



EAA CHAPTER 32 NEWS



Jim Bower, Editor

January, 2007

Happy New Year! Here's hoping you found all the aviation goodies you wanted under your tree. Please join us on Sunday, January 28 at 1:00 ("bring a dish" potluck) and/or 2:00 (meeting).



**See inside this issue for another great
ILLUSTRATED article by Dave Deweese**

Dues, Dues, Dues...

It's that time of year again! We need your money so we can keep bringing you all the goodies you have grown to love. Remember, we lowered dues, so it shouldn't hurt too much.

EAA Chapter 32 Meeting Minutes

November 26, 2006

The November meeting of EAA Chapter 32 began about 2:10 pm with the Pledge of Allegiance.

Visitors and guests were introduced and recognized. Hopefully, we will gain more members from this meeting!

Librarian mr. bill broached the subject of some new bookshelves for our pilot lounge/tv room/library. These shelves will cost the chapter about \$200.00, and will hold all our back issues of "Sport Aviation" and other literature. The expenditure was approved by the members.

Membership committee chairman Gale Derosier proposed the creation of a member's book. This book will be given to all current members, as well as being a good start for brand new members. Using another chapter's book as a model, Gale will gather information from various sources on items like the contents of the library, available tools for loan, chapter bylaws, hangar information, and much more. Jim Bower will put the original copy of the book together, and get a price on having the book printed. As a start, the membership approved a \$200.00 initial expenditure for this. Additional books will be printed as required.

In January, our chapter will once again take part in the Midwest Aviation Conference and Trade Show (1/19 through 1/21). See Karsten for details.

The membership voted to lower annual dues from \$60.00 to \$36.00. Several members re-upped right then, before we changed our minds! In

addition, a new youth rate of \$18.00/year was approved. This will apply to the children of current EAA members until they reach their 18th birthday.

Everybody was reminded about the Christmas party (on December 2). The ARC had already been cleaned and some decorations were hung.

Ron Burnett talked about the fund raising coupon program, particularly Schnuck's new method. Everybody who signs up for it gets a card, and each time the card is presented at the checkout counter, we get 1% of the final amount. Unfortunately, it's not 4% like previously, but the upside is that we never have to buy coupons...the card is good any time.

Steve Morse has a list of proposed tool purchases and is asking for interested members to help him form a committee to decide which tools to buy for the chapter and set priorities, and how much money is available. See Steve for more information.

Some chapter offices have gone unfilled for some time, but now Troy Townsend has agreed to be the Chairman of the Board of Directors, and Dave McGougan is our new Member-at-Large.

Treasurer Jim Hann wants to remind everyone that the treasurer's report is available online in the Members Only section of the website, as well as directly from Jim upon request.

The meeting was adjourned.

Respectfully submitted, Jim Bower - Chapter 32 secretary

Blanche Wynn

After a long illness, Blanche Wynn (wife of longtime Chapter 32 member Joe Wynn) passed away on January 13. Please extend our condolences to Joe and his family.

Dues are Due

From The Membership Chairman:

The benefits of being a member of a local Chapter are outstanding. You get free advice, a place to call home, a place for special events, and a resource for tools and books and videos. You also get to share experiences with other guys and girls about building and flying. Dues are past due after January 1st, so would anyone who has not paid their dues yet please send them in as soon as possible. Or, bring a check to the January meeting. Make my job a little easier so I don't have to make a personal call to get you paid up.

Make out your check to EAA Ch. 32 in the amount of \$36.00 and send to the Treasurer, Jim Hann. His address is 946 Bellestri Dr. Ballwin, MO 63021.

Thanks for your support

*Gale Derosier
EAA 32 Membership Chairman*

New Builder's Website - Check It Out!

Flying RV-6A builder and Chapter 32 member Rick Galati has recently created a website that might be of interest to the experimental aircraft builder. While he cautions that website construction is something new to him and the site is still very much in a state of ongoing development, he intends to present technical information of particular interest to the experimental aircraft builder including detailed construction photographs, building tips, tool reviews, shop practices, and maybe even at some point, videos. The website's primary focus is to document the ongoing construction process of his RV-8 project now well into the wing construction phase and update such information frequently and in far more detail than the "Member's Projects" page at Chapter 32's main website.

If you are builder or considering a kit built aircraft project, you may want to check out the website from time to time at www.rickgalati.com for valuable aircraft building tips and related information freely shared by one of Chapter 32's own long time members.

Learning As We Go

Our Aviation Resource Center (ARC)

mr.bill

Thank you very much EAA Chapter 32 for the A.R.C.

A general rule for building an aircraft is that if the building location is more than 75 feet from where you lay your head to sleep you will spend less than 10 percent of your time working on the project. Well, the ARC is 20 miles from where I sleep but the fact that our EAA 32 ARC has a great set up with all the basic tools and reference materials available makes it a great facility for planning, engineering, and ultimately building and installing those parts. WWW (Willie's Wingless Wonder) my Volksplane II project was epoxy varnished one warm day in the ARC last November. It must have gotten chilly that night because WWW slipped into the conference room to thoroughly dry its new epoxy coating.

After the EAA 32 Christmas party WWW hitched up to Derosiers' Dodge Ram truck and was wheeled backwards down Portage and Grafton Ferry Roads to return inside the ARC for the installation of its stainless steel firewall, its battery, some cables, and wire installations. A heater valve for the pilot's feet was planned and will be cut tomorrow (01/12). As aircraft plans go they let you put the holes where they are best for your installation. The beauty of the ARC is time. Time (three weeks) to actually place the battery box and throttle cables to find the workable application and location.



WWW has a Revmaster 2100D engine. It is a 2180cc, dual Bendix Magneto (Single Drive) engine which has a starter and a 20 amp alternator ring in the Deil accessory case. So a solenoid, a battery case, and a bundle of 12 wires, one oil

pressure line, and one oil temp bulb also needed to come through the fire wall. Because I had time to think and rethink things out in the ARC I saved myself from cutting a bunch of useless holes in the wooden firewall of the airframe. With time and a constant flow of "suggestions" and helping hints from the "flock" the engine is now dangling from the EAA 32 engine hoist by an "engineering approved" rope (thanks Ernie). Trust me the help was/is appreciated. Hopefully by the January meeting the installation will be up and running with the now non leaking fuel tank (thanks Mr. Jude) installed and ready to taxi back to the Alternative Engine Boys hangar.

WHAT? NO ROOM AT THE A.R.C. !!!

The week after Christmas had the A.R.C. almost full!

Even the conference room smelled of smoke with all the brains working hard in there. Two men were imparting knowledge to a newly hired Skywest pilot. The new owner of Mr. Jude's Lancair 320 was receiving schooling on the ways of the retractable geared aero machine. It was heard later that day as everyone was exiting the ARC that "this facility is a really great place!" We are very fortunate! Thanks to all those who helped put this ARC together and thanks to all who keep it together!



Sam Harry Greg Cal Capt. Jude

Other tidbits:

LEO LANG is mentioned in the January 2007 issue of AOPA p.22 for his volunteering! P.S. I voted for Rose!

Commander Paul H. Poberezney has shut down his group of SPORT AVIATION enthusiasts. In a letter this summer Paul asked for someone to take the torch and run with this grass roots aviation club which had a small fly-in at Rudy Frasca's field north of Champaign-Urbana, Illinois in June. With no takers Paul decided that at 84 years of age that the scratch builder is a very low interest subject. We need to thank our newsletter and web editor for their work. But if no one sends stuff in nothing can be published!!!

The cost of a new 2006 Cessna 206T with glass cockpit?.....\$485,985

Do you want to scratch build an airplane now?

“The Next Big Thing”

by Dave Deweese

The airplane books I typically sought out in my youth were all fairly similar in format. They needed to contain photographic representations of aircraft along with brief descriptions and vital statistics. Top speed was an important factor when choosing which machine to draw first, or imagine zooming about in.

There was one favorite book, however, that did not fit the mold. It was a story entitled “Skyjets for Fliers of Tomorrow”, from the fifties I believe, when recalling the appearance two main characters: a Dick and Jane-esque twin brother and sister duo. This tale began with a birthday birthday party at which the pair received matching jet packs. It’s been decades since I read this story but still have a fairly clear memory of those fictional devices. The fact that it took place in a Leave It To Beaver suburbia rather than a futuristic wonderland made it all the easier to imagine myself jetting birdlike over St. Charles county. No matter how many times I reread this book I was disappointed by the ending in which the two kids awaken to discover it was just a dream.

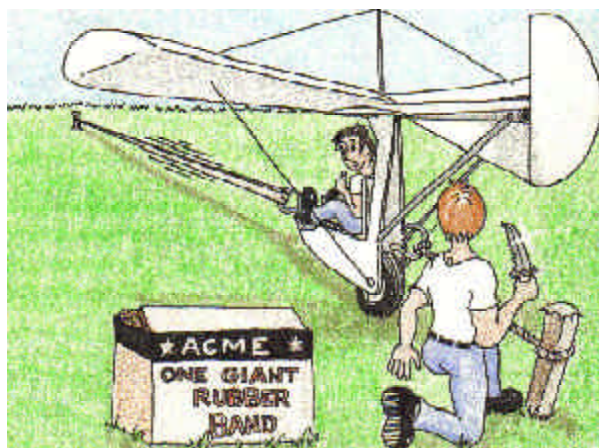
It all came back when an EAA32 member e-mailed a link to a movie of a fellow who must have read the same story. He constructed a pair of wings small enough to wear on his back. The setup was powered by small jets. Apparently the device is not powerful enough to achieve takeoff, though it’s more than capable of carrying the inventor through a series of impressive maneuvers after he jumped out of a plane like a skydiver. I’d give it a try, wouldn’t you?



There’s a lot of smarts in our group that goes over and above technical expertise. I believe it was Ernie who planted this particular seed in my brain and it’s something we can all mull over: “the next Big Thing”. Sport Pilot and Young Eagles are two “Big Things” that have germinated, as well as the whole RV-## plane phenomenon. Will the winged jet pack be that thing? Probably not, cool as it is, though it’s worth keeping an eye on.

I’ll let you in on my own pick for the next big thing on the condition that you either A.) acknowledge the fact if I’m right, or B.) forget all of this if it never materializes. What’s on my mind is the fossil fuel issue. Whether or not you believe ol’ Al Gore about global warming or the dire warnings about oil running out, such topics are definitely on the radar screen of the mass media. Another video crossed my path recently showing an electric-powered parachute. The next big thing may well involve a means of flying without gasoline.

“Just try a glider”, you say. Still gotta get into the air, be it by winch or by tow, either of which requires fuel. The guy who rendered the ultralight glider drawings I downloaded had a good angle on the problem. His three-axis plane exploits the same hills the hang gliders use. Admittedly he lives in California. It’s a bit more complicated for us flatlanders. Still, it’s a big step in the right direction: low-cost homebuilt without that pesky GPH factor to worry about.

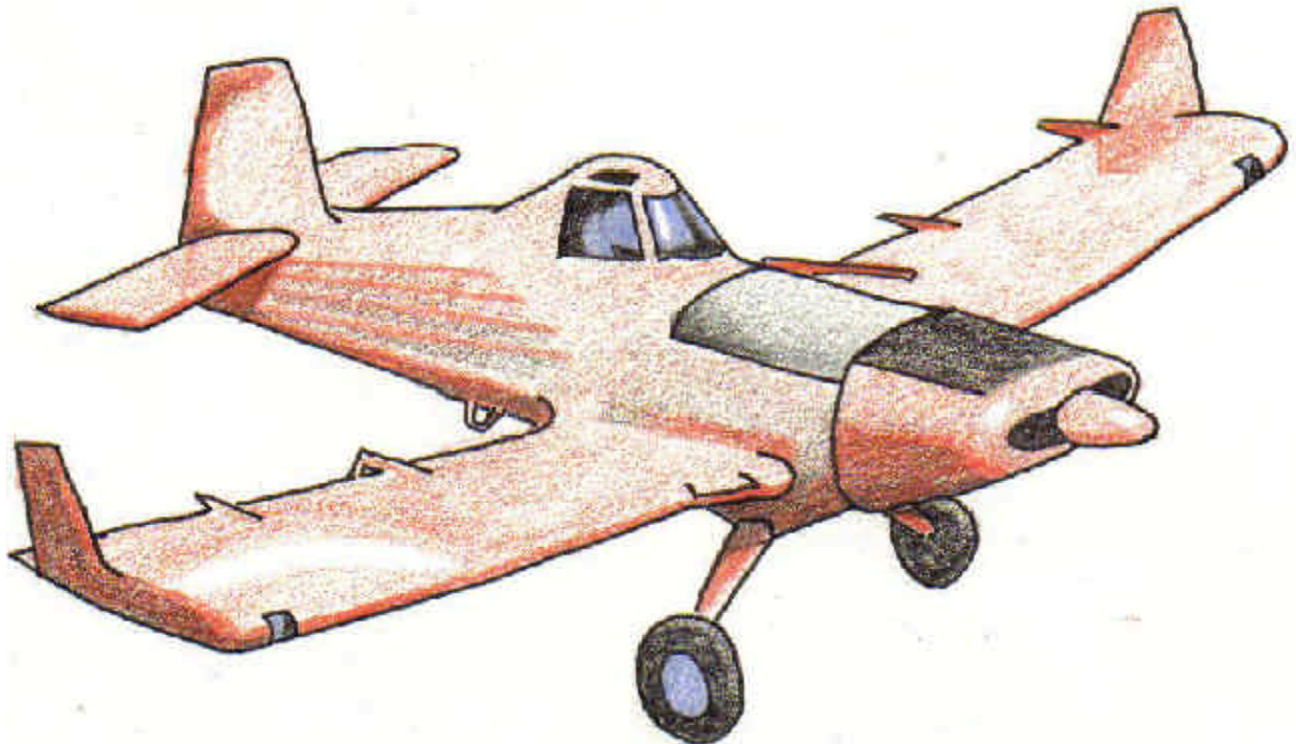


If fuel you gotta have then jump from the cliffs of San Diego to those of Rio De Janeiro where the Embraer EMB 202 Ipanema flies the skies behind an alcohol burning Lycoming IO-540-K1J5D. Auto-engine conversions are a big thing in this hobby, maybe alcohol-fuel conversions are an approaching wave on our horizon. Hmm. Seals and hoses are an issue as are the different jets you'd need to feed enough alcohol into the mix. Would converting a VW be so costly and complex that it'd be impractical for use on a simple aircraft? That's a question I'll be looking into this year. With a kiddo needing braces I'll give you one guess where my cash is going in 2007, and if there's one thing even more important to keeping machines in the air than fuel, it's money. No worries, though, planning and plotting is fun in and of itself, as is drawing funny airplane pictures.

But getting back to the next big thing, riddle me this: Where did hot rodding and stock car racing start? In some giant corporation? Nope. They started with hobbyists, in garages, and look what they've grown into. The sky's the limit, amigos.

Happy New Year!

— (Do335) Dave



Help your Chapter Save Money

Thank all of you who have answered the call to help us reduce the newsletter cost. Several members have contacted me to ask they be put on the e-mail list.

One way of saving the chapter money is to reduce newsletter expenses. Right now, we are paying about \$80.00 per month for printing and postage, which works out to \$800.00 per year (we don't issue newsletters in July and December). To put it into perspective, that amount is equal to the yearly dues from THIRTEEN members! Six members at the meeting immediately asked me to remove their names from the mailing list. Now THAT'S proactivity.

For quite some time, Web Designer Laura has been posting the newsletter on our website for the benefit of members who have elected to read them online. The advantages are many: You save the chapter money and you will be able to see

pictures in the newsletter in full color and better resolution than is possible with the printed copies. You even help avoid killing trees, and be directly instrumental in depriving the USPS of money. Not only that, but your newsletter is NEVER shredded by a careless postal worker. If you must have a hard copy, you can print it out.

We will notify you via the Yahoo board AND by your personal e-mail when the new newsletter is available. So, if any more of you want to help save money for the Chapter, please consider removing your name from the mailing list. Just notify me (your friendly editor) at jimbower@hotmail.com, or 314-869-8971. Also, if your current e-mail address is different from the one shown in the roster, or ever changes, you will need to inform me of that as well. Thank you!

Lycoming O-320 Parts

I removed the propeller governor drive and oil line from my O-320 because I'm using a fixed-pitch prop. These parts look to be brand new (my engine is an Aero-Sport Power overhaul), and probably only have a couple of hours on them. Make an offer.

Jim Bower

314-869-8971

Builder Alert

Your friendly editor normally doesn't make a practice of endorsing products or services, but I have had an exceptional experience, and want to share it with my fellow builders. Maybe I'm the only one left in the Chapter who hasn't heard of this company, but just in case...

I have reached that stage of my project where I have to get serious about instruments, avionics, and other in-panel doo-dads. In the course of my search, my friend Rick Galati told me about Stark Avionics - a good source with unbeatable prices.

I went to their web page at

<http://www.starkavionics.com>, and got quotes for a com radio, a transponder, and a Digitrak autopilot.

What a pleasant surprise to find I saved significant money over what I would pay for the exact same items at another source.

In addition to selling units, Stark provides wiring harnesses (at extra cost). Just tell them what you are connecting, and how long you want the wires, and they will do it for you!

I am also pleased to share the fact that Stark Avionics is highly reachable. I have e-mailed John himself, and on several occasions spoken to Tony and Jonathan about certain aspects of my order. Finally, if you don't see what you want on the website, call or e-mail them.

Stark gets a double thumbs-up from this RV builder!

Bushby Mustang II

190 hrs. since new in 2000; powered by Chevy 4.3L V6. 200+ HP with Belted Air Power PSRU. Dual ignition except for plugs. Warp Drive ground adjustable prop, Cruise 170 mph @ 6.7 gph on auto fuel. Icom flip-flop, alt encoding xponder, long range fuel tanks, completely soundproofed and upholstered interior \$49,500

636-724-4735 Gale Derosier



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Check out our Fantastic Web Pages at
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 While you're there, take time to join the
 Yahoo Groups to help you stay abreast of
 Chapter happenings!

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