken care of between points and a donation. We'd also like to send our new member, Hunter. Dave Doherty will take care of a portion of this, we'll need to cover the rest. Motion made, seconded, and passed for this expense.

We took a break before Don's annual financial report, Ron reminded us that he had food cards to sell during intermission.

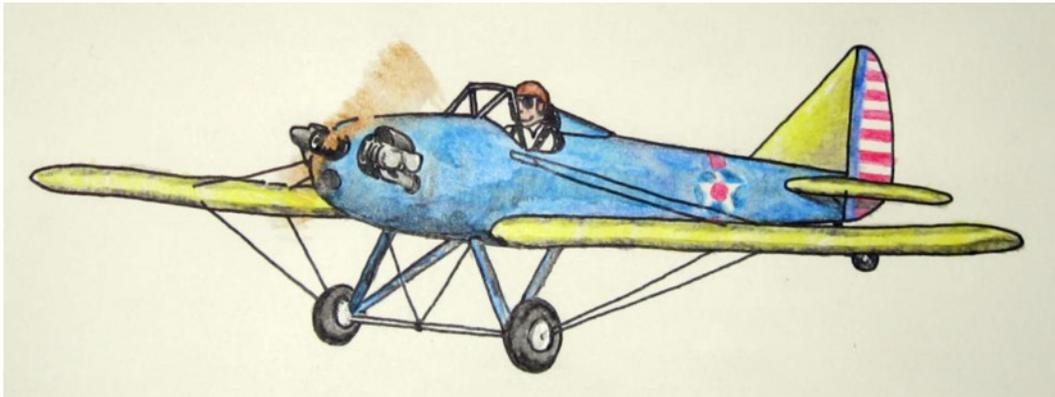
Don gave a PowerPoint presentation on our 2013 finances. We were down in income versus 2012, though 2012 was an unusual year for various reasons. Expenses were nearly the same. We renegotiated our flight simulator expense, a big hit towards YE, and plan to better manage food costs. Propane price and usage will both be up. We might consider buying in the summer when we'll pay less. Hangar costs are rising, but not by much. We'll need to cut costs or bump up our income in 2014.

After the financials motion was made, seconded, and approved to close the meeting. Afterwards our visiting Fly Baby experts helped us assess our plane.

Status Update

by Dave Deweese

After February's chapter meeting the Fly Baby Mafia, who waited patiently through our 2013 financials presentation, swarmed over our collection of Fly Baby parts. The news was good. Paul Vorhees feels that what we have is the basis of a flyable plane. It sparked my imagination to hear tales of cruising the skies in a low wing, open cockpit machine, Earth and sky laid out before the pilot: God's Omnimax.



We moved the fuselage onto a rolling table and lifted the tail feathers off a cabinet, the better to inspect them. This also put the nearly complete wings in view. All my life I've appreciated the beauty of a wooden aircraft skeleton, starting early on when Dad built the stick and tissue Guillow Lancer I've often written of. At eleven or twelve someone gave me a balsa Stearman kit for Christmas. After painstakingly assembling that intricate framework I didn't have the heart to cover it, and hung it as-is from the ceiling of my bedroom.

Back home my own built-up ribs wait patiently for me to hang them on a spar. Therein lies a challenge: wings require a table much larger than my bench. Puttering around downstairs this morning, it occurred to me that spars alone aren't very deep. If I've got at least 14 feet in my little workspace an extended bench might get them done. Out with the tape measure. D'oh! Just a little short.

Coffee time. On the way upstairs I survey the underground portion of my domestic empire. The half with bare concrete flooring is dedicated to storage, and the other half is carpeted. My Spidey-sense tingles when I think of carpet plus T-88 drippings plus sawdust. At the top of the stairs is a door to the garage. Half that space is where The Great White Whale, my wife's conversion van, sleeps peacefully awaiting its next mission. The other half is full of hoarded treasures

accumulated in 17 years at this address: kitchen sets, outgrown bicycles, empty but potentially useful boxes, and who knows what else. Maybe the lost tomb of a forgotten pharaoh or a cursed Indian graveyard?

Looks like there's some housecleaning in my future if I want a wing-sized workshop. After that, of course, there'll be some extended period of gas welding school before starting a fuselage. Too bad the Double Eagle

doesn't have a wood empennage like a Fly Baby, as I've got enough room on my workbench to tackle that right away. On the bright side there are a wealth of miscellaneous bits and pieces to fabricate before moving on to heavy lifting. Rib building reminded me of how satisfying it can be to fabricate with wood, and made me

hungry for more. Here you can see some nose ribs. When they're all cut I'll stack and notch them for the stringer that runs across the leading edge, then saw out a diagonal bit at the bottom to let water drain out.

If the plot has developed by next month or so there'll be another chapter in Dave's Airplane Tales. In the meantime, onwards and upwards.



2014 EAA 32 Young Eagle Event Dates

by Rick May

First off I would like to thank all the participants who helped out with the Young Eagle Events in 2013. Whether it be flying the kids or taking care of the needs on the ground every person in attendance is the reason the program succeeds and the young adults get an experience they will not forget. The 2013 season was a challenge as you might recall. While the April event came off without a hitch and was our largest event of the year, both the May and June event had to be canceled due to "Old Man River". Fortunately we were able to put together a make up date in late June, thanks to all the help with such a short notice. Unfortunately with all the snow this winter the flooding situation could be a factor this year as well, lets hope that doesn't happen.

If you were not able to attend the Christmas Party this past December, here is some information you might find of interest. Our chapter pilots gave a total of 135 YE Flights in 2013, which accounted for 183 young adults and children getting flights. Additionally we are sending 3 young people to the EAA Air Academy in 2014. A young man Hunter Melugin, age 13 will be attending the "EAA Young Eagles Camp" in June; his sister Taylor, will be attending one of the "EAA Basic Air Academy" sessions in early July; and Tyrell Williams, will be attending the "EAA Advanced Air Academy" session before Air Venture. Additional recognitions were made at the Christmas Party.

A Big Thank You to:

Bill Jagust (Education) All 5 Events and **Paul Smith (Ground Crew) All 5 Events**

Attendance at 4 of 5 Events in 2013

Ron Burnett	Pilot	17 flights / 17 YEs
Joe Sargent	Pilot	15 flights / 15 YEs
Jeff Stephenson	Pilot	14 flights / 30 YEs
Dave Doherty	Pilot	8 flights / 8 YEs
Ron Davis	Ground Crew	
Dave Deweese	Ground Crew	
Vince Morris	Ground Crew	

Attendance at 3 of 5 Events in 2013

Eve Cascella	Pilot	14 flights / 16 YEs
Don Jonas	Pilot	10 flights / 19 YEs
Tom Crocco	Pilot	9 flights / 9 YEs
Gale Deroiser	Pilot	9 flights / 9 Yes
Pat Donovan	Pilot	5 flights / 15 YEs
Charles Beyselance	Ground Crew	
Bill Doherty	Ground Crew	
Laura Million	Ground & Education	
Joe Wurtz	Ground & Education	

Thanks Again to Everyone

For 2014

As in the past we will be doing events in 2014 on the 2nd Saturday of the month starting in April, the dates or listed below with some notes regarding several of the days. We will be extending this season of events by one month, as you will see the October date listed below. This was decided for two reasons; first of all there is always a chance of one or more dates needing to be canceled due to the weather, the Oct. date will give us an opportunity to make up an event should this happen, secondly early October usually allows for continued good flying weather, so we thought we would take advantage of it.

Here are the dates for 2014:

April 12th

May 10th (this is the weekend after the Spirit of St. Louis air show)

June 14th (International Young Eagles Day)

July 12th (weekend after 4th of July)

August 9th (weekend after close of AirVenture)

September 13th

October 11th

With many of these events occurring the weekend after other community events Chapter #32 participates in, I would hope we will generate a lot of interest for Young Eagles in 2014. We will also be looking at ways of getting this information to public this year as well. Thanks again for all your help in the past and I look forward to seeing you all this year.

A Word About Y.E. flights and their benefit to Chapter #32:

Headquarters has informed us that each YE flight made again this year by a chapter member will continue to accrue one point per child flown in the calendar year and, that each point will continue to be worth \$5.00 towards the chapter once that flight is registered with Oshkosh (my job). These funds can be used in a reimbursement way to the chapter when used in a way to further develop the program or for scholarship funds at Air Academy. The trick is that a pilot must fly at least 10 Young Eagles in the year to qualify for the points. Once he has flown the 10 he immediately earns 10 points for the chapter, and continues to earn additional points for subsequent flights during the year. Adversely if a pilot flies 9 or fewer Young Eagles in the calendar year he earns no points.

We appreciate your participation in the past and look forward to another great year in 2014. If anyone has any questions about the 2014 events or ideas to make our rallies even more successful, we (the Young Eagles Mafia) would love to here them, let us know at "young eagles@eaa32.org" we all see these e-mails. Also feel free to contact me on my cell at (314) 503-6042. Thanks Again!

Rick May
Young Eagles Coordinator

Please Turn the Pump OFF!!

When you visit the ARC and use the bathrooms you need to turn the pump ON so they will flush. Please do not forget to turn it off. The constant pressure erodes the valves in the toilets until they leak. The resulting water then fills the holding tank, which costs \$275.00 to empty. Don Doherty notes that in recent weeks it has been left on twice. We thank you in advance for your consideration. **IT IS WORTH NOTING THAT WE RECENTLY HAD YET ANOTHER INSTANCE OF SOMEBODY LEAVING THE PUMP TURNED ON. COME ON, GUYS, IT'S NOT THAT HARD!**

Learning As We Go

“Old Guys Rule”

mr. bill

Father time has started my thinking about the end times! Turning 55 years old, I **NOW** realize that the big 60 is not too far away and the airline pilots of the past had to retire at age 60 years young! One captain after retiring at age 60 told everyone how he was fired from his job after turning 60. Back in the day, that was the norm for airline pilots to be gone by their 60th birthday. President George W. (43) Bush was able to pass a law to let airline pilots fly to age 65. It stagnated the young guys on the seniority list but to their defense the old guys at many airlines had their retirement moneys stripped from the airline's retirement accounts. Several airlines needed the retirement money to run the airline! So age 65 gave the pilots 5 more years to fill their accounts.

Now with age 65 looming in the distance for me I now know that the countdown clock (yep, there is an app for this,) tells me that I have to retire in 501 weeks, 3506 days, or 84,148 hours until retirement! The hours number makes me feel good because it is a BIG number! With the pending pilot shortage I don't doubt that the age gets bumped up to 67!

Hanging out at the airpark has shown me that “old guys” are still very functional and fly very well. Several Saturdays back one of the 80 year young guys had his clipped wing Piper Cub up doing some great acrobatic maneuvers. Sir Frank, 81, was having a blast doing loops and slow rolls. Right after that Sir Charles, 82 years young, took out his newly built Murphy Rebel and did some awesome touch and goes with this very STOL (Short Takeoff Or Landing) aircraft.

The man this week that really got my mouth watering was Mr. David Thatcher of Pensacola, Florida. I met David at Oshkosh seven years ago when he taxied his CX-4 right into the VW (Volkswagen) powered aircraft display section. I helped him position the airplane and tie



OLD GUY alert! Just when I thought he had slowed down Sir Thatcher has introduced the new two seat version of his -4 now called the CX-5 for the masses!

it down. Out of the back of the airplane came his little fold up stool and a roll of papers that were his working drawing for this prototype plane that he, Sir David just flew in from Pensacola, Florida! As I wrote before, Sir David wanted me to get in the machine and tell him what I like or did not like about it. Wow! This 74 year old guy flies SOLO from Florida and he is at OSHKOSH finalizing his plans for the CX-4! How cool is that!

Dr. Glen has helped build the new CX-5 prototype and has just recently flown off the 40 hours on the prototype so Sir Thatcher can have the airplane ready for viewing at Sun n' Fun in April!



Sir Charles and his Mighty Murphy Rebel

Wow! Old Guys Rule!

I have spent some time thinking about the next BIG PLANE for the Troy Hangar! I am juggling with the idea of a CX-5 or the dual control Sonex! Wow you old guys still ROCK! That means you guys are cool!



Dave Thatcher and 60 something Glen Bradley with the CX-4 and the new CX-5!

Safety Tip of the Month

Situational awareness is a fancy word that translates into being aware of elements, comprehension of their meaning in time and space and the projection of changes that can and may occur.

Ensure that everything in your cockpit/flight deck is secure, in its proper place, and within easy access if so required. Maps, frequency selections, GPS nav. intentions and intel. input, passenger briefing, who is the pilot in command, and make sure baggage and extraneous items are stored properly.

Sterile cockpit/flight deck, especially in the landing and takeoff phases of flight. This is critical, in that non-flight crew and passengers are silent in the aforementioned phases of flight

Many incidents/accidents result from not paying attention to detail in the situational awareness, and sterile cockpit phases of flight.

Recent landings at airports different from the intended airport destination is attributed to non-situational awareness.

Good judgement (commonsense), must be an attribute for our activities in the air. This is part of situational awareness and a sterile cockpit.

Bob Kraemer



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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