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# EAA Chapter 32 News

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

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**October, 2021**

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**Some Young Eagles to brighten your day!**



**WE HOPE TO SEE ALL OF YOU AT THE OCTOBER MEETING! 10:00 AM OCTOBER 16TH AT THE ARC. MASKS ARE NOT REQUIRED IF YOU'VE BEEN VACCINATED, BUT WE'RE STILL PRACTICING SOCIAL DISTANCING.**

## Newsletter Contributions and Deadlines

Anyone wishing to submit articles, advertisements, rants, etc. to the newsletter should send them to your friendly editor on or before the Saturday ahead of the scheduled meeting. Send contributions to [newsletter@eaa32.org](mailto:newsletter@eaa32.org).

# President's Corner

by Bill Doherty



This chapter is AWESOME!!!

Last week I sent out a couple emails to the membership, asking for additional assistance for the Young Eagle Rally this past weekend and you responded with lots of people there to help. I'm immensely proud to boast that's something I've seen this chapter consistently do since I was around it as a kid. We really didn't know what we were going to be faced with as this was the first time the Gateway Youth Aeronautical Foundation and Chapter 32 attempted a joint operation with just us two organizations. Back in June that event was an open house for the entire airport for Youth in Aviation Day. The idea this time was to hopefully capture some of the crowd from Thiess Farm at the entrance to Creve Coeur Airport in addition to advertising the opportunities to learn about aviation from GYAF and EAA. Similar events but a slightly different scale this time.

Our registration goal of 50 Young Eagles filled up quickly and we anticipated a possibly large group of curious families checking us out after selecting that perfect pumpkin. I think we did gain some walk-ins and I know we fed a lot of people. All the burgers and hot dogs cooked by Rich and Rusty were eaten up. I had to make a run to Schnucks to resupply our bottled water which proved a big seller.

In the end we did fly 60 Young Eagles. That's not bad! I'd also like to thank those who showed up to help with the registration and flight line operations. Your work was absolutely critical to our success!

We had to do this rally without the services of Rick May. He wanted to be there but was needed at home on a mission of the highest priority. There were a couple small hiccups but that just makes us appreciate Rick even more! He really does keep things running smoothly during these events. Like ducks on a pond, above the surface it all looks so smooth and easy. Underneath everything's moving a hundred miles an hour!

All in all, we did fine and learned a lot too. At a future event at Creve Coeur we may move the operation to be closer to the GYAF hangars and FBO building. That might encourage more families to interact with both groups' presentations and facilitate easier communications too.

We've now had two meetings of Aviation Explorer Post 9032. The first was an open house/ recruiting meeting and the second, on October 6<sup>th</sup> was the first regular meeting. The scouts learned about doing a preflight inspection of an airplane and will soon meet at Creve Coeur to actually see and participate in a preflight of Bob Murray's RV-10. More events and activities are planned as the post continues to grow. Andrew Mallek has taken a position at Boeing in Seattle so he's handing off his role to Andrew Hedlund.

If you saw the monthly Chapter Video from EAA you'll know they have an offer for any chapter that has an event for the Flying Start Program. If we can do an event this fall, we'll get two wristbands for all week at AirVenture 2022. Also, there is a webinar scheduled for October 14<sup>th</sup> to go over the AeroEducate program discussed last month.

The Chapter Tool Crib program has funding to assist chapters that want to purchase tools for use by members. All these programs achieve points in our chapter rating with HQ. This in turn helps us compete for things like scholarships to help prospective young new pilots.

One more big activity for October as you all know is the Airport Open house on Saturday, October 30. Chapter 32 will have our food booth set up to provide meals for the event and to be a major fundraiser for the chapter. I plan on a menu of hamburgers, cheeseburgers, hot dogs, brats, and chips along with dessert of pumpkin pie. We'll also sell our usual assortment of soft drinks, water, and hot chocolate. We'll certainly need lots of volunteers again for this event. We just handle the food sales for the day. St. Charles Flying Service puts on their pumpkin drop all day long.

It's election time again. This Saturday we'll have elections for two of the officers and two board members. The candidates for office include:

- For Chapter Vice President: Jim Hall
- For Treasurer: Bob Murray

And lastly, our Christmas/Holiday Banquet is coming up on Friday, December 3. We should be ready to start accepting reservations at this month's meeting.

That's all I have for this month. Here's the link to the chapter video if you want more information from Charlie Becker. Always good stuff here.

<https://www.eaa.org/videos/chapters?playlistVideoId=6274966706001>

I'll see you at the ARC or maybe around the pattern!

Until then stay vigilant and fly safe!

*Blue Skies!*  
*Bill Doherty,*  
*President*  
*EAA Spirit of St. Louis Chapter 32*

## Love/Hate Relationship part 2

Chris Ward

One friend set me up on a blind date with Victoria. I was coming off a bad relationship and didn't want to enter another. After the date Victoria was home and told her parents she had met the man she was going to marry. About a year later we had the talk, that all nighter. We were going to move forward or end the relationship. I told her that I wanted two sons. I let her know that my plan was to restart flight training and get my pilot certificate. The martial arts was a big part of my life working out three hours a day. I trained five to seven days a week. After my second son was born I started taking seaplane lessons in a super cub on floats. In 1983 I passed my flight test SES and later the next year SEL. Victoria was the first one to go flying with me and we flew down the Hudson River around the Statue of Liberty near the World Trade Center. We would go flying on weekends with the boys in the back of a Piper Cherokee 140. The boys would always fall asleep and miss the beautiful scenery of New York. When Jonathan was eight I paid for him to take lessons. Preston also took lessons when he turned eight. Both after only a few lessons Victoria told me not to push them into the things I loved. After moving to Jefferson City Missouri we both joined EAA chapter 429. A chapter member had built a Zenith 701. He talked me into visiting the Zenith factory in Mexico, Missouri. The first plane they gave me a ride in was the low wing Zenith CH650 I always liked the low wing airplane better. The only thing stopping me was that I was getting older and had a small problem wing walking and lowering myself into the plane. Roger told me to walk over to the 750 Cruiser and just sit down. That was it love at first sit. I told him that at 100 I would be able to just walk up to my plane and sit down. I signed up for the weekend rudder building workshop. Next the chapter helped me build the horizontal tail at the factory. Dave Doherty visited the Jefferson City chapter and invited everyone to visit chapter 32. When we moved to St Louis we both joined the chapter. You know the rest of the story.

# August Meeting Minutes

Dave Deweese



September's meeting began with the Pledge, Bill Doherty presiding.

Visitors and new members: Ken Luke just joined, starting a Van's RV-7. John and son Isaac are here for their second meeting, Isaac says they're both planning to get their pilot's licenses. Ben is also here for his second meeting, his grandparents have been taking him to Oshkosh for years.

Louie's (Pruder) father passed unexpectedly in his sleep. Arrangements are pending. Bill notes that Louis was an avid skydiver. Keep Louie and his mother Karen in your thoughts and prayers - we observed a moment of silence.

The Letter of Deviation Authority issue is required for the owner and the instructor if you're doing training in an experimental or limited category airplane. EAA, AOPA, etc., are working to get this rolled back. You can apply online for a "LODA" and Bob reports that the document for his aircraft came back the same day. AOPA has the bill numbers on their website if you want to send a note to your congressperson.

Last month's minutes were posted in the newsletter.

Bill gave the flood stage report.

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

Old Business:

Chris reports on the Ray Foundation: there are some changes in leadership and paperwork at HQ, Chris has submitted everything for our current student (Vasili) and will take care of any additional details as he learns of them.

Rick reports on our last Young Eagles event, a big one: we flew 62 kids with 7 airplanes, only 2 with more than one passenger seat. We normally end around 1 or so, this time we were leaving after 3. So far we've flown 237 kids over 172 flights with 14 pilots. We have one more event, October 9 at 1H0 in conjunction with the Gateway Aero Experience group. Rick notes we'd like to start there around 8 a.m. for setup. Also note that Jeff will be out of town, maybe Dave Brickhaus as well, so it may be only single passenger aircraft.

EAA just launched [aeroeducation.org](http://aeroeducation.org) - it's in the beta stage - in partnership with North Carolina University. We can suggest that as a post-YE flight activity in addition to the Sporty's course.

Explorer post 9032 had a virtual meeting this week. They're going to recharter with Boeing who is willing to cover some of the expenses. They'll have an open house in the Prologue Room on the 29th. Anyone who's interested in participating is welcome to attend. Andrew Mallek is moving to Seattle; he'll be involved on a virtual basis but will not be a physical presence. They're planning to do two meetings a month, a formal one and a practical activity, the first will be a pre-flight inspection. Membership goal is at 30 scouts in the post. BSA requires youth protection training for advisors.

Elections in October: Dave notes that we're looking for a new treasurer, Don has been at this post for 12 years. Bob Murray has agreed to run. He handled the finances for the RV-12 and RV-10 clubs. Jim Hall has agreed to run for Vice President. We also need two Class-2 directors as part of the board, if you're interested let Bill know: Dave and Don.

Bob has talked with Al Stix about using their banquet room for the Christmas party. We're thinking about Saturday December 4. The admin building here might be a backup solution.

We still need flight and technical advisors. Clint might be willing to be a tech advisor.

Chris is headed to Zenith this week for landing gear and other parts.

The Zenith 750 Brothers are about ready to do weight and balance, Tim Finley will visit to inspect the project before the DAR.

Bob has his aircraft in the hangar, ready to fly. Next meeting he'll taxi it over.

The RV-6A project is back underway, Joe helped with fiberglass around the windshield. They've ordered a missing fairing for the tail feathers. They also need to make some placards for the control panel. It should be done in the spring of "some year".

Jim's Starduster needs new aileron pushrods. Still assessing what they need, and of that what is no longer available since the aircraft was first available.

The airport open house is October 30. We'll be doing traffic marshalling and food sales - this is our biggest fundraiser of the year. St. Charles Flying Service will have around 50 planes participating in their event, CAF will make a few runs in the B-25 and TBM at noon. This year we need a temporary food license from St. Charles County; this is done with an online application. We know we'll need dedicated hand washing stations. We're also doing signage. It takes around 8 people to run food service, that will go from 10 to 3, although in the past most of the public leaves after the CAF planes do their

flights. We need 5 or so volunteers for parking. He'd like to carve some pumpkins with airplane designs. This year there will be live music on the ramp. The Army Heritage Museum will have a helicopter here, though they won't be doing rides. The Gateway group will have their static F-4 cockpit. The Orchard Farm Fire Department will be on hand with their equipment, Air Evac will also be there. We'll have the building open, so we need to do some cleaning beforehand.

Next Saturday is movie night, any requests? Don suggests Battle of Britain, Magnificent Men, or Downfall. Rick has some speakers in his truck: motion made and seconded to help Rick unload them and replace the old set. Bill notes that the peak of the historic Battle of Britain was in the middle of September.

Contact Bill with ideas for programs to follow our regular meetings.

Hangar Dance is tonight at the CAF.

Motion made and seconded to adjourn.



# Bob Clarke's Zenith 750 Cruiser

I finally finished my 750 Cruiser. The aircraft is ready for inspection after 3+ years of work. I'm just waiting for the FAA/DAR to inspect it and get an airworthy / (birth) certificate. Can't wait to get back in the air after a 20 year layover and and get my feet off the ground again.



All photos courtesy of the author.

# Chris Ward's Zenith 750 Cruiser

Frank and Jim were out again to help me cut inspection holes in the cockpit of my airplane. The holes were also needed to make attaching the wings possible. This is one of the little things that was not in the builders plans but is needed. I don't plan to be opening this up much so I will pop rivet the plates on and cover area.



All photos courtesy of the author.

# Learners as we Go

## “The Best Wingman, the Not so Good Ending, And the Just Silly Ending”

mr. bill



In all the years of writing these articles, this one maybe the toughest. I lost my wingman, Gale Derosier.

### THE BEST WINGMAN

From the earliest photo in 1993, when we had hair, and it was colored dark,



**Jim Cone, Gale Derosier, and mr. bill**

To the most recent one with our thinning and graying hair, in Gale's hangar with some of his cool toys.



As neighbors out at the Troy “International” Airpark it was a sad ending to an awesome aviation life. From Gale’s working the maintenance radio for Trans World Airlines, so pilots could call in their request for “fixing” the airplane while flying the TWA jets inbound to STL. To sharing hotel rooms at the Sun N’ Fun Airshows or the Oshkosh events we attended in the Big Brown Buick his Mother-in-Law had up in Milwaukee, to helping Gale land his EXPERIMENTAL aircraft in a turf farm when the Chevy V-6 engine decided to stop running, Gale and I had some awesome times together. I had done more with him in aviation than anyone else. He had a smile that was halfway there, but you knew that he was laughing pretty hard on the inside. Gale had another look, (usually around people that were building airplanes) that was saying, “You really think that your aircraft assembly is going quick? You need to get building on this project.”

Over the last 28+ years we visited airshows, people’s basement projects, lifted and hauled out, and moved several projects to the various local airports and helped many assemble, start, and fly their fine aero machines.

All photos from mr. bill’s article



Gale and Rich E at the chapter breakfast at OSHKOSH 2021

It was fitting that in the latest EAA Sport Aviation magazine (October 2021) has Gale listed as “Flown West.” Then a few pages later, is a photo of the TWA SST Model that is in a stairway at the EAA Museum.

I have Gale’s TWA SST model that he built while he was a mechanic for TWA. He had hoped to be an SST Airframe and Powerplant Mechanic when TWA acquired those airplanes to fly.

Thanks buddy, for the many years of fun, laughter, and flights that we shared together. I will always cherish the times and the things I learned with you and from you.



### THE NOT SO GOOD

For many years my screen saver photo was this F-14 doing a flyby past this aircraft carrier. It was just the coolest shot.



Dale “Snort” Snodgrass Top F-14 pilot

Sadly though, this is one of the last photos of this pilot.



From the various videos the plane is seen pulling straight up, stalling straight ahead and then banking right, with no control movements from any control surface as the plane falls to the ground. And the famous last words were broadcast on the radio, “Oh Sh\*\*!”

<https://youtu.be/Qsvwts9vjxI>

When I do an aircraft checkout with an owner, I TRY to instill the RIGHT to LEFT checklist movement. I know that after about 20 hours of flight time in their specific airplane the owner, who ONLY flies one airplane, get very comfortable with that airplane. I try to show those pilots to have a “Take off Flow.” To figured out and just roll with that inlew of following each step on the checklist.

During the hundreds of (B)FRs and flight checks I have given, I have seen it happen that “SOMETHING IS FORGOTTEN.” Then during the flight check I get told the many “Silly Things that Happen!” as these pilots were flying their airplane! Canopies not locked. Brakes left on. In fact, a recent accident in a Cessna Latitude Jet was caused by the flight crew leaving the Parking Brake-SET during the take-off roll!

Bottom line, is to have a flow that goes over the instrument panel and your flight controls (FLAPS) and canopy latch, to assure that all is well before you roll for takeoff. Also run the flight controls from full back to full back right, full forward right, full forward left, then full back left, then full back center. This way you know that you have moved the ailerons and the elevator thru ALL of their travel and there are no restrictions. Then as you taxi out do the same with the rudder, FULL deflection and tap the brakes. Try both sides of the BRAKES if you have a co-captain with you.

## THE UGLY

We end class today with these pictures of a light pole. Video one: B-737 and the light pole:

[https://www.youtube.com/watch?v=\\_bOWQbTdN0k](https://www.youtube.com/watch?v=_bOWQbTdN0k)

Video two: A Stearman and a light pole.

<https://www.youtube.com/watch?v=rQ55ngkhBfg>

We will review airport marking next month to assure we know WHAT we are looking at on the ground and where we should (and should not) be on the airport because.....There are more videos!

<https://www.youtube.com/watch?v=iZ-NdI29s3M>

Q? What is the most common reason for gear-up landings?

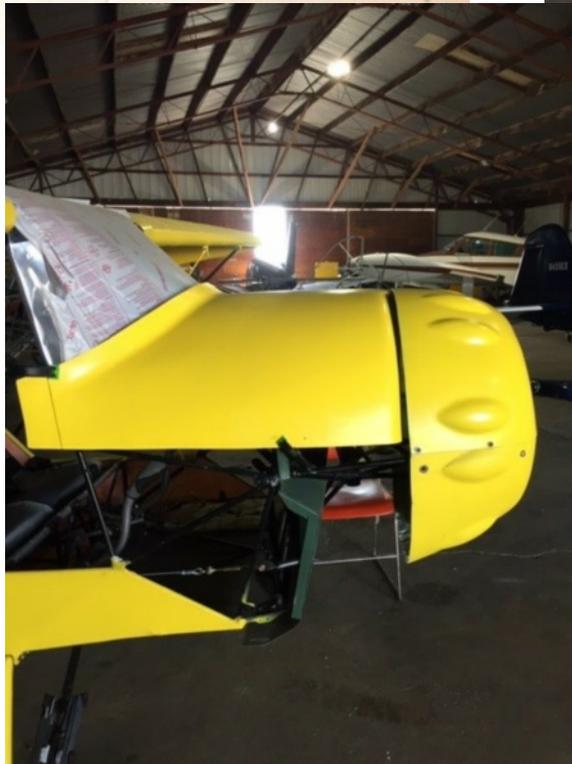
A: Water landings in amphibious aircraft.

Q? National Aviation Day is observed on ....

A: April 16<sup>th</sup> Wilbur Wright’s Birthday

# Dave McGougan's Kitfox Project

I got my last two instruments in the mail today and temporarily installed them and took a picture. Also last trip to the airport I had installed the cowlings, the first step in the engine install. Still have to buy a new radiator after I found out Saturday that the one I have won't work. So much for bargains! Also I'm back on the doors. My visit to OSH this year showed me how it's done after inspecting a few Kitfoxes very closely. That's it for now.



All photos courtesy of the author.

# October Young Eagle Rally

This month's Young Eagle rally was a big success, as is mentioned elsewhere in this issue. Since our first rate YE coordinator had another priority, we'll cut him some slack and let him get a report to us at his leisure. Meanwhile, enjoy the photos on this page and scattered throughout the newsletter, courtesy of our favorite photographer, Lisa Miano.



All Young Eagle photos on these pages courtesy of Lisa Miano



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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