
EAA Chapter 32 News

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

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Boy, somebody has a lot of ‘splaining to do!



See inside this issue for some background behind this hangar mess.

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on March 21, 2015.**



Friends and fellow aviation enthusiasts:

It finally looks like we're breaking out of winter's firm grip. We had to cancel our February meeting due to icy roads and snow. It was a tough decision, but I think it was all for the better. During the cold weather months, I spent considerable time working on my garage getting it ready for projects. I put pegboard on all the walls, installed shelving, enhanced the lighting, and am currently working on insulating the (garage) attic. When complete, I should have a nice workshop. Last summer I had a window installed, and put in an air conditioner. Once I get all the clutter organized, I'll be ready (sometime this spring). With the cold weather happening, I chose not to fly my plane much. Hand propping in the winter can sometimes prove to be quite a workout. But the weather's improving, and I hope to get in the air again, and enjoy the freedom of flight. It's something to look forward to.

Last month, Chapter 32 lost one of our long standing members. Tom Baker passed away after a long battle with cancer. Tom was Chapter 32 Secretary for many years, and volunteered much of his time and experience during the time our ARC was being built. He was very active with Young Eagles during the program's early days, and could be seen at nearly all our Young Eagle events. Every year, Tom could be seen at KidVenture in Oshkosh, along with his son Jim by the mock P-51 Jim built. If not at KidVenture, Tom could be found at the Ultralight area as a volunteer or spectator. He also did a lot of volunteer work at Sun-N-Fun. We'll all miss him. God Speed, Tom.

Progress with the water works at the ARC are going very slowly. While the administration building's renovation is nearly done, finishing the well project is going very slowly. They hit a snag when a water sample showed more impurities in the well water than originally planned for, and had to get a bid on more processing equipment. Another water sample was taken, and it was much better, so now they're about back where they started. The treatment equipment hasn't been ordered yet as of this

President's Corner

by Dave Doherty

writing, and I have been told it'll probably be another 4-6 weeks before the project will be complete. We may possibly not have running water on our first Young Eagles day. Hopefully that won't be the case, but we'll be prepared for it if it ends up being that way. Very frustrating.

For our lifetime members, your jackets are in! They will be passed out at our March meeting. They look really nice, with a 10 inch Chapter 32 logo embroidered on the back and our member's name embroidered in gold on the front. I look forward to showing mine off at the next meeting and EAA events. For more information on becoming a Chapter 32 Life Member, check our website or contact a chapter officer.

When the year ended in 2014, there was considerable interest in forming a group to complete several aircraft projects we have in-house. For the woodworking folks, the Fly-Baby project is getting under way. Another project that was donated has provided a Corvair engine and some of the instruments for the Fly Baby. This project is fairly well along, and it will be nice to see progress this year.

For the sheet metal folks, the RV-12 project recently donated has sparked interest too. The first of five (5) kits has been donated, and a group will commence work on moving this project along. In order for our chapter to not get in trouble with our covenants and EAA HQ, a group is forming a 'Flying Club' and will be a separate entity from EAA Spirit of St Louis chapter 32. This is the accepted way for chapter members to become involved with group projects. The flying club will work on building and flying the plane, once complete. To become involved with the building of this kit and joining the group, contact Dave Doherty at President@EAA32.org and let him know. We'll get together after the March meeting, so if interested, stick around and perhaps join the group.

At our upcoming March meeting, we have a great guest speaker. Mr. Bob Linnenweber will have a presentation about his experiences flying in Vietnam. He served in the U.S. Army as a fixed wing and helicopter pilot. He is currently in the reserves as a colonel. He has also worked in various capacities with the FAA. It should be an interesting presentation. Mark this one on your calendar and be at our EAA Chapter 32 meeting on March 21 at the Aviation Resource Center located at 1610 Grafton Ferry Rd, Portage Des Sioux, Mo (Smartt Field, or St. Charles County Airport).

Our March meeting will highlight the status of the chapter. We'll present our detailed financial report. We'll also outline the calendar of events for the upcoming months. This was supposed to happen last month, but foul weather delayed it for a month.

Young Eagles events will occur on the second Saturday of each month from April through October. We hope to improve on last year, and need many volunteers to meet this goal. In addition to flying kids from ages of 8-17, we'll have a scout related seminar discussing aviation. Other activities for kids are planned if we have our chapter volunteer support. With much experience in holding these events, we'll build on our past successes. To do this we'll need support from many of our chapter members. Last year, EAA members flew over 65,000 kids, and the running total for the Young Eagles program is now over 1.9 million kids. It looks like 2015 will put it over the two million mark.

Other stuff:

A reminder to all is that **Chapter Dues are Past Due** this month. If you are not paid up, please do. In order to make it to the Chapter 32 Roster, dues need to be paid no later than this upcoming meeting. Dues are \$40.00 this year. There is also Lifetime Membership available for \$475.00 (payable in 12 monthly installments or a lump sum). Included with the Life membership is a windbreaker jacket with the EAA32 Chapter logo (10" dia) embroidered on the back and personalized with the member's name on the front. Only Lifetime members qualify for the jacket.

Along with renewing chapter membership, we need to know any changes, such as address, phone number, e-mail address, project / status, etc. We need this in order to keep our database current. Even if you are not a new member, please fill out the Chapter 32 renewal / application form and turn it in with your dues (for life members, please fill it out and turn it in). This will assist us in keeping our membership database current. Thanks in advance.

I'm excited about the new year and programs our Chapter is planning. To find out more, come to our next meeting on Mar 21 at our ARC facility at 1610 Grafton Ferry Rd, Smartt Field, St. Charles County. Meeting time is 10:00 AM. And don't forget about paying your dues or becoming a life member.

Blue Skies to all,

Dave Doherty

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Safety Tip of the Month:

Preflights

Pre flight checks on the ground are all encompassing and very important. Items that must be examined are:

- **FUEL QUANTITY**
- **TIRE INFLATION**
- **CONTROL LOCKS**
- **OLEO STRUTS**
- **BRAKES (to see if pads are not loose)**
- **LIGHTS**
- **RADIOS**
- **SEAT ADJUSTMENTS (and locking pins or latches)**
- **PROPELLERS**
- **PROPER WHEEL/STICK CONTROL DEFECTION (ensure that the controls move correctly not just free and clear)**
- **NO VISIBLE STRUCTURAL CRACKS OR METAL DETERIORATION ON THE AIRCRAFT**
- **HEADSETS FOR PROPER FIT**
- **CHARTS OR PORTABLE NAVIGATION DEVICES ARE EASILY ACCESSIBLE**
- **CHOCKS REMOVED.**

Use your check list at all times !!!

The point is, many of these items can have dire consequences if not checked BEFORE you launch. Incidents and serious accidents have resulted by non attention to detail.

Bob Kraemer

Editor's Corner

Beginning with the February newsletter, just about everybody in the Chapter is getting their newsletter electronically. If you're reading this, you either succeeded in joining the Google Group that Art Zemon set up for us, or you are getting it direct-mailed to you.

I am aware that some folks have had difficulty joining the Google Group, and Art is willing to help you out. If all else fails, your friendly newsletter editor will continue to maintain your e-mail address in a mail group. It would be preferable for you to be in the Google Group, since that is easier to maintain. Either way, it's important to keep us up to date if you change your address.

Those invitations expire after 48 hours, so if you can't get to it you will need another one. To get another invitation to the Google Group, please notify me at newsletter@eaa32.org or call Art at 636-634-2200, and we will handle it.

Thanks, and I hope all goes well.

Jim Bower

EAA Chapter 32 Newsletter Editor

Learning as we Go

The Good, the Bad, and the Ugly

mr. bill

THE GOOD

Well the big time has arrived. Twenty-five years ago there was talk of big airplanes and big paychecks at this daytime airline gig. It was instantly a better life from hauling that Important Bank Data (a.k.a. canceled checks) all night, leaving at 6:00 pm and returning at 6:00 am. Now with the daytime flying job, and the 25 year career pin on my lapel, and finally in the left seat again, life looks GREAT for the remaining 9 years of this man's career. The slide back into the left seat had a 30% pay raise, and with signing a new industry leading contract, there was another 30% pay increase. So the BIG TIME has been achieved. After all the wars, hiccups, airline bankruptcies, and the country's financial burps, things seem to be on track until the *next* speed bump in the road which is right around the corner!

Also with enough people behind me on the reserve pilot flying list I am able to hold the covenant weekends off. So it looks like life this year is going to have some more bucket list events and GOOD times!

THE BAD

Along with the good in life there is the not so good. Recently two crashes made headlines and they were not pretty. There was the Asian ATR-72 Turbo-prop aircraft that went down in the river. A classic situation where you know you have to do "something" and that



"something" must be done correctly. The BAD was doing the incorrect thing and shutting off the operating engine.

There are several theories of thought that are used to deal with announcing engine failures. Some can cause

MORE confusion than solutions. One theory says that you tell the pilot flying "Engine Failure," and let the pilot flying figure it out. Another theory says to state: "Left (or Right) Engine Failure." This verbiage can confuse sometimes because ONE, the pilot monitoring must say the correct engine that has failed, and TWO, the pilot flying must shutdown the correct engine that has failed. What happens if you are alone? What happens if the pilot monitoring says, nothing!

Most turbo-prop airplanes today have an auto-feather (low drag position) for the propeller blades if the engine should fail.

We would tell the Boy Scouts in the Merit Badge Presentation, when in doubt: Let go of the flight controls and do not do anything! The airplane will correct itself if you let go of the controls in a stall. Most times the first thing you should touch is the rudders to keep the airplane flying straight and to keep the wings level.

Also in the past months the Friendly Aviation Advisors had to review a crash of a Cessna C-172. The reason for the accident: SELFIES!

It seems that the powers that be determined the cause of this incident was that the two people flying the airplane were taking pictures of themselves earlier in the day. It was determined that the pilots had Spatial Disorientation and crashed the Cessna on this particular flight! Wonder if they went into the clouds trying to video the "inside of a cloud" flying earlier?"

THE UGLY

While the digital picture age is here and many of the digital pictures and You Tube videos are truly awesome, things can go from BAD, to UGLY!

The Cat IIIb approach in last month's LAWG is now NOT legal to record! As I mention in the article, the FAA does not want ANY electronic device to be on while an airplane is flying an Autoland Instrument Landing Approach for landing. The Friendly Advisors are now going through the videos looking to see if they can identify planes, pilots, and airlines so they can send you a little Letter of Investigation to the flight crew who were operating the airplane....illegally!

See the video here:

<https://www.youtube.com/watch?v=TXJCHUmuUyw>

Take a look at the picture on the cover of this newsletter. Cool picture. Everything is cool until the police show up and they are looking for the photographer.

The Corporate jets are sitting in fire retardant bubbles in the hangar.

One employee posted the picture on a Facebook account. No names, no people, no faces, and was later TERMINATED for doing so!

Some people put their work schedules on Facebook. May not seem like a bad thing to do. But with a little more info, and in the wrong hands, we are now seeing airplanes that are being “tweeted” out of the sky.

What about Twitter? Young girl tweets that “I start this fxxxing job tomorrow at Pizza Planet.” The pizza place owner saw the post on Twitter and FIRED the girl in a reply tweet to her!

As Tweety Bird says, “Be very very careful!”

Q? How many gallons of deicing fluid are used to de-ice (Type 1 orange) the Douglas MD-80?

A: About thirty gallons. Some actually are now bio-degradable.

Q? How many gallons of anti-icing is used (Type IV green) to prevent further adhesion of the snow.

A: About 15 gallons usually just put on the wings and tail surfaces.

thing about that 148 foot long airplane is that you must keep the crosswind controls in for the duration of the landing roll or it will weathervane on you! Also if you really get into heavy thrust reversing you can cause the airflow to blank out the rudder effectiveness.

It is the ugliest when you see your type airplane LIVE on National TV for everyone to see!



THE UGLIEST

As I get ready to send this to the newsletter editor, I am watching on Fox News (Thursday 3/05) reporting how a MD-80 has slid off the runway at La Guardia Airport. One thing that is normal operation at La Guardia, with its cross runway operation, you’re landing in a crosswind so that the takeoffs are into the wind. One



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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