
EAA Chapter 32 News

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

June, 2018



Another successful Chapter 32 Young Eagle rally

Unless otherwise noted, all photos courtesy of Lisa Miano

We will see YOU in the ARC for the June meeting. June 16, 2018 at 10:00 am.



President's Corner

by Dave Doherty

giving rides to some of our volunteer members and a few Young Eagle rides in Dave Brickhaus' Piper Saratoga and the Spirits of Aviation's RV-12. For me, I relished the thought and opportunity to give some rides and go up to 7,000 feet or so where I could cool off. It's much more comfortable up there during hot weather. I think we all had a good time in spite of the fact that not too many of the general public showed up. You can't win them all. The lesson learned is publicity is needed at events such as this.

The several projects being worked on at the ARC are making steady progress. Art Z. was able to get his engine running. It had a problem with oil pressure that took some time to resolve. It turns out the engine was previously used on an aerobatic aircraft with an inverted fuel and oil system. After removing a plug in the rear engine case and reinstalling the engine, the oil pressure problem was solved. Art can be found at the ARC a lot recently trying to finish the plane. He's ready to put the wings on now. He's really working hard on it, as are the aviation elves who are helping him. As Art says, it's a work in progress. Chris W. is working on his Zenith CH-750 Cruiser at the ARC. His fuselage kit has been delayed due to the backlog of orders at Zenith, so he's doing some installation of lights on his wings and whatever else he can until the fuselage arrives. Finally, there's a Thatcher CX-5 under construction by Bert B. and Ron W. Wings are done (and in storage at Bert's hangar), and Bert's working on the controls inside the cockpit. Flight controls are on his current agenda, and Bert says he's become a lot better at welding. It's amazing the things you learn when you build an airplane! There's a lot going on at the ARC these days

YOUNG EAGLES – We had our third Young Eagles event of the year on June 9. Rick May has written an article about this event. Weather started out fine, then got a little iffy. We halted flights for a while thanks to a storm cell that rambled by just north of the airport. It rained on us a little. When that passed, we were able to do a few more flights before we shut things down due to another cell in the vicinity. We flew quite a few kids, and have a list of some of those who didn't get to fly. I plan on contacting them and offering rides. Several pilots have said they'd like to participate in giving the rides.

At our next meeting, we will be having a guest speaker. Ed Ruhbeck was a 'Pink Shirt' flight controller at AirVenture, and will be talking about the experience. It should be very informative, especially for those who would like to or have flown to Oshkosh for the show. The Oshkosh AirVenture NOTAM for 2018 is either out now, or will soon be. For those flying in, it's required reading. One needs to have a thorough understanding of the special rules for arriving, parking and leaving the highly congested airspace during the show. Read it several times and understand all about

Newsletters are an important part of any EAA Chapter. They are the heartbeat of the chapter. In the newsletters we find great articles from regular

contributors, news of upcoming events, reports on past events, updates on projects our members are working on, and much more. But it takes a special person to gather all the articles and data and put it together in a way that best presents what our chapter is up to. This is the job of the newsletter editor. Here at Spirit of St. Louis EAA Chapter 32, we are indeed fortunate to have a man who has great talent in doing this. Nearly all of us know Jim Bower. His career as a technical writer has prepared him well for this task. Jim has been at the helm longer than most people can recollect. He was Newsletter long before I became Chapter President in 2010. I'm not even sure who the previous editor was. Jim not only puts together a great newsletter, he has to put up with people who are chronically late getting articles to him. I'm without a doubt guilty of doing this the most frequently, and I can't apologize enough to our editor. I think in the nearly nine years I've been a contributing participant I've been on time twice. I'd like to thank Mr. Bower for doing all he does with our newsletter. All of us appreciate the work he does.

Articles from our membership are an important part of the newsletter. Our members want to read about just about anything aviation related. Progress and experiences from members working on their project are a great read. So are adventures members have had with their planes, not to mention building tips and articles on flying proficiency, etc. We need you, the people to send in articles. Since our newsletter is now emailed rather than sent via USPS, we no longer have a limit on number of pages. Please, if you have a project you're working on or have had an adventure that's aviation related, send in a story and share it with our members. We'd like to hear about it.

EAA32 participated in an event the Commemorative Air Force (CAF) Missouri Wing had at Spirit of St. Louis airport over the Memorial Day weekend. Our chapter agreed to provide a food service for their event. CAF brought their Warbirds and were selling rides to the public. There were also some planes from a CAF wing based in Kansas. In attendance were the Yak-52, TBM and L-3 from Smartt, a Stearman, T-6 and T-28. The B-25 based at Smartt didn't make it, as it was undergoing an annual inspection. They had some issues with the inspection and the plane was grounded until June 9 when the inspection and subsequent repairs were completed. Unfortunately, the event wasn't very well publicized and the public didn't show up in very large numbers. We didn't sell much food at the event, and it was Hot, Hot, Hot. Nevertheless, we took the opportunity to promote our chapter, and ended up

the rules BEFORE you try it. Then everything should be smooth and as safe as possible.

News Flash!! EAA32 has been invited to participate in the Spirit of St. Louis Airshow over the weekend of October 13-14 this year. We've been invited to display aircraft and give seminars, much as we did in the past. This year our seminars will be on flying clubs and getting your pilot's license. Much more info will be given to our members as the event nears. In the past, we've had a great response from our members and supported the event well. I'm sure we'll do the same this year. The general public will be there in large numbers, and it's our best opportunity to promote all things aviation. I am excited to be a part of it.

Our next meeting is on June 16 at the EAA Chapter 32 Aviation Resource Center (ARC) located at 6410 Grafton Ferry Rd, Portage Des Sioux, mo. Meeting time is 10:00 AM. Be there if you can.

EAA32 will also be having our Movie at the ARC on the last Saturday of the month (June 30). The movie event includes a pot luck dinner and social hour, starting at approximately 6:00 PM. A meat entrée will be provided by the chapter. Please bring a dish to round out the menu. This month, the movie will be "Dunkirk", a recent release depicting the struggles of the allied evacuation of forces early in the war. See the ad elsewhere in your newsletter. As always, we'll all have fun. Sunsets are spectacular at Smartt Field. BYOB.

I look forward to seeing many of our chapter members at our next meeting on June 16. I've heard from a number of people searching for a good EAA chapter around the area that we've got the most active by far. That's music to my ears. Thanks to everyone for making EAA32 what it is today. It's what we do...

Blue Skies to all,

Dave Doherty

Editor's Corner

It was very kind of President Dave to mention me, your friendly editor. I don't tell many people this, but it is an extreme pleasure for me to assemble the newsletter each month (except December). I say "assemble" because I don't write it, with the exception of my occasional rants and observations. The fine content of this publication is provided by various EAA Chapter 32 members who take the time to share their projects, experiences, and lessons with the rest of us.

If anybody would like to know, I have been editor since about this time in 1999. The previous editor was Jim Cone (some of you will remember him). Jim had a medical procedure done which temporarily hampered his ability to use a computer. I offered to stand in for him until he got better, then suddenly found myself doing the job!

Jim is what Van's Aircraft calls a "repeat offender", meaning he has built multiple RVs. He's a great guy and the man who taught me how to rivet and then helped to set me on my course to building my own RV-6A. Jim built one a long time ago, then we had one of our nasty wind storms that caused his hangar to collapse on it. I met Jim when he was scavenging the good stuff from his first RV and using it to build his second one. He and his wife Bev have since retired to eastern Washington state.

I second Dave's request for newsletter material. I need to get out more and do some project visits. Now that I have more time on my hands, I will try to do that. By the way...don't tell Dave, but I usually set my deadline several days before I actually need his article. He doesn't cause me any problems and I get to make him feel guilty! Dave is one of those retired people who are super busy each and every day. So far, I've avoided that!

Thanks to all of you for reading and for all your kind remarks over the years.

*Jim Bower
EAA Chapter 32 Newsletter Editor*

May Meeting Minutes

Dave Deweese

May's meeting began with the Pledge, Dave Doherty presiding.

We approved April's minutes as written and published in the newsletter.

Don gave the treasurer's report, including checking and savings account balances.

Chris, a few-years-absent member who has returned, is visiting. Rusty Graves (soon-to-be pilot) and Roy Wilson are new members. David Brickhouse and new life members, Dave presented jackets.

Dave also presented Mr. Bill with his Flight Advisor pin and certificate which we'd been saving from the Christmas party.

We're postponing the Poker Run until later in the year, maybe around September.

Our new sheet metal shear from St. Charles Flying Service is now in the ARC. CAF is interested in the old shear. We moved, seconded, and voted to donate the shear.

Please contact Lisa Miano if your photograph is not in the new picture board.

Wesley's going to the Young Eagles' youth camp.

We flew 16 people and some chapter volunteers at last week's Young Eagles' event: lots of pilots and not so many kids. Jim ground crewed for Chris, who took him for a ride in the SeaRey afterwards. He notes that skimming over the river ruins you for other types of aircraft. Michelle Stephenson washed our vests for us: ground crew will look less like mechanics at our next event.

The chapter is reserving campsites at Oshkosh this year, as in the past. Dave asks if we want more than two. Bob Murray notes that we filled up four sites last year. Dave plans to try for six.

Dave brought in a number of shirts he'd been holding onto from Bob Kraemer's estate. He's offering them to take, make a donation if you feel so inclined.

Chris's fuselage kit will be ready August 5. Victoria has recommended he go with the new, lighter panel. He's bringing a group up to Mexico this month to tour the Zenith factory.

Bert gave us an update on his CX-5 project that's been in the ARC, he notes there's some welding to do.

Parts of Art Zemon's Bede 4 are in the ARC and the rest is over at St. Charles Flying Service. He's backed off on trying to get to Oshkosh for the 50th anniversary of the design.

Dave met with Wings of Hope last week, they have a Cessna 172, and they'd like to find a group to form a flying club and use the aircraft for training purposes. They also have some

restoration projects we might get involved with. He met some other chapter presidents from the area and will work on forming a consortium for events like the Poker Run.



This month's movie is Memphis Belle, in honor of the 75th anniversary of its 25th mission. The original plane is now newly restored and living in Dayton.

Next week (setup Friday, then Saturday, Sunday, and Monday,) is the CAF's Wings Over St. Louis event at Spirit Airport. We'd like to have some volunteers.

June 9 is our next Young Eagles rally coinciding with International Young Eagles Day. Dave's considering some advertising after last month's sparse attendance. Chris has met with the principal of Hazelwood Middle School and explained our events.

June 16 our next chapter meeting, the speaker is Ed Ruthbeck, one of the pink-shirts at Oshkosh, thanks to Bill Doherty for arranging this.

Don Doherty will be selling food cards after the meeting.

We need a committee to look for nominees for President and Secretary for this year's election.

Dave McGougan asks if anyone has a foot square, quarter-inch thick aluminum plate for his Kitfox project. Ron Wright thinks he may have it. He's got everything ready to fill for dope. He's considering a roller versus spraying. The Rotax 582 needs some parts: radiator and muffler. It also needs to be disassembled and checked.

Chris Hinote's luau went well. Dave attended and reports a fun event: three amphibians, hula girls, and tropical drinks with little umbrellas.

Dave and his son met at Lunken airport and flew the Taylorcraft and the RV-12 to Greensboro, North Carolina. His son's a stress analyst for Honda working on their jet plane projects.

Art Zemon showed up with his N number. That's the end of the good news: there's an unresolved oil pressure issue.

Don covered some ARC security issues. Be sure to lock the doors if you use the facility. Note that the side door to the office is covered on purpose, we'd put a trash bag up to limit visibility of what's inside and someone decided to take it down. A number of donated items including some engine parts have disappeared. Someone helped themselves to the tune of three or four hundred dollars. He's let St. Charles Flying Service and the CAF know in case someone tries to bring them in and sell them.

MOVIE AT THE ARC THIS MONTH

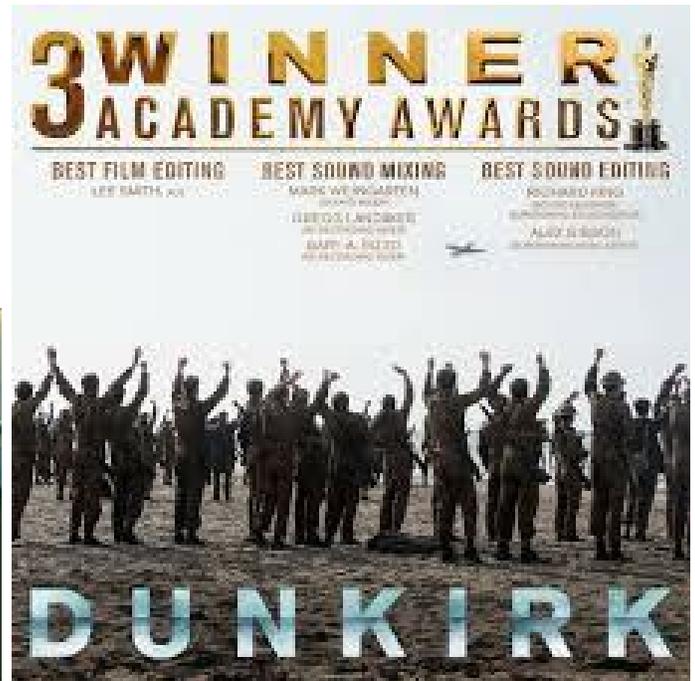
DUNKIRK

When? Saturday, June 30

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

6410 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)

From filmmaker Christopher Nolan (*Interstellar*, *Inception*, *The Dark Knight Trilogy*) comes the epic action thriller *Dunkirk*. *Dunkirk* opens as hundreds of thousands of British and Allied troops are surrounded by enemy forces. Trapped on the beach with their backs to the sea, they face an impossible situation as the enemy closes in. The story unfolds on land, sea and air. RAF Spitfires engage the enemy in the skies above the Channel, trying to protect the defenseless men below.



Meanwhile, hundreds of small boats manned by both military and civilians are mounting a desperate rescue effort, risking their lives in a race against time to save even a fraction of their army.

Dunkirk features a multigenerational ensemble cast.

Starring:

Richard Todd, Michael Redgrave, Ursula Jeans, Basil Sydney

Release date: July 21, 2017

Director: Christopher Nolan

Running time: 106 minutes

Pot Luck dinner and social hour – 6:00 PM to 7:00 PM

Meat and Soda Provided by Chapter 32.

This is a Pot Luck Dinner, Bring a side Dish.

Movie starts at 7:00 PM.

For your own comfort, bring a comfy chair.

INTERNATIONAL YOUNG EAGLES DAY

This Past Saturday June 9th At Smart Field

Rick May

Thanks to everyone that helped to make this years International Young Eagles day a great success for our chapter, even though the weather tried to keep us on the ground.

While we started with overcast skies the volunteers as well as our guests started showing up early in the morning. By 8:30 AM there was probably 20 or more people starting to hang around the building and looking at all the cool aviation stuff we have around. (including 3 aircraft projects well on their construction path. As I kept an eye on the ramp planes started showing up ready to battle whatever mother nature was going to throw us.



Our big heartfelt thanks to Dave Doherty (RV-12), Don Jonas (C-170), Joe Sargent (RV-9A), Jeff Stephenson (C-172) and a visit from Eve Casscella (C-172) for coming out. But wait I'm not done, our newer member Chris Hinote (Searey Amphib) was there, (2nd appearance for the year) and our newest member David Brickhaus Piper Saratoga (big plane) was on the ramp. Finally, Bob Murray (we all know him) shows up with his club RV-10, (also pretty big airplane). That's 8 count 'em 8 airplanes, should be a great day.

Back in the ARC now there is 30 or 40 people waiting to go flying, or at least their kids are. Chris and Victoria, Pam and Kyle, Laura and the scouts, Mr. Bill, our great cooks Bill D. and Rich Emery plus another 9 or 10 members, what a deal, I have enough ground crew to cover all the planes, yes it was going to be a great day. Safety Briefing over, everyone going to the planes, we're going flying.

About 2 flights later the rain is falling, everyone safely back on the ground, is that it? No, everyone sticks it out and we are back in the air in 45 minutes. That

is what I call dedication, I will say it again, **THANKS TO ALL.** About noon another storm blew in and before the planes lifted off the ground by themselves we needed to shut it down, several of our pilots not based at KSET stayed for a while and we all ate the leftovers. At the end of the day we flew about 40 kids plus a bunch of adults and still had plenty of time for visiting with our guests and a lot of hangar talk amongst ourselves.

Totals on Y.E. ytd numbers will be at the meeting this coming Saturday. The remaining Young Eagle events for 2018 are July 14th, August 11th, September 8th, and October 6th (October date is the 1st Saturday of the month and will be at Creve Coeur airport)





Learning as we Go

“178 Seconds Left to Live”

mr. bill



Well class, what did you think of those “14 Lessons every pilot should know” from last month’s article. Here is the hyperlink to refresh your memory:

<https://www.youtube.com/watch?v=siwils2V1Xo&t=216s>

Lesson number 8 was: 99% of the flights that encounter IFR (Instrument flight rules) while only VFR rated (Visual Flight Rules) will NOT end well.

THE LECTURE: 178 seconds

During my first year at the University of Illinois-Urbana the college ran a test program to see how long a VFR rated pilot would last in Instrument Meteorological Conditions (IMC) flight conditions. My college roommate had a Private Certificate and 100 hours and was a pilot in the program. The 20 pilots tested “survived between 20 to 480 seconds” in IFR (Instrument Flight Rules) conditions, inside the clouds. The average time was 178 seconds! Two seconds less than three minutes. How would you fare? There is a Youtube video by AOPA that talks about this situation. The best way to survive it is NOT get into the clouds. Below is a photo from a well planned trip that WE wanted to definitely fly. It was around the Grand



7,500 feet VFR on top. How would YOU get down?

Canyon. Tell me how much ground you see? That part you can see is the part that you will be totally staring at when you try to descend thru the clouds when you feel the need to bailout.

Do you see the other factors that could cause some troubles involved in this situation? The reflection off the canopy. The sun reflecting off the clouds. Do you see that the turn coordinator is placarded INOP-Inoperative!

The guy in the front seat had 1,000 hours. The guy in the back seat had 19,000. Does that matter here? What really matters is recency of experience flying with sole reference to the instruments.

THE LESSON:

The ultimate lesson is to NOT get into the Marginal IFR conditions so you do NOT get into the clouds fully (IFR) therefore losing your ability to fly by outside references. Everyone’s skill level is different. One pilot in the study lost control of the airplane in 20 seconds. One pilot lasted 480 seconds. When I give a (Biennial) Flight Review to an owner of an airplane during the last landing I present the partial panel situation to them so they see and experience the situation in their airplane to boost their confidence level FOR GETTING OUT OF A BAD SITUATION! Though we never know how a person will use this confidence.



Flight Review pilot practicing partial panel

All photos from mr. bill’s article

Lest you think that only pilots with round gauges get the “old soap bar holder” treatment.....

The “glass panel people” really know their stuff because ALL the instruments are covered. But every one of them



Flight review glass panel

face a total panel failure and should have the confidence to fly “by the seat of their pants!”

Why practice these things? Most pilots will find themselves in a situation of reduced visibility. Some pilots always believe there will be a “hole in the clouds to the ground.”

Recently I was in an airplane flying back to Smartt Field and we were at 4,500 visual flight rules (VFR) on top of the clouds. I called the local FSS (Flight Service Station) on the remote frequency and learned that the 3,000 overcast extended from our location miles past our destination of St. Louis. The words, “We will find a hole in the clouds to get down through,” were spoken. Later in the flight it was evident that we needed to descend. I called St. Louis Approach for Flight Following. Approach Control called and wanted us to descend to 3,000 feet. The pilot, like everyone else in these situations had a strong grip on the control stick and was pushing it to the right to ensure he had control of the airplane as he started to descend. All this does is cause the plane to turn right which starts the stall/spin/spiral cycle that WILL get worse in the clouds and who knows how you will exit the bottom of the clouds.

THIS IS NOT A RECOMMENATION FOR A VFR PILOT FLYING IN THE CLOUDS but I advised this pilot to hold the control stick in a way so the control stick only moves fore and aft. With your hand against your leg you should be able to push slightly forward on the stick, holding the airplane on your attitude indicator one airplane wing below the horizon. With the glass cockpit display this was quite visible, and within a minute he should have flown out the bottom of the clouds. We started the descent from 4,500 feet down to 3,000 feet and all was working fairly well. The best part was we entered the clouds at 3,600 and were still in them at

3,000 feet. “Now what?” Approach we need to descend to 2,500 feet. Roger descend to 2,500 feet. Out of the clouds we popped at 2,800 feet and relief was in the air, in the airplane, and in the minds of the pilots. One VFR guy who was happy to see the ground. One IFR guy who hopes he saved a friend from finding out “how long before things got out of control.”

Q? What famous quarterback put his name on the “Hey if you need an old QB this season give me a call?”

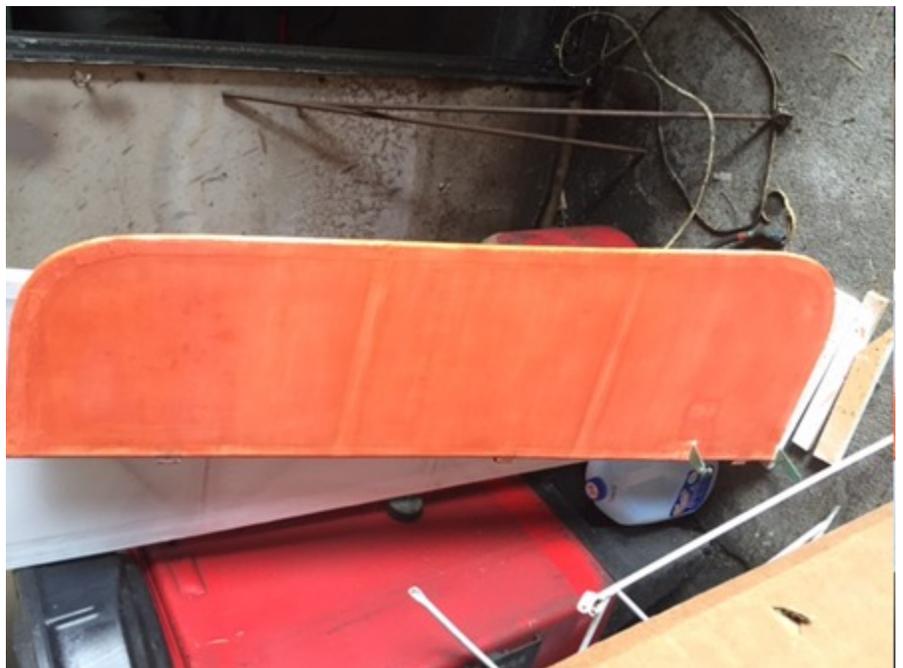
A: Kurt Warner

Q? Where do the EXPERIMENTAL Volkswagen engine guys get some of their product from?

A: Archway Foreign Imports in St. Louis. The owner states that he sends pallets of old VW stuff so they can make 1/2 vw engines.

Dave McGougan's Kitfox Project

I have started filling in the fabric weave on my plane. I started with the tail feathers, they were rolled on, the wings and fuselage will be sprayed on. My plan is to sand it, spray it with a primer, then finish coat.



Chapter 32 Camping at AirVenture 2018

AirVenture 2018 is coming soon. Over the past several years, our Chapter has sent volunteers early to stake out campgrounds for Chapter 32. This allows for fellowship during the convention with friends and family who choose to camp together. This year, we're going to try something a little different. EAA is offering Chapter Camping. Officials at Oshkosh will stake out up to six camping spots together for Chapter camping. We'd like to take advantage of this offer. Here are guidelines we'll need to comply with in order to have our campgrounds staked out for us;

The following guidelines apply to this special opportunity:

1. Chapters can secure up to six campsites for a special flat rate of \$243 per site. Additional sites may be acquired under the usual camping rules and pricing.
2. At least one camper per individual camping site credential must be a current chapter member and a current EAA member through the end of AirVenture Oshkosh. A list of EAA members to attend with the chapter (who must be current through the end of AirVenture Oshkosh) will be provided in writing to the camper registration staff with the chapter camping request form.
3. Offer excludes improved sites (water and electric) and sites in Paul's Woods, 101 Woods, handicap, and generator areas.
4. EAA staff will stake out these campsites for the chapter.
5. Chapter campsites will be staked out in the order requests are received, beginning July 13, 2018.
6. No refunds due to early departure are allowed for these campsites.
7. Chapters must comply with the policies and guidelines stated in EAA's current camping guidelines.
8. If requested and available, EAA will provide two picnic tables for the site.
9. The chapter leader or designee will pick up all credentials and vehicle passes at one time upon arrival. The chapter leader is responsible for distributing credentials and vehicle passes to chapter members.
10. Chapter camping is only available in Camp Scholler, aircraft camping is excluded from this offer.
11. Chapters that wish to sign up for chapter camping must be registered and paid for June 30, 2018.

Here's what we need from members to camp at Chapter 32's campground area at Oshkosh:

1. Reservations need to be made to the Chapter 32 Campsite Coordinator. Contact Dave Doherty either by phone ((636) 240-5982), text ((636) 240-5982), or email (president@eaa32.org).
2. Up to six camping parties can be accommodated on a first come, first served basis.
3. Campsite Coordinator (Dave D.) will include the reserved person's name and EAA number on the Chapter Camping Application and make payment to EAA.
4. Payment of the \$243 fee should be made out to Chapter Camping Coordinator David Doherty. Once reserved, payment will need to be paid within a reasonable amount of time.
5. When the campsite location is confirmed by EAA Oshkosh, location will be sent to the campers.
6. At registration, Chapter Campers will let the registrar know they are camping with EAA Chapter 32 along with their name to get their passes, etc. for camping. They may also wish to get their AirVenture passes at that time – day or weekly passes. These passes can also be obtained online and at the main gate.
7. Requests for reservations need to be made by no later than June 18. If six reservations are made before June 18, the request for six spots will be sent to EAA at that time. On June 19, the request will be sent to Oshkosh regardless of whether we have six campers signed up.

EAA CHAPTER 32 NEWS
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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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