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EAA CHAPTER 32 NEWS
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Check out our fantastic Web Pages at
WWW.EAA32.ORG
 Laura Million, Web Designer

TO:

EAA CHAPTER 32 NEWS

Jim Bower, Editor

April, 2001

We're back at Smartt Field this month! Be on hand at 2:00 pm on Sunday, April 22 for the first "outside" meeting of the 21st Century!

It's a Boy!!!

President and First Lady, Steve and Jill Miles are proud to announce the birth of their son, Brandon Joseph Miles. He was born March 29th at 5:36pm weighing in at 8 lb, 6 oz and 21 inches. Mother and baby are healthy. Mom is doing much better the second time around. Big Sister, Amanda, is thrilled with her new baby brother and promises to be a big help.

On This Date...

U.S. Army forces under Douglas MacArthur make amphibious landings at Hollandia and Aitape on New Guinea's north central coast to sieze Japanese airfields.

...April 22, 1944

INFORMATION HOTLINE

286-9932

CALL THIS NUMBER FOR INFORMATION ABOUT
 UPCOMING EVENTS

Last Month's Meeting

The meeting was held at the Old Country Buffet in St. Charles. It opened approximately at 2:00 pm with the pledge of allegiance. President Steve Miles noted that Tom Baker's mother passed away recently. Steve reminded everyone that officer elections will be coming up in about 6 months, so start thinking about running, or who to nominate for office. He also proposed that terms be changed from two years to one year to avoid burnout. Please think about this proposal, because it will be voted on at a future meeting.

HANGAR

The hangar is proceeding slowly, mainly due to bad weather. They are ready to pour concrete after an inspection is held on the work to date. The team still needs volunteers, so contact Doug Killebrew to see when and where you are needed. All the rental trailers are empty now and have been sent back to their owner. This will save the chapter some money!

YOUNG EAGLES

Chuck Koviak spoke about the Young Eagles day coming up on May 12. This will be a huge event, so everybody is asked to consider volunteering for work. About 25 aircraft and pilots are lined up, as are numerous ground crew. Pilots of tricycle gear aircraft are asked to bring towbars, and all pilots are advised to be current on radio procedures for controlled fields. **PROPOSED** traffic flow patterns are shown elsewhere in this newsletter.

FAIR AND AIRSHOW

Doug Killebrew has been in touch with the staff out at Spirit Airport, and we have a much better spot this year than before. We are doing Scout Day on the Monday of the fair and airshow. Chris Erkmann is heading up this effort. A suggestion was made to limit our building/pilot's license presentation to twice a day instead of more often.

FUND RAISERS

We will be selling coupon books again this year (see Ron Wright). Gary Kobes suggested a pancake breakfast; the motion passed.

The business portion of the meeting was adjourned. Due to the fact that the "guest" speaker, Bill Jagust, had a family commitment, there was no program. Everybody milled around shooting the breeze for a while, then left.

Next month's meeting will be held at Smartt Field in the usual place.

Treasurer's Report

We have had a good response with dues and income from pledges early this year. We have been able to maintain our account at the usual amounts previously reported, even though we have been spending money on concrete for our new building. We currently have \$17,992.13 in our hangar fund and \$4291.82 in checking. That totals \$22,283.95. All the storage trailers have been returned and we have 1 final bill from that coming up. Unfortunately folks, the only income we have for the rest of the year is from your pledges and donations. Please keep them coming, otherwise it will only cost the Chapter extra money for me to have to mail out reminders. Thank you,

Gale Derosier
EAA Chapter 32
Treasurer

Safety Thru Education

mr. bill

Well last month (winter) I reviewed how we **EXPERIMENTAL** people look at each other. This month (summer) I thought I would share and experience I had with the instrument panel of the Volksplane II. I headed for Ozark Radio at the Spirit of St. Louis Airport and found it in the first of four hangars, of its new owner, THUNDER AVIATION. Boy are they getting big!!! I walked in and asked if I could have my **EXPERIMENTAL** airplane's airspeed indicator and altimeter checked. UUUHHHHH!?! The three technicians looked like I had just asked them to calibrate something for an **EXPERIMENTAL** airplane. AAAHHH!!! We can not calibrate the altimeter or airspeed indicator. We will have to send them out. Hey guys I do not want a yellow tag (indicating a fully certified-EXPENSIVE- piece of equipment) just tell me if they work. Hey guys look, there is a nice altimeter attached to that piece of test equipment. Look, my altimeter appears to be only 50 feet off. I wonder how "I" could adjust that? Maybe this little screw? "Yes", came a voice from the back of the room, "but do not take it all the way out cause you may not get it back in?" Now that is the information "I" was looking for. Well the altimeter is done. What about the airspeed indicator or should I just do that testing out the window of my moving car? (Hey that is how Burt Rutan tested the Vari-viggen.) Well the ice had been broken and two of the three technicians laughed. I was told that the airspeed indicator could be tested in the shop. YAHOO!!! I was on my way. The next day as I arrived to pick up my instruments, the technician who had the most fearful look on his face the day before when I dropped them off was the man who delivered them to me. I told him that I would wipe off his fingerprints. He still did not laugh. The instruments were calibrated and within +/- 3 knots and 20 feet. No yellow tags but that is O.K. I did the checking for my own peace of mind. The technician took my name and address but as of now I still have not received a bill for the work done. I doubt I will ever get one. I doubt they will even say they saw me. Talking with a friend this week I heard an interesting "air rage" story. (Hey they have a Skyrage Foundation somewhere in this great country now.) This friend was out flying his slow "Cub" the previous weekend and got buzzed by a fast Aerobatic bi-plane on its way to Creve Couer Airport. The "Cub" pilot raced to the airport to talk with this person. The meeting went well. The "Cub" man realized that you can not see squat from the back seat of this "Pitts"-aful airplane. All was well because it ended well. Gentlemen and Lady Laura, keep looking around out there searching for the enemy because the ARE out there and they ARE trying to hurt us!!!

Flying Companion Seminar

Presented by the Greater St. Louis Chapter of the Ninety-Nines.

Saturday May 5, 2001 at the (New) Automated Flight Service Station, Spirit of St. Louis Airport from 9:00am to 3:00pm. There is a \$20.00 registration fee, which includes lunch. This Seminar is intended to make the non-pilot companion comfortable and helpful in the cockpit. Topics include:

- How an airplane flies
- Parts of the airplane
- Flight instruments and what they are for
- Radio and navigation aid use
- Maps, charts, and flight planning
- AFSS presentations
- Weather and weather briefing
- Medical information

Maximum enrollment is 20 persons, and pre-registration is required. **AT PRESS TIME, ONLY A FEW SEATS REMAIN!** For more information, contact Laura Million at 618-288-7099 or Barbara Wilper at 314-731-6863. Visit our Web site at <http://www.st-louis-99.com> for more information.

Laura Million

The Greater St. Louis Chapter of the 99s

Some differences between airplanes and your significant other (see, I'm being non-sexist and sorta politically correct!):

Airplanes come with manuals to explain their operation.

Airplanes don't come with in-laws.

Airplanes don't mind if you buy airplane magazines.

Airplanes don't mind if you look at other airplanes.

Proposed Traffic Flow Patterns for Young Eagle Rally, May 12, 2001

