EAA Chapter 32 News

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

September, 2019

Congratulations to Kyle Hanson on his first solo!

MEETING IS AT THE REGULAR TIME THIS MONTH!!!

We'll see YOU at the ARC at 10:00 am on Saturday, September 21.

President's Corner

by Dave Doherty

Fellow Chapter 32 Members and Friends,

Last month, my article chronicled impact of the flood of 2019 on our facility, and the work done to repair our Aviation Resource Center from the damage the flood caused. We're still working on repairs, but the building is now very much functional. Since last month's newsletter, we've been working on getting our machinery back in operation, and have been looking for corporate donations to get some needed equipment.

Here's the current status of work going on behind the scenes by our fantastic volunteers;

Both sandblasting units have been gone over, repaired and cleaned, and are now functional.

The sheet metal shear has been cleaned and tuned up. It now works just fine. The lower cutting blade was reset so the shear won't crease sheet metal as it cuts through.

The band saw is in the restoration process. Parts have been removed for cleaning, and it will be reassembled later this week or weekend. Since the motor was submerged, it was disassembled, cleaned, reassembled and checked for proper operation. It runs fine.

One of our work tables has been taken home by a hardworking member and is being restored.

In the kitchen area, the three new cabinets have been stained and varnished. Countertops are in the process of being fabricated by another hard at it chapter member.

We are in the process of getting a large screen (65") LCD TV from Boeing. Hopefully, we'll have it by this month's meeting.

Several cabinets that were destroyed by the flood are going to be replaced. We've found a supplier who can provide them at a deep discounted rate.

Brackets for an additional horizontal support (gird) for the west wall are being fabricated. 1/4" plate has been cut to size, and need welding. When they're welded, they'll be welded to the building's beams and the gird will be bolted in place. Once in place, the west wall sheet metal will be screwed to it, adding support in the event of another damaging flood.

The road sign with the EAA logo has been reseated. It was tilted in two directions, and is now anchored to the ground with concrete. The actual signage consists of a couple steel sheets with logo and lettering, riveted to the frame. Most of the rivets pulled out during the flood, and they've been replaced by sheet metal screws for now. The signage will be redone in the not-too-distant future. Dead shrubbery around the sign has been dug out and removed.

What's left?

Both drill presses and band saw need to be addressed to remove rust.

We may need additional welding equipment for the TIG welder (welding masks, rod, tips, etc.). Most of that stuff fell into the muck during the flood, and some of it got ruined.

The inner west wall will need to be reattached at the bottom, and cross-bracing reattached and tightened up.

Heavy machinery (lathe, shear) will need to be positioned to their respective permanent locations.

A new donated dry-erase board needs installing in the conference room.

Items (books, magazines, etc.) stored up in the loft need to be brought down and placed where they belong.

New metal cabinets for storage that are being acquired will need to be assembled, positioned, and filled with various stuff.

That's most of what we're doing to get things in order. My hope is that our volunteer staff won't be all burnt out and will help out with some of what's left. It has to get done, one way or the other. At present, I can proudly say ALL THE WORK HAS BEEN DONE BY VOLUNTEERS!!! Way to go, team!

NEWS FLASH!!

Our Ray Foundation Scholar, Kyle Hanson, has passed his FAA Written Exam. Also, on September 4, 2019, Kyle made his First Solo Flight! Let's all congratulate Kyle on his progress. Now all he has to do is the rest of the Private Pilot program. No big deal, right? I'm sure he'll succeed. He'll probably be the only student in his school that will soon be able to say, "I'm a Pilot".

Other news:

Spirit of St. Louis Airport had an Airshow September 7 & 8. Due to our heavy workload repairing the ARC, it was decided we'd give our volunteers some time off and miss this one, so EAA32 did not participate. I understand it was a great show. We'll be there next time, better than before.

Chapter 32 held it's second of the year Young Eagle event on September 14. It was a great success! We flew a total of 66 kids. At one point when we were just getting started, we had over 100 people in and around our building. One young man I flew told me right after we buckled into the RV-12 that, "I'm going to be a NAVY Pilot ... Fighters!". This was his first airplane ride, and we both had great fun talking about things. I turned the controls over to him, and you should have seen his eyes light up. When we got back, he told his mom it was the greatest adventure he'd ever done and wanted to do it again. He did manage a second ride that day, and will most likely be at our next event. I think he'll do that NAVY pilot – fighters thing, and look forward to seeing him again next month. Check this newsletter for an article and photos about our Young Eagles event last Saturday (9/14/2019). The next one is scheduled for October 5 at Smartt Field (St. Charles County Airport. I hope to see lots of people and volunteers there. Signups start at 8:00 AM, pilot's briefing at 8:45, and rides begin at 9:00. These events are getting bigger this year. Perhaps it's a backlog from canceled events earlier, or maybe, just maybe word's getting around that it's a great experience for everyone.

Aviation Explorer Post 9032 had its first meeting on September 10. The post is growing rapidly. There is a lot of aviation interest in the area, and this venue is a great way to introduce all things aviation to tomorrow's leaders. Chris Ward has offered his Zenith 750 Cruzer fuselage kit as a build activity for the post. They got started on it at the meeting. We'll keep you posted on the progress of the post and aircraft as time goes by. Andrew Mallek is doing a great job leading the effort. He's a great addition to our chapter.

Election of officers is coming up. This year, we will elect or re-elect Chapter Vice President and Chapter Treasurer. Nominations will be open at the Regular September Chapter 32 meeting. Due to the flood this year, we're behind schedule coming up with candidates. Anyone wishing to run for either of the two positions should contact one of the chapter officers with their intentions or be nominated at the September meeting. It's allowable to nominate oneself. The final slate for election will be finalized at the October meeting, and published in the November newsletter. Election will be held at the November 19 Regular Chapter 32 Meeting.

The annual Smartt Field Open House and Pumpkin drop competition will be held this year on Oct 26. Our Chapter 32 will again be having an open house in conjunction and will be selling food as a fundraiser. There will likely be more people attending than last year, so we can use all the help we can get. More about this event will be forthcoming at our next several chapter meetings and in the newsletter.

On a personal note, I passed my BFR this month. I now have over 500 hrs in my logbook. It only took me 44 years to do it. Note: The last 375 hr were done in the past few years. Well, It is a big milestone for me.

Please come out to our Chapter 32 meeting on Saturday, September 21st at our Aviation Resource Facility located at St. Charles County Airport. The address is 6410 Grafton Ferry Rd, Portage Des Sioux, Mo. 63373.

Blue Skies,

Dave Doherty

President, Spirit of St. Louis Chapter 32

St. Louis, Mo

Future Navy fighter pilot

August Meeting Minutes

Dave Deweese

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

No meeting minutes to approve as last month was Oshkosh.

Don gave the Treasurer's report including checking, savings, and Ray Foundation balances. This considers payouts for all repairs thus far, a big thanks to all who have donated.

Visitors include Ryan Luffy from Arnold along with his parents. He was a young eagle last Saturday. Nate Hibner flies a 140 and is flying a Zenith Cruzer. He's an EAA national member and is looking for a local chapter.

Old business:

Post 4 feet of water in the ARC $6195 and change on the building and still have more to spend including new outside letters

3218 through the chapter, gofundme is at $5137; we'll probably eat most of that with cabinets and counter top for the kitchen. We're in the process of getting a donation of replacement folding chairs. Tim found a conference room someone else was getting rid of, it's in the office now.

Ray Foundation: Kyle has been taking lessons with Herman at SkyLink and is working his way through the Sporty's ground school. We're looking forward to his success so we can get another scholarship. Kyle helped us restore the damaged west wall, up and down the ladder.

We had our first annual YE rally, flew 49 kids and a bunch of adults. We had 13 pilots (36 total volunteers) and were able to give every kid a seat up front. Dave notes the scrambling it took to get the building rearranged for the event. The next will be in September. October's event will be the first weekend of the month, we're not sure if we'll hold it here or at Creve Coeur.

Regarding last years 1H0 event we got to hear some thank-you notes from girl scouts.

We'll talk about Flying Start at our next board of director's meeting.

We've got an Explorer Post 9032, the first meeting here will be on the 27th. Chris Ward will include the post on his 750 Cruzer build. We've got 11 or 12 adult leaders.

Ron has food cards: $100

Dave is going to order feather flags as Bill Doherty is going to build 4 sets of wheel chocks.

One of the six shares of the RV-12 project will be sold after the meeting to John Knight.

The trailer is torn down post-flood.

The gravel drive on the north side of the building is target of a paving project thanks to Miles Liesman, there will be some fund raising events.

Flood:

Rest rooms are fully restored.

The kitchen and office are nearly complete.

Several interior and exterior (garage) doors are restored and operating better than before. The hangar doors have new insulation. We've got a new BBQ grill. The metal walls to the west are replaced where they were buckled and torn.

New business:

Contact Bill Doherty if you're having trouble with your door code.

Jim Bower sent an email to the membership listing items he no longer needs having sold his RV-6. He also has a large desk to give away; if nobody wants it he'll donate it to the chapter to replace the desk lost in the flood.

Tom Sparr notes that anyone who belongs to AOPA gets a pilot's tip of the week. He found one that caught his attention regarding hypoxia. This can impact you below 10,000 feet.

Items to complete include gutters, window sealant on the west side. We've got new "EAA32" letters for the highway and taxiway sides of the building. The light for the flag needs to be reinstalled. One more work bench needs to be restored. Many tools, if they're still usable, need new homes in the ARC. Some of the boxes for the D'Apuzzo Sportwing project were in the water, we need to open the boxes and determine condition of the contents. Horizontal braces for the west wall need to be reinstalled. We need to replace some cabinetry, Ron notes that Boeing has lots of this that

they might be willing to donate: is anyone employed there, or does anyone have a contact? We need volunteers for all above items.

EAA has a new RC aircraft program for kids. Jeff notes that HQ is pushing it with the assumption that Ray Foundation and the camps are aimed at older participants, the RC might appeal more to 8 to 12. This is in association with the AMA. We'll discuss this at the next BOD meeting.

Libby brought in a few quarts of Aeroshell 15W50 oil she doesn't need - free to anyone.

Spirit of St. Louis is having an air show September 7 and 8, we opted not to participate.

We'll have a movie at the ARC this month (8/31), we'll see Apollo 11. September's show will be "633 Squadron".

Editor's Corner

Just a quick note this month to thank all the people who contribute to this newsletter. It's always a pleasure to get text and pictures from someone who wants to share their project, experiences, or cautionary tales with us. Please keep it up!

In addition to the regular people, I'd particularly like to thank Lisa Miano for her great photographs, the Graves brothers for keeping us in the loop on their Zenith project, Ron Burnett for sharing his experiences, and Art Zemon, who is working his way through debugging his BD-4C.

Jim Bower

EAA Chapter 32 Newsletter Editor

Zenith STOL CH 750 Project

Art and Rusty Graves

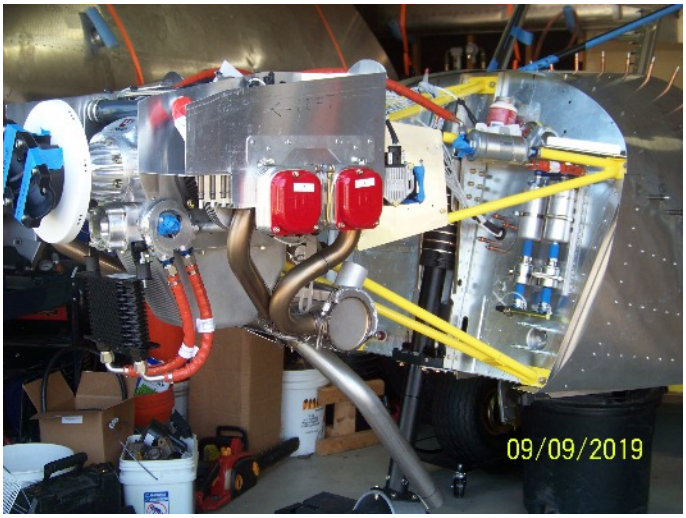
Our STOL 750 is well behind our original schedule, which in hindsight was imaginary. Nonetheless we are making progress. The UL Power 350i engine is hanging in place, mostly connected. The cowling has been fitted. Sometime in the next week or two we will take delivery of our instrument package. I decided to go with the Dynon HDX package offered by Zenith. For backup nav we will use an iPad with Foreflight and a handheld radio for com backup. Second backup will be to look out the window.

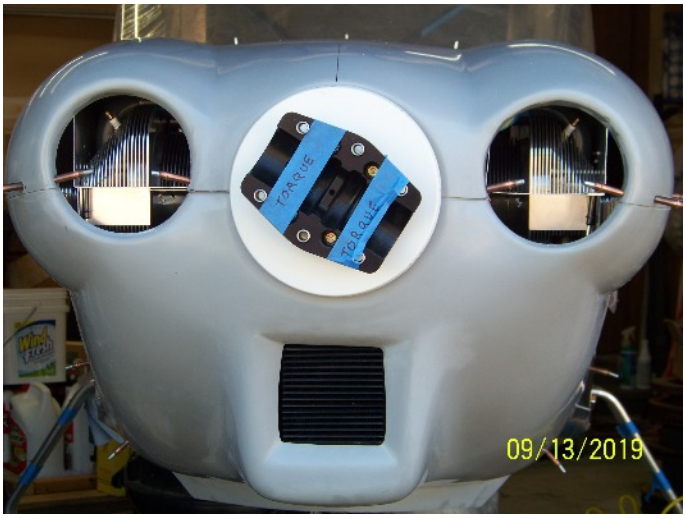
So that the plane will be flyable from either seat, the plane will be equipped with dual brake pedals and dual throttles. The Dynon flight display will be mounted in the center of the instrument panel. And the control yoke is mounted in the center console, between the two seats.

I would like to plan on flight tests before the end of the year but life happens on a regular basis. We will see.

Attached pictures show latest efforts.

Hopefully by next month I will have instrument panel progress.





Random Encounters

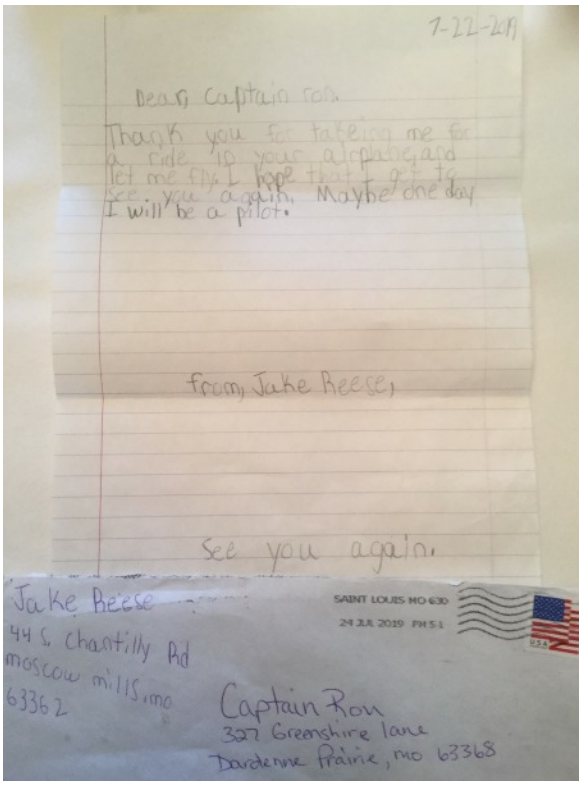
Ron Burnett

At the Antique Fly in this year I had the privilege of meeting Anne Pellegreno who wrote a book about her experience of flying around the world in the mid 60's following the path of Amelia Earhart. She is a feisty and lovely lady. She took her first lesson at age 22, got all her ratings and did her flight around 6 years later.

Ann Pellegreno stands close to the 1937 Lockheed 10 Electra that she and her crew flew around the world on the Earhart Trail in 1967. On July 2, 1967, they overflew Howland Island, Amelia Earhart's flight-planned destination on July 2, 1937, and then returned to California, thus completing her flight. The site was Ottumwa, Iowa, during 1967 Labor Day weekend fly-in of the Antique Airplane Association, where the plane was displayed. Hundreds of people looked inside and visited with Ann, including Bob Taylor, founder of the AAA in 1953. Jim Horne took the photo and gave it to Ann to use as she wished.

Ann Pellegreno	Pilot	Bill Polhemus	Navigator
Bill Payne	Copilot	Lee Koepke	Owner and Restorer

Not often one gets an actual thank you letter anymore. Just another reason why flying kids is such a great experience. We are blessed as an organization to do this for them.



7-22-19

Dear Captain Ron,

Thank you for taking me for a ride in your airplane and let me fly. I hope that I get to see you again. Maybe one day I will be a pilot.

From, Jake Reese,

See you again.

Jake Reese
44 S. Chantilly Rd
moscow mills, mo
63362

SAINT LOUIS MO 630
24 JUL 2019 PM 5:1

Captain Ron
327 Greenshire lane
Dardenne Prairie, mo 63368

Dual Alternator Failure

by Art Zemon

Dual Alternator Architecture

I chose to build a Bede BD-4C airplane in large part because it is a very simple airplane and simplicity correlates highly with reliability. Most of the time. On a recent flight with Steve, I had been proudly bragging about how I had installed dual alternators on my airplane for extra reliability. Less than 30 minutes later, both alternators failed, leaving the airplane with only battery power for the remainder of the flight.

As they say: To make God laugh, tell Him your plans.

Steve and Paul and I had flown to Sikeston, MO to have lunch at Lambert's Cafe. I had noticed that the voltage on my EFIS screen was only 13.1 volts, instead of the normal 14.5 volts. Looking at the right side of the instrument panel, I could see that the circuit breaker for the primary alternator's field had popped. This can happen and, as long as it is infrequent, it is not a big deal. Resetting it in flight – once – is normal procedure when it pops. The breaker was easy for Steve to reach, so I asked him to reset it, which led us to a discussion of the electrical architecture of my airplane.

After landing and dropping off Paul, I restarted the engine, taxied to the runway, and did a run-up. Everything checked out normally. Part way down the runway during the takeoff roll, the EFIS displayed a red warning: SUPPLY VOLTAGE LOW. I decided that this was not critical enough to warrant aborting the takeoff so I continued. Once airborne, and in level flight, I tried to fix the problem:

- I turned off and back on the switch for each alternator.
- I checked that the circuit breakers for the alternators had not popped.
- I had Steve pull and and then reset each circuit breaker.

This confirmed that neither alternator was working and neither was coming back to life during the flight. I opted to continue flight to my home airport, Smartt Field, which was only about 15 minutes away. I knew that the battery had more than enough energy in it to run the lights and the radios and the EFIS for that short flight.

B & C Specialty Products BC460-H Alternator

My primary alternator is a B & C Specialty Products BC460-H Alternator

My BD-4C's primary alternator is mounted on the front of the engine and driven by a rubber belt, just like the alternator in a car. (As a matter of fact, the belt is a belt from a car.) The alternator is controlled by an external voltage regulator, a small box mounted inside the cockpit. The voltage regulator is set for 14.5 volts. When the bus voltage falls below 14.5, the regulator makes the alternator generate power, raising the bus back to 14.5 volts. The primary alternator can generate up to 60 amps, more than enough to run all of the devices in the airplane and simultaneously charge the battery.

My primary voltage regulator is a B & C Specialty Products LR3C-14 voltage regulator

The backup alternator is mounted on the rear of the engine and driven by a gear. Since I do not need a vacuum pump in my airplane, I re-purposed that spot on the engine to mount a second alternator. It is controlled by a second voltage regulator which is set at 13.1 volts. The backup alternator can generate about 30 amps, enough to run everything except the pitot tube heater (which is rarely required only when flying in rain, snow, or clouds and when the temperature is below 40 degrees Fahrenheit).

I fly with both alternators turned on all the time. If the primary alternator fails, the bus voltage falls to 13.1 volts and the secondary alternator automatically starts generating electricity. If both alternators fail, the bus voltage falls to whatever the battery can provide, which is about 12.9 volts when fully charged, and drops slowly as the energy stored in the battery gets used up.

B & C Specialty Products LR3C-14 voltage regulator

By glancing at the bus voltage on my EFIS screen, I can easily determine exactly how my alternators and battery are behaving.

I installed a switch for each alternator, allowing me to turn them on and off independently. This allows me to test the system and confirm that a) both alternators work as planned, and b) I see the right bus voltages displayed on the EFIS screen to confirm the correct operation. Every couple of flights, I turn off each alternator in turn and then turn both off together. Then I turn them both back on. I check that the airplane operates correctly throughout the test and that I see the expected voltages displayed on the EFIS screen.

Note that the Lycoming engine in my airplane does not require any external electricity to run. Once it has started and is turning, the dual magnetos generate their own electricity for making the spark plugs spark. It is perfectly safe to turn off all of the electrical devices in my airplane while it is in flight.

The Problem

In a moment, I am going to show you the wiring diagram for the engine compartment in my BD-4C airplane. It is pretty complicated so first I want draw your attention to just two wires so that you can easily understand what failed in my airplane.

I based my electrical design on Figure Z-12 from "The AeroElectric Connection" by Bob Nuckolls. This is a well thought out design for an airplane with two alternators and one battery. Toward the right side of the diagram, you will see two large rectangles labeled "ALTERNATOR CONTROLLER," a synonym for what I have been calling voltage regulators. Each controller/regulator has a pin 3 labeled "OV SENSE," which allows the regulator to sense when the bus voltage gets too high: over voltage (OV).

If you follow the wire leftward from pin 3 on each regulator, you will see that it goes to a 2 amp circuit breaker. I used fuses instead of circuit breakers in my Bede BD-4C but the basic function is the same.

Here is the diagram:

engine.pdf – N2468Z engine wiring diagramDownload

I took an unfortunate short cut when I built my airplane. I looked at those overvoltage sense (OV SENSE) circuits and assumed two things. First, I assumed that they would carry virtually no current so the fuse was highly unlikely to blow. Second, I assumed that the circuit was less than critical and that, even if the fuse blew, the alternator would still produce electricity.

I was wrong. The B & C regulators require voltage on pin 3. No voltage on pin 3 = No electricity from the alternator.

My dual alternator failure was caused by a single blown fuse. With no voltage on pin 3 on either voltage regulator, neither alternator produced any power. Diagnosis was hindered because I had not bothered to update the wiring diagram so, when checking the documentation, it did not look like there was a single point of failure on the OV SENSE circuits.

In summary, there were several problems which contributed to the dual alternator failure:

- A shared fuse for pin 3 on both voltage regulators.
- Inaccurate documentation. The wiring diagram shows independent fuses for pin 3 on each voltage regulator.
- Lack of knowledge on my part, which allowed me to share the fuse.
- Karma, which made this happen less than 30 minutes after I had been proudly showing off my dual alternators.

Kudos to TJ at B&C Aero. When I called to get educated on what pin 3 does and how the voltage regulator acts in response to 0 volts, he had already read my email on the aeroelectric mailing list and knew the background of my situation.

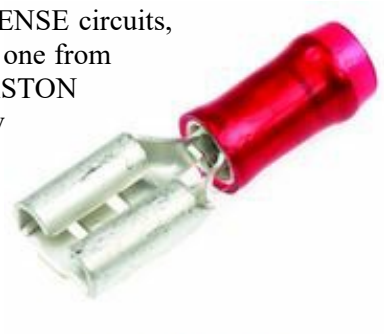
Kudos to B&C Aero for providing an excellent troubleshooting guide within the LR3C Installation Manual. Step 2 pinpointed the problem.

The Fix

Short term, I fixed the problem by replacing the blown fuse. The original lasted over a year and through more than 70 flight hours. I have no reason to believe that the fuse will blow again soon.

CONTINUED on next page…

The real solution, which I will do within the next week or so, is to separate the two OV SENSE circuits, feeding each through its own fuse. This will be pretty quick since I already have two wires, one from each voltage regulator, running to the fuse block. They are crimped together into a single FASTON receptacle at the fuse block. I just need to cut off the shared receptacle and crimp on two new ones. Then I can connect each voltage regulator's OV SENSE to its own fuse.



FASTON receptacle

Bill of Materials
Z-12 Single Battery, Dual Alternator Electrical System (Rev. M, 12/28/05)

REF	NOTES	PART NUMBER	QTY	DESCRIPTION
1	*	FH-6	1	Fuse Block, 6-position
2		BC116-1	1	Battery, 16AH
3		S701-1	1	Contactor, Continuous Duty (w/ IN5400 Diode)
4		BUSBAR	2	Bus Bar Stock, Brass, .025"x.50"x12"
5		CB5	2	Circuit Breaker, 5A
6		CB2	2	Circuit Breaker, 2A
7		CB7.5	1	Circuit Breaker, 7.5A
8		GB48	1	Ground Bus, 48 position
9		S700-2-10	1	Switch, Toggle, 3-position, ON-ON-ON
10		S700-1-3	4	Switch, Toggle, 2-position, ON-ON
11		221-201	1	Essential Bus Diode w/ Heatsink (15 Watt)
12		SB1B-14	1	Alternator Controller, Standby, 14v (w/ light)
13		SD20	1	Alternator, Auxiliary, 20A
14	**	218-300	1	Current Sensor, Hall Effect
15		S870-20	1	Shunt, 20A, 50mv
16		FLK-1	1	Fusible Link Kit (makes 4 fuse links)
17	** #	C903-1	2	Current Limiter, Base
18	** #	C905-40	1	Current Limiter, 40A
19		C905-60	1	Current Limiter, 60A
20		S870-60	1	Shunt, 60A, 50mv
21		L-60 Boss	1	Alternator, 60A, Boss Mount
22		LR3C-14	1	Alternator Controller, Primary, 14v (w/ light)
23		S702-1	1	Contactor, Intermittent Duty (Starter)
24		BCS206-xxx-12	1	Starter, 12v, 122 or 149 Tooth Ring per xxx
25		S895	1	Push-to-Start Switch (w/ Button Guard)

NOTES
* In some installations, an in-line fuseholder (P/N: IFH-2) or bus bar (P/N: BUSBAR) may be substituted for the indicated fuse block.

** These items are available together in a kit (P/N: SBK-14) that also includes a special, rectangular "STBY ALT" annunciator light and appropriate placarding.

The more robust ANL Current Limiter (and Base) are recommended to protect the B-lead wiring and associated components on the SD-20, rather than the 16AWG fusible link originally listed in Z-12.

	Bede BD-4C N2468Z	
Engine	Drawing #	ENGINE-3
	Modified	
	Created	3/6/2018
	Drawn By	Art Zemon

Young Eagles Rally
Saturday September 14th

Rick May

Our rally this past Saturday was another big success. We flew 66 kids plus 14 adults. Pilot turn-out was great as well, with 11 planes available (mostly 4 place) things moved very well. With the large number of guests, probably over 100 again, we did feel it was better to put some of the youth in the back seats but I think all the flights were enjoyable for all. The weather was great but started getting a little breezy as the morning went on, but I did not hear of any bags being used. Laura had 25 scouts in her class which was about 30% girls. So in addition to the scouts we definitely had a good attendance. Some of you may not be aware but our sponsorship of the new Explorer Post #9032 has started to take off; we have had several meetings with the participants already. Our Post Adviser, Andrew Mallek had also put information on the post site, (aepost9032.org) so I am sure that also brought in a lot of guests. By the way, welcome to Young Eagles, Andrew, we really appreciated the help at the rally. Andrew was ground crewing for David Alsop (also a scout leader) and his Bonanza, and took to the task like a duck to the air. Andrew also had his indoctrination to the RV-12 and president Dave later in the afternoon, hope you guys had a great flight. If you want more information about AE9032 go to the website, the post is going to be a great addition to #32. David Alsop has on occasion flew kids at our rallys in the past, it was good to have you back this past Saturday.

Another not too familiar pilot that was at the event this past Saturday was Jon Benne. Jon has a C172 and made his first event, (ever) at our last event of the year, in 2018 at Creve Coeur. At that time Jon flew 9 kids and this past Saturday he flew another 6 plus a adult or two.

Thanks to Jon & David and all our other pilots Art Z, Charles M, Don J, Bob M, Libby Y, Joe S, Ron B & Jim H for donating their time and aircraft for the event. Thanks to Pam H. & Victoria W. for keeping flight status moving as efficiently as it always does, and Dave D., Rich E, Michelle S. and Weseley Dunn for keeping us feed and hydrated all day as well. On a personal note I enjoyed a long overdue opportunity to get back on the ramp and ground crew for Jon Saturday, which I very much enjoyed. To speak to everyone for the great job you all do so well is an understatement especially when most of the ground crew guys were all working with 2 pilots at the event, we really have a great group. Speaking of Weseley (who is Wesley?) For those of you that may not know, Weseley is 15 years old and has been coming to our events for 3 years. Last year (2018) we sent him to the basic camp at Oshkosh. I am not sure how many flights he has taken (probably about a dozen) and has been a student member of EAA for several years. Saturday, Weseley was cooking, helping Laura and also went up with a young man who he knew and was a little apprehensive about the flight. They went up with Art in his BD 4 which was probably a new experience for Weseley as well, they both had a great time. Great job Weseley, and it is great having you as part of the team.

Reminders:

Our October YE event is set for Saturday October 5th at KSET

- As of now the pumpkin drop/open house is set for Saturday October 26th, (should we think about an additional event perhaps Sunday the 27th?)
- This coming Saturday 21st YE Event at Washington MO Chapter #1387 Troy
- Saturday 28th / Sunday 29th Alton Chapter #864 "WINGS & WHEELS" Young Eagle flights Sunday the 29th Face Book "Wings & Wheels 2019" 25th annual fly in and car show. YE Coordinator Bill, b.orrill@yahoo.com

While it has been difficult to do many things this year with our flood, a program that is still in our sights is the EAA "Flying Start" program. As some may know this is a rebirth of an older program EAA had in the past still with the same objective to get more adults flying. If you have any ideas or thoughts we would be interested. Please check out the "Flying Start" pages on the national website, Jim Hall, David Brickhaus and myself would appreciate your input/participation. I also have additional information, videos and pictures regarding this program.

Thanks again to all the volunteers for giving of your time and effort to make chapter #32's Young Eagle program such a successful part of our chapter.

Rick May rmay5154@aol.com

(314) 503-6042

Learning as we Go

"Accepting the Roswell Mission"

mr. bill

When we last left the Roswell Mission team members they were taxing out in their airplane on the morning of August 23 around 0830. Leaving the cell phone ON until TAKEOFF in the airplane allowed me to check my September schedule trip trades and I learned before rolling for takeoff that I had been awarded the last flight of the AA/TWA MD-80 "Mad Dog" out of St. Louis to the Roswell, NM retirement center. My heart was happy. This mission was so special for me because so many people's lives that I knew were touched by this airplane.

The last two weeks of flying the MD-80 had so many people showing up for the flights who specifically bought tickets from all around the world to fly "one last MD-80 flight." Two twenty something young men flew from Germany to Chicago O'Hare, then drove to Milwaukee, WI, (MKE) to get on the MD-80 flight from Milwaukee to Dallas/Fort Worth, (DFW) TX that I happened to be flying. These boys had never flown in the MD-80 and wanted that chance. They later took Lufthansa Airlines from DFW back to Germany.

At every city stop my last two weeks of flying the MD-80 we left the co-pilots window open so that airport rampers, agents, and flight attendants could take their selfies and photos in the flight deck and hanging out the co-pilots window.

September 03, arrived and my last revenue MD-80 flight #1010, was loading up and bound for St. Louis, MO (STL) from DFW. After landing in STL, a passenger that was on board the flight asked to speak to the crew. He told us how he spent a month's salary to fly from Greece to DFW so he could fly on this MD-80 flight. He was also booked on the last revenue flight from STL to DFW the next morning at 0745. Just so he could say he flew IN the MD-80! Wow.

The morning of September 04 unfolded as Aviation Maintenance Technician (AMT) Mike W. (a friend for 30 years) taxied N 968TW to the gate from the maintenance hangar. The plane was fully stocked as if it was a normal revenue flight. Jack B. (another dear friend of 30 years) was going to push us back from the gate. There would be a water cannon salute usually reserved for a pilot's retirement that was going to be given. In this case, N 968TW was retiring to Roswell, NM. That was the work of the ramp team. Before we flew out to Roswell, myself and Air Force retiree, co-pilot Rob Sands and I needed to MEET THE PRESS and do the photo shots with the Big Wigs. There also was 50 some people who wanted to run thru the flight deck and cabin and say their final good byes to the airplane one last time.

Then the moment arrives. Me and Co-Captain Rob Sands take back the airplane from the crowds and now have to assure all is well and airworthy for the flight. After having the 50 some people running thru the airplane I had my "Volkswagen Car Specialist" and Flight Attendant buddy go thru the cabin and prepare it for takeoff before he left the airplane. You do not want to have anything go bad with the TV cameras out there videotaping.

I then jumped in the left seat and we did our flight deck preflight checks. Tug driver Mr. Jack B was pressuring me to get things moving. "Hang in there Jack, we will be ready in three minutes." The next operation is ALL going to be the opposite of what we normally do and YOU AND I do not want to mess it up. Jack pushed us into the terminal (not away from it) so we could fly the "MD-80 1983-2019" Flag out the co-pilots window. After the push back we drop the flag, and started the engines. Remember now your tail and the engine exhaust is pointing at all the terminal windows. I have the power to blast them out with the throttles. Then we need to taxi between two fire trucks who are going to give the airplane the "airline retirement sendoff" by spraying us with their water cannons. Please do not hit the fire trucks. After the water cannon salute we are on the ground control frequency asking for the permission for the flyby. "Hey Bill, talk with the tower he is waiting for you! Thanks for letting us in the flight deck for pictures." You are welcome!

Tower, American 9670, I know you guys are busy (if you were on the tower tours they are often short several people up in the tower cab) but we would like to do a max performance take off, turn over the old McDonnell building, and come back and do a low pass down runway 30 Left? "American you guys own the airspace. Let me know how we can help." Who all is up there? "The tower cab is full because of this flight." Wow!

In the flight deck we reviewed what we talked about the night before. Doing the low level flyby would have the Mad Dog screaming at us because we were doing something she was NOT allowed to do. (200 foot flyby with the gear and flaps up, OH MY!)

The mission went flawlessly. It was not until after we landed in Roswell, NM with the other 20 airplanes, (six of us were put center stage) and all the historians were walking around asking questions that a young man walked up to me a said, "Do you want to see your Saint Louis, MO video?" As he showed it to me I started to tear up. The airplane I have been flying, at the greatest day job in the world, for the last 29 years, well I just flew one of the "younger sisters" out to the Roswell, NM Retirement Center. Where she goes from here is anyone's guess.

Click here to see mr. bill's interview on the news.

Click here to see a "Nostalgic Goodbye to the American Airlines MD-80"

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