



EAA CHAPTER 32 NEWS



Jim Bower, Editor

March, 2006



Willie's Wingless Wonder made the trip across the airport to the February meeting with its mighty VW engine going "Ta-poketa, ta-poketa, ta-poketa... ..wait... I think the pilot, er, driver was making that sound. See inside this issue for the heartwarming story of mr. bill's work in progress.

See you all at the ARC on Sunday, March 26 at 1:00 pm (social hour), and/or 2:00 pm (meeting)

EAA Chapter 32 Meeting Minutes

February 26, 2006

The meeting began with the Pledge of Allegiance. President Karsten gave a short report on the state of our bad water issue. He said that we won't be able to get anything for less than \$1,000.00.

The Hager Hinge/duck hunter legal issue has not gone away. We are continuing to fight this intrusion, and we voted an additional \$600.00 for legal fees.

Upcoming events:

On May 6 Downtown airport will be having an open house; and chapter 32 will participate. There will be Young Eagle flights. June 10th marks the Smartt Field open house in concurrence with International Young Eagle Day. Leo Lang is spearheading this event. He said that several organizations are going to participate, including Missouri Pilots. He has yet to get any commitment from the Commemorative Air Force as to whether they will be involved. At issue is fuel availability. If the CAF is involved, we can't close that end of the taxiway to enable easier fueling. More to come.

Fund raisers:

Some Entertainment books are still available at a slightly reduced rate.

Jim Bower's wife Donna works for an office supply company that is once again extending an offer to Chapter 32. The chapter will get 1% of annual sales that result from any leads generated by a Chapter 32 member. See elsewhere in the newsletter for more details on this program.

General:

We had a short discussion on whether to publish the treasurer's report in the newsletter, as is written in the bylaws. The contention is that given the aforementioned legal situation, we are not willing to make our financial picture available to the general public. It was suggested that we publish this information in the members-only section of the website. This way, it will be available only to members in good standing. Obviously, Web Designer Laura will have to monitor who is privy to the password necessary to view this area. We will propose a wording change to the bylaws allowing this to take place.

A member raised the question of whether we can save money by publishing the newsletter online rather than spending money to print and mail hard copies. Newsletter Editor Jim stated that the newsletter is being carried online, and some of our members are taking advantage of that fact. Everybody is entitled to a newsletter, and if they do not wish to view them online and/or print them at home, they have a right to receive them via snail-mail. We encouraged everyone to take advantage of the electronic format in order to save money. The February newsletter cost the chapter about \$67.00 in combined printing and postage. See elsewhere in the newsletter for more on this subject.

Visitors were introduced and recognized.

The meeting was adjourned for a fabric covering demonstration.

Respectfully submitted,

Jim Bower, Secretary/Newsletter Editor

Engine for Sale

Subaru EJ22 normally aspirated. Two boxes of components. Engine computer and harness. About 1997 model. First owner said it had 60000 miles on it.

\$500.00 James King 636-724-1864

The Mustang

Author unknown...contributed by Gale Derosier

Old aviators and old airplanes never die... they just fly off into eternity.

This is a good little story about a vivid memory of a P-51 and its pilot by a fellow when he was 12 years old in Canada in 1967. Some of you may know a few others who would appreciate it.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some US airport, the pilot had been tired.

I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her, it was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver then stepped into the flight lounge. He was an older man, his wavy hair was gray and tossed . . . looked like it might have been combed, . . . say, around the turn of the century. His flight jacket was checked, creased, and worn, it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up . . . just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire point then pull this lever!" I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge, we did.

Several minutes later we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds, we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway, we could not. There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose---something mighty this way was coming.

"Listen to that thing!" Said the controller. In seconds the Mustang burst into our line of sight. Its tail was already off

and it was moving faster than anything I'd ever seen by that point on 19. Two thirds the way down 19 the Mustang was airborne with her gear going up.

The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment. The radio crackled, "Go ahead Kingston." "Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass."

I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?" He asked. "I can't let that guy go without asking . . . I couldn't forgive myself!" The radio crackled once again, "Kingston, do I have permission for a low level pass, east to west, across the field?" "Roger Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze . . . her airframe straining against positive Gs and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.

At about 400 mph and 150 yards from where we stood she passed with an old American pilot saluting . . . imagine . . . a salute. I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded . . . then the old pilot pulled her up . . . and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest projecting an aura of America at its best. That America will return one day, I know it will.

Until that time, I'll just send off a story; call it a

reciprocal salute, to the old American pilot who wove a memory for a young Canadian that's stayed a lifetime.

Willie's Wingless Wonder

For "so long" (the nick name of the aircraft) many remarks have been made behind the walls at the Alternative Engine Boys (AEB) hangar by the grumblers. All those toys but he never brings any of them out to play with. Well, the hang glider was out for the EAA 32 "low and slow" meeting last April. Many "thank yous" to Dave Doherty and (new VP) Dave Deweese for helping me assemble the Willis Wing II in the EAA 32 Aviation Resource Center (ARC). Playing Prez or VP or Treasurer for this Chapter is a busy task because this group is active and gets several calls from outside groups wanting EAA 32 to help out. Also, many, many "thank yous" to JimBo Bower, who is chiseling away at his own project, for his work on this newsletter.

Now with some free time on hand the plan is to cleanup, fix up, and fire up some of the "TOYS" in the hangar.

The Alternative Engine Boys have been on a mission the last several weeks to tweak the Revmaster 2100-D (dual magneto) engine attached to the Volksplane II. The ultimate goal was to taxi the airframe & engine over for the February meeting. Despite a last minute need to replace the steering bolt, WWW, taxied over in rare form with a battery in the copilots seat and battery jumper cables in hand and attached to the engine starter.

Well, in the months ahead I will keep you abreast of the adventures of Willie and the WWW.



**"Hey, Beavis, hold my beer and let's fire this mother up!"
"Ok, but first I gotta turn my ballcap around."**

From The President's Desk

Forecast:

Aluminum Overcast on July 14th thru 16th.

At our last meeting at the ARC, I noted that the EAA B17 was possibly coming to St.Louis, but that no confirmation had been given by Oshkosh.

Days later we were officially on the B17 website as tour stop and the information package reached me.

JetCorp has again agreed to host us. A building in their vicinity has been torn down last year, giving us more space for Aluminum Overcast.

Dave McGougan has volunteered to be the tour stop coordinator and project chairman. **Thank you Dave.**

Also a great many thanks to Dave Domeier who has agreed to be our promotions chairman.

The tour stop dates are planned as follows:

The B17 will arrive Thursday July the 13th and conduct press flights. There will be two days of flights (weather permitting) and when the aircraft is not in use, we can use it for static display and guide tours of visitors through it.

A 25' merchandise tent will need to be staffed by us.

They re-position on July 17th to Springfield, IL

The chapter will earn a percentage from all sales in return for our staffing commitment, which is nice, but I think the more important factor is the exposure we gain with an event like this. If you have followed the events around Smartt, it is evident that we need positive press because otherwise we leave the depiction of aviation to those who want to ground us.

This event is therefore an important building block for the continued existence of our hobby and General Aviation in our area.

To that end, we have also the Smartt Field open house coming up on June 11th.

Please volunteer for both events, for your participation will ensure something better than money: publicity for our goals and the good will of the community surrounding us.

Karsten Kessler

EAA Chapter 32

2006 Young Eagles Dates

April 22 at Smartt for the AIAA. They have something going with the CAF that day also so we should have a good crowd.

April 29 at Smartt for some Rainbow girls.

May 13 at Washington, Mo, to replace the rally we used to provide for the Washington West school. We should have some Boy Scouts for this one. I talked to a meeting of scout leaders covering a lot of Missouri from Washington to Cuba. They seemed interested. I'll try to get something in the Washington paper, too.

Mark your calendars. We need ground volunteers, airplanes and pilots.

Thanks

George Stephenson

Editor's Corner

Just a quick note to let you all know that due to the unexpected volume of contributions this month, the second installment of Ron Alexander's fine article "Electrical Systems Simplified" will be carried in next month's newsletter. Thanks to everybody who sent in an article to the newsletter!

Learning As We Go

"Things Learned First Is What Is Remembered"

mr.bill

Flight instruction in an aircraft is what is required today to receive a pilot's certificate. Surely no one buys, builds, and straps on a contraption these days and goes flying? (Kind of the norm back in the ultralight days!

What? This flying stuff cannot be that difficult? License! I don't need no stinkin' license! Watch this!!!)

The logbook entries for flight instruction are called DUAL GIVEN or INSTRUCTION RECEIVED. These entries required for a pilot certificate must be logged in a logbook and entries must be in permanent ink not pencil.

When we go for flight instruction we should talk to the instructor and show him our logbook. As a Certified Flight Instructor (CFI) I must determine if I am AUTHORIZED to flight instruct the individual in their aircraft.

An individual's logbook tells many things about the individual like who they were flying with? Where? When? How long ago? What type of plane they were flying? It is usually being in the "family way" that has stopped the individual from flying back then and now twenty years later they would like to start up flying again. Especially today with the Light Sport Aircraft (LSA) Pilot's Certificate available to those who once held a valid medical certificate. If it expired from years back and you currently hold a valid state drivers license you are certainly eligible for on your way to flying a Light Sport Aircraft (LSA) many of which are available to fly in our local area.

So what does this all have to do with the photo at the beginning of this article? Well, after finishing a Biennial Flight Review (BFR) with one of EAA 32's pilots at Smartt Field we were taking the company photo of "TWO MATURE GUYS AND A PLANE" (the Jude/Johnson dynamite duo) when we heard a landing airplane adding full power to start a go around because

a LSA aircraft had just pulled onto the runway. The go around aircraft did the pitch-power-pull up routine and was safely climbing out when the LSA aircraft started to add power for its takeoff roll. (The LSA plane did not see the landing aircraft....yet!) About five seconds later the LSA aircraft pilot noticed the aircraft doing the go around and responded with action that cause the LSA to veer sharply RIGHT off the runway and into the grassy area and snap the nose wheel off the LSA. We ran (OK I ran...Jude/Johnson were close behind) to the aircraft and watched as the pilot/owner came out of the plane and then the right seat passenger. The right seat



passenger was a CFI. The pilot/owner said, "Dang I did it again!" The CFI said, "You have done this before?"

Remembering back several weeks in church I had a pilot friend mentioned that a LSA plane had gone off the side of the runway at Creve Coeur Airport!!! I asked, "You based at Creve Coeur?" "I was but now I am at (St. Charles) Muni," the pilot/owner stated. He followed with how this transition to a LSA was REALLY difficult for him and he was going to sell the airplane. I asked, "What did you fly before?" "A Pterodactyl Ultralight."

I ran to get the auto mechanic's floor creeper and a piece of plywood from the Alternative Engine Boys hangar and we placed the nose strut of the LSA on the creeper and pushed it down the taxiway to some available hangar space and called it a day.

What happened? Why? What can we learn from this situation? As a CFI one must thoroughly review all the flying experience that a student has previously done.

WHAT A STUDENT FIRST LEARNS IS WHAT THEY REMEMBER AND WILL RETURN TO.

This is one of the laws of learning. Over the years of teaching, pilots have shared why they do what they do while flying an airplane and why. One pilot was taught that because he had a "low and slow" aircraft that he must fly the landing pattern at 500' above ground not the 800' above ground recommended by the Aeronautical Information Manual (AIM). The FAA examiner will fail you for that on a flight test checkride.

Ex-helicopter pilots flying tail wheel aircraft love to set up for the vertical descent, and try to hover to the ground. Jet pilots have a "fear" of going slow when flying the light single engine aircraft. Piston power pilots (new copilots) need to be four seconds ahead of the jet engines because there is a "jet" engine lag before turning kerosene into noise and power. Glider pilots have no trouble with slow flight but need attention when in the landing pattern which is usually a tight landing pattern close to the runway which

requires steep turns to accomplish landing at that field. Careful now!

Well, our LSA pilot flying experience was in a Pterodactyl Ultralight that had a unique control system. To go LEFT you pushed the RIGHT PEDAL! To go RIGHT you needed to push on the LEFT PEDAL. So what was happening to this LSA pilot? He resorted back to his FIRST LEARNED TECHNIQUE and that was to step on the right rudder pedal to correct the drifting right tendencies which in this aircraft and in this situation caused the aircraft to run off the runway to the right and snap off the nose wheel (which was the designed feature of this aircraft) and the prop blades.

How do we help our LSA pilot transition to his new flying machine? The solution is to have the student relearn the new techniques and procedures. It would require several hours of taxiing time making left and right hand turns until the student naturally makes correct turns and does the right, I mean correct thing.

What this an accident or an incident? Tune in next month when we examine this rascal and talk about the MEL???

Hey Builders!

You keep logs and pictures of your project, don't you? Would you like to be able to share your work experience with others? I'm looking for anyone interested in learning how to create a simple web page to post their builder's log, pictures, ideas, etc. The sky's the limit (pun intended). The workshop would probably be held in late May around the 20th or 27th at the ARC. We would cover: finding an ISP, domain names, creating pages, creating links, inserting pictures and all sort of fun stuff that goes into web page design.



This would be a hands-on class so we would have to make arrangements for lap tops or for people to bring their own. My goal is to send you out of the workshop with the beginnings of a web page in hand.

Contact me if you are interested especially if you have a laptop you can bring or donate for the day. Everything is still in the planning stages, so give me your ideas, questions or comments so that I can plan this around what you want.

Laura Million
618-288-7099

Proposed Bylaw Changes

The chapter bylaws currently state we shall publish the treasurer's report monthly in the newsletter. However, our ongoing legal issues have caused us to rethink that requirement. The only proper method of doing that is to change the bylaws. Therefore, Steve Miles has proposed the following changes. NOTE: Steve's comments are in *italics*; current ~~bylaw verbiage and mandatory EAA text~~ are **boldface** type.

Please take time to read and understand this proposal. Per EAA bylaws, we are presenting the changes now, we can discuss them at the March meeting, then vote on them at the April meeting. If anybody has any further changes, please propose them separately; these cannot be revised. The April vote will be yea or nay; no further discussion will be entertained.

Pursuant to EAA Chapter 32 Bylaws, Section I, Paragraph D:

Any member may make recommendations to change or amend these bylaws. The bylaws may be amended, altered or replaced by a vote of two-thirds (2/3) of the members present at a properly called meeting, providing that any proposed change has been presented at the preceding meeting or in writing to the membership at least thirty (30) days in advance of the meeting.

I recommend that we amend Section II, Paragraph C4d, from its current verbiage:

“Shall provide an accounting to be published in each issue of the Chapter newsletter.”

To be replaced by the verbiage:

“Shall provide an accounting to be published monthly in the “Members Only” section of the EAA Chapter 32 website, with copies to be made available to members in good standing at each monthly membership meeting.”

Secondly, the EAA Chapter Bylaw Guidelines clearly state:

“Please Note: The sections of these Bylaw Guidelines that are “bold type” indicate portions that are a requirement in accordance with the Bylaws of EAA and the appropriate EAA Division.”

I recommend that we amend Section III Membership, from its current verbiage:

A. Voting Membership.

- 1. Voting Members of Chapter 32 must also be members or associate members in good standing with National EAA Headquarters. They shall supply the Treasurer with their National membership number.**

B. Student Membership.

- 1. Any person between the ages of twelve (12) and twenty-one (21) who applies to the chapter is eligible for Student Membership.**

C. Honorary Membership.

- 1. Any person nominated at a regular meeting by a voting member and affirmed by a majority vote of those present. All current honorary members shall be renominated and their membership reaffirmed by a simple majority vote at the first regular meeting of each calendar year.**

To be replaced by the EAA required verbiage:

III. Chapter Membership

Eligibility for Chapter Membership: Eligibility for membership in the Chapter is open to any person who has an interest in recreational aviation, subject to the classifications of membership listed in Article IV, Sections 1- 5.

Classifications of Chapter Membership: There are five (5) types of Chapter Memberships. These Chapter Membership Classifications include; Regular, Family, Honorary/Complimentary, Special, and Life. The specific details of these Chapter Membership Classifications are described in the following paragraphs:

- 1. Regular Chapter Membership:** A Regular Chapter Member shall be any person who pays Chapter dues and is a Member in good standing of EAA (Experimental Aircraft Association, Incorporated).
- 2. Family Chapter Membership:** A Family Chapter Membership shall be any family, including parents, and children, who pay the appropriate Chapter Membership dues and are Family Members of EAA (Experimental Aircraft Association Incorporated).
- 3. Honorary/Complimentary Membership:** A Honorary/Complimentary Chapter Member shall be any person to whom the Chapter Officers, Chapter Board of Directors, or Chapter Membership wishes to extend an Honorary Chapter Membership. Honorary/Complimentary Chapter Memberships may be given to a person in recognition or appreciation of the support that person has provided to the Chapter. Honorary/Complimentary Chapter Members may not hold any elected or appointed Chapter Office or Position, nor are they entitled to any voting privileges within the Chapter. Honorary/Complimentary Members are not required to be members of EAA (Experimental Aircraft Association Inc.), but the Chapter Office at EAA Headquarters will extend a complimentary one year EAA Membership to any Honorary/Complimentary Chapter Member upon written request from the Chapter Officers, Chapter Board of Directors or Chapter Membership.
- 4. Special Chapter Membership:** A Special Chapter Member shall be any person, who for temporary or short-term economic reasons is unable to pay the appropriate Chapter Membership dues and to whom the Chapter Officers, Chapter Board of Directors, or Chapter Membership wishes to extend a Chapter Membership. The Chapter Office at EAA Headquarters will extend a one year complimentary EAA Membership to any Special Chapter Member upon written request from the Chapter Officers, Chapter Board of Directors, or Chapter Membership
- 5. Life Chapter Membership:** A Life Chapter Membership may be bestowed on an individual Chapter Member at the discretion of the Chapter Officers, Chapter Board of Directors, or Chapter Membership. All Life Chapter Members must be members in good standing of EAA (Experimental Aircraft Association, Incorporated). A Chapter Life Membership recognizes the long-term commitment to EAA and the Chapter made by the individual. A Life Chapter Member may hold any Chapter Office, shall have full voting privileges within the Chapter, and is exempt from annual Chapter dues.

Duration of Chapter Membership: The Duration of a Regular and Family Chapter Membership shall be one (1) calendar year.

Honorary/Complimentary or Special Chapter Memberships may be extended or continued beyond one (1) year at the discretion of the Chapter Officers, Chapter Board of Directors, or Chapter Membership.

Life Chapter Membership is continuous for the life of the Chapter Member. Life Chapter Membership is not transferable to another person.

All Chapter Members with voting privileges in the Chapter must maintain a current membership with the EAA (Experimental Aircraft Association Incorporated), except for the Honorary/Complimentary Chapter Members.

Voting Privileges of Chapter Membership: Voting privileges within the Chapter shall be limited to Regular Chapter Members, Family Chapter Members (excluding Children under 18 years of age), Special Chapter Members and Life Chapter Members.

Honorary/Complimentary Chapter Members shall not have voting privileges within the Chapter.

INFORMATION HOTLINE
314-286-9932
 CALL THIS NUMBER FOR INFORMATION ABOUT
 UPCOMING EVENTS

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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