



EAA Chapter 32 News

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

October, 2013

I Love You, Mother Earth!



**mr. bill gets a ride in a minimalist aircraft and kisses the ground afterwards
(much as he does whenever he lands his AA jet).**

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on October 19, 2013.**



Fellow Aviation
Enthusiasts,

We found out at our last meeting that overwhelming evidence points to the Wright Brothers being the first to fly a powered aircraft. Dave McGougan, our guest speaker for the month, gave a wonderful presentation about a controversy that goes on to this day. Another person, Gustave Whitehead claimed to have flown his aeroplane invention in 1901. Dave presented the evidence, or lack of it, and led a lively discussion about the events and people involved during this time period. I am convinced Mr. Whitehead had no justifiable evidence that any of his designs had flown in the times he claimed. Thanks Dave, for your research and presentation to our chapter.

October is here, and our Young Eagles program has transitioned from flying to recruiting candidates to attend the EAA Youth Academy next year. EAA Chapter 32 will award a scholarship to Youth Academy. Hopefully, the scholarship award will be a regular annual occurrence with our chapter. Part of our charter is to promote aviation education, and Air Academy is a great way of satisfying this goal.

At our October meeting, all nominees for the elected positions will be announced. Any chapter member wishing to be nominated will have the opportunity to do so. At the close of the meeting, opportunity for nominations will end. The Chapter 32 Election for the positions will be held at our November meeting. This year, Chapter President and Chapter Secretary will be elected to one year terms. Vice President and Treasurer will be elected to two year terms. The one year terms are a result of the recent change to our by-laws, which direct staggered terms of office. The reason for this is to provide a better continuity of leadership within our Chapter. Next year, Chapter President and Chapter Secretary will be elected. The following year, Vice President and Treasurer, and so on.

President's Corner

by Dave Doherty

Following our October meeting, there will be a special interview with one of our prominent Chapter members. This person served in our U.S. Navy, and pursued a career in aviation after serving his country. He also is the proud owner of several aircraft. Hopefully, we'll be able to bring one of them inside our ARC as a backdrop for his interview. I'm sure this interview will be both informative and entertaining, and am looking forward to it. Please come to our meeting on Oct 19 at the EAA Chapter 32 Aviation Resource Center, find out who this mystery guest is, and hear about his experiences. You won't be disappointed.

St. Charles County Airport has a new Airport Director. Mr. Dennis Wiss replaces former Airport Director Tracy Smith. If you get a chance, stop in and say hi to Dennis. Chapter 32 hopes to develop a good working relationship with our new director. I plan on visiting with him as soon as I get a chance. Dennis is a native of St. Louis and served in the Marine Corps as a helicopter mechanic. He also has spent over 25 years in airport operations and management at a number of airports across the country including Lambert St. Louis. He has already sent several e-mails to airport tenants. In his correspondence, Dennis states the airport phone number is changing from 636 250-3200 to 636 949-1893. Both phone numbers work, but the 636 250-3200 number will eventually be disconnected. I'd like to welcome Mr. Wiss aboard our airport community!

Speaking of Smartt Field, there is a lot happening there on October 26. St. Charles Flying Service is holding their Fifth Annual Pumpkin Drop and Open House. This event has become a popular event. Dozens of pilots participate, and hundreds of spectators come to the airport to watch the fun. CAF's B-25 does several passes over the target, and drops many pumpkins during those passes. It's a fun event. While not participating in this event, Chapter 32 will have the Aviation Resource Center open, and will be selling BBQ to spectators and participants. A viewing area for the event will be nearby. Chapter volunteers are needed to meet, greet and talk aviation to the public at our facility, and to staff the BBQ activities. If any of you

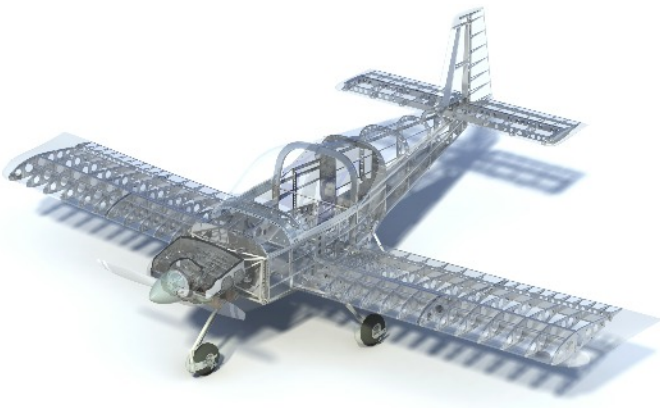
chapter members have the time, we need you. The event lasts all day, so help will be greatly appreciated. At the end of the day, the final Chapter 32 Movie at the ARC for 2013 will be shown. This month, it will be the movie "It's a Mad, Mad, Mad, Mad World". See the ad elsewhere for more info. Prior to the movie being shown, an episode or two of "Sky King" will be shown on the big screen.

Bring a friend, come on over, and have some fun with us. It's a nice way to cap off a busy day.

Other events going on in the area for October are:

- Oct 19 – 11:00 AM – 2:00 PM – Bonne Terre Air Festival – Halloween themed fall fly-in at Bonne Terre Airport
- Oct 20 – Columbia Il, Sackman Field - Open House and Fly-In
- Oct 20 – Taylorville Municipal Airport, Taylorville, Il – EAA Chapter 1315 Fly-In Breakfast. Biscuits & Gravy, eggs, pancakes, sausage, donuts, cereal, drinks
- Oct 29 – St. Charles County Airport – 5th Annual SCFS Pumpkin Drop & Open House – all day
- Oct 29 – EAA Chapter 32 Aviation Resource Center – Open House and BBQ
- Oct 29 – EAA Chapter 32 Movie at the ARC – It's a Mad, Mad, Mad, Mad World – Pot luck dinner, 6:00, Movie starts at 7:00.
- Nov 2 - Fly-In/Drive-In/Ride-In Pancake Breakfast at SRT Aviation at Mount Vernon, IL (MVN)

Thanks to our Chapter 32 members for making our Chapter what it is today and in the future.



Please Turn the Pump OFF!!

When you visit the ARC and use the bathrooms you need to turn the pump ON so they will flush. Please do not forget to turn it off. The constant pressure erodes the valves in the toilets until they leak. The resulting water then fills the holding tank, which costs \$275.00 to empty. Don Doherty notes that in recent weeks it has been left on twice. We thank you in advance for your consideration.

September Meeting Minutes

Dave Deweese



September 2013's meeting began with the Pledge, Dave Doherty presiding.

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

Dave got a letter from Oshkosh regarding the commission for the recent B-17 stop. We made approximately

\$2,500. Chapter 64 got a similar check.

Al Jones joined today. He has a flying MiniMax and is working on a Long-Ez at about 70% complete.

Dave Doherty mentioned Paul Poberezny's recent passing. He attended a few of our Christmas parties. Dave got to meet him a few times, once explaining a bit of trivia: he was born the same day EAA was founded. Paul asked, "How did you get so old?" Ron Burnett has a friend who was in the National Guard with Paul. They were working on a dented intake and took a DC-3 out to the boneyard to retrieve some intakes. Starter issues with the DC-3 led to an overnight stay, and Paul ended up hand-propping the DC-3. Ron knew Paul was tall but still can't figure out quite how he managed that trick.

The National Air Races were held last week. We met Steve Hinton last year. The Rare Bear, the plane Bob Kraemer's associated with, came in fourth.

Our December holiday party is coming up, December 14 6:00 to 10:00 at the same location as last year. Reservations start today, cost is \$25.00 per person. Libby Yungler will speak on Women and Aviation. We'd like to do a back sale and silent auction in addition to our usual awards presentation and gift exchange.

Pending ARC projects include gutter painting and redoing the signs.

Seminar season is upon us. Dave would like to do a fabric covering workshop next month. Steve Morse will do a foam/composite presentation, and could give others provided sufficient interest.

Elections are coming up in November. If anyone would like to nominate themselves or others for a position please submit an article to the newsletter.

Rick May spoke about last month's Young Eagles event. We had 10 pilots but only 19 kids. We flew 183 kids over the year. Ron had 17, Joe had 15, Jeff had 30, Dave got 8, Don flew 19, Eve and Tom each flew 9 as did Gale, Jim flew 8, Pat took 5. We only had 5 events with two rained out and an extra in June. Mr. Bill and Paul Smith were present for all of them.

We have a separated form for Eagle Flights. The difference is that this is more than a 20-minute ride; actually more of a mentoring program. Eagle Flights is a stand-alone program managed by a separate person from YE in Oshkosh.

Registration for Air Academy is open for 2014. Rick has a couple of kids in mind to follow up with and asks for suggestions, if you know of anyone who'd be interested. We'd like to send two: one younger and one for the older, more advanced program.

Rob Burnett had Shop & Save and Dierberg's cards.

Upcoming events include an Ercoupe and Stinson Fly-In. The CAF Hangar Dance is tonight. Next week the Jefferson City chapter will have a fly-in and pancake breakfast. Also, on the 31st of this month we'll show Bat-21 at the ARC. Movie starts at 7:00 after at pot-luck at 6:00. Our next meeting is on October 19, followed by a workshop. We'll be selling food at the St. Charles Flying Service Pumpkin Drop on October 26. They'll be shuttling people back and forth. Note that, from our location, we have a prime viewing spot. They anticipate approximately 800 people. That night we'll show It's a Mad, Mad, Mad, Mad World at the ARC.

Request From a Member

Wanted, an EAA member who wants to build two ultralight planes with a temporary garage available. Near Maryland Heights, Creve Coeur, Chesterfield area, preferably within, not too long of a driving distance, of Bennington/Fee Fee area. We can provide some of the materials and design what you would like.

Please contact Bud Cole, Aeronautical Engineer and A&P mechanic at 314-397-2079.

Thank you

Chapter Officer Nominations

Elections are at the November meeting. The slate of officer nominees remains the same as last month. You still have until the October meeting to nominate yourself or another, but as of now, the candidates for the offices are as follows:

- **President: Dave Doherty (incumbent)**
- **Vice President: Bill Doherty (incumbent)**
- **Treasurer: Don Doherty (incumbent)**
- **Secretary: Dave Deweese (incumbent)**

Safety Tip of the Month

Taxiing ----- a rather easy, mundane activity, right !?! Well some things to mull over, and keep in your memory cells.

Before taxiing, ensure you have everything you need: charts, frequencies required, taxiway locations, baggage stowed, passengers briefed, and - if at night - proper lighting of your aircraft. LOOK where you are going.... there are avoidable accidents attributed to non-attention. Make sure your towbar is still not attached. Take off your gust locks.

When taxiing watch for other traffic; airplanes and ground vehicles. There may be construction vehicles or grass-cutting in progress.

In some aircraft such as conventional gear (taildraggers) you may not see forward. Zig zag when taxiing. At the Reno Air races a Hellcat fighter taxied into two parked trucks. It made a heck of a racket, resulting in damage to the vehicles and a vintage aircraft. Many years ago I recall a taxi accident where a young child was killed, at Lambert Airport.

Understand the runway hold lines, and taxiway routes you need to know, to get from point A to point B !!

Nighttime taxi is especially critical.

Keep your head out of the cockpit or flight deck, do not program your GPS or Flight director when taxiing.

Clearance copying is another thing that can have a dire effect when taxiing, If possible write the clearance down before you taxi.

Be safe out there

Bob Kraemer



EAA32 CHRISTMAS PARTY DEC 14, 2013 **EAA32 Holiday Banquet and Chapter Recognition Awards Dec 14, 2013**



All current and past chapter members plus their family members and friends are invited and encouraged to attend the EAA Chapter 32 Holiday Banquet. This is a great way to include wives and other family members in an aviation-related activity!

The Annual Holiday Banquet will be held on December 14, 2013 at the All Occasion Banquet Center located at 111 Compass Point Dr, St. Charles, MO 63301. This is the fourth year that the EAA32 Holiday Banquet will be held at this location. The doors open at 6 pm and the party will last until 10 pm. The evening will include dinner, a program of activities, attendance prizes, a gift exchange, and a 50/50 drawing.

Dinner will include a choice of either beef or turkey along with potatoes, green beans, and a couple different types of salad.

Each person please bring a gift for the gift exchange as only those who bring a gift will be able to select a gift at the appropriate time. Tickets for the 50/50 drawing will cost \$1 for a single ticket and \$5 for six tickets. The holder of the winning ticket receives 50% of the total amount collected for the drawing. The other 50% of the money raised goes to the chapter to help fund next year's Air Academy Scholarships.

What a great deal! The cost of the party will be \$25 a person which essentially covers the chapter's expenses for using the banquet center. Dress is casual with a holiday flair, but please, no jeans..

See you there!

The evening program:

- 6:00 – 7:00 Social Hour
- 7:00 – 8:00 Dinner
- 8:00 – 8:30 Awards and installation of Chapter Officers
- 8:30 – 9:15 Guest Speaker – Libby Yunger – Women in Aviation Presentation
- 9:15 – 10:00 Drawings and Gift Exchange



PLEASE RSVP to the address below.

Holiday Banquet Reservation Form

Cost is \$25.00 per person. Payment may be made in advance or at the door.
Reservations are preferred at least 2 weeks in advance to determine a head count for the caterer.

Name: _____

I will be bringing _____ Guest(s)

Mail, e-mail, or notify the above to:

Don Doherty (EAA32)
1036 Pegasus Circle
St. Peters, Mo 63376
(636) 397-4713

Party on December 14 at the:
All Occasion Banquet Center
111 Compass Point Drive
St. Charles, Mo 63301



October MOVIE AT THE ARC

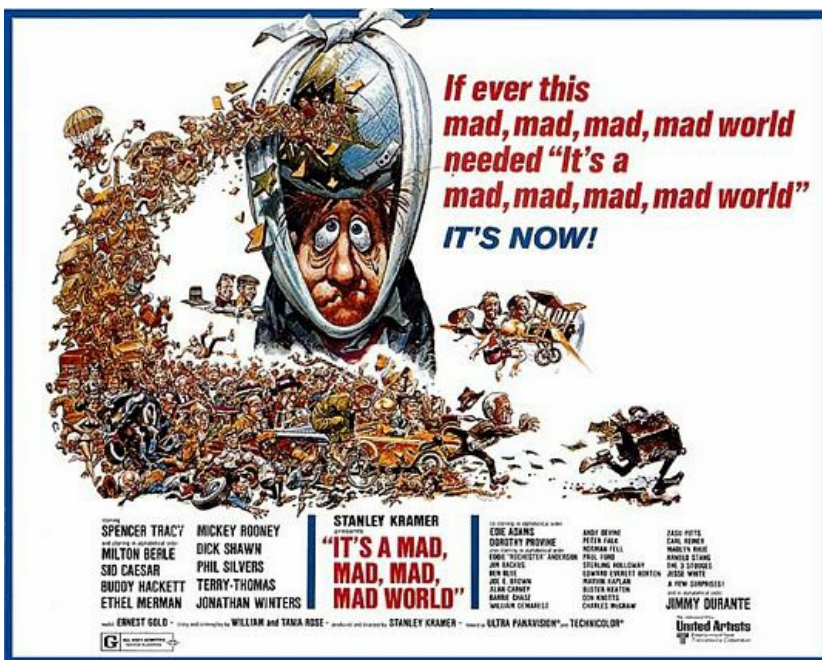
EAA Chapter 32

Proudly Presents:

It's a Mad, Mad, Mad, Mad, World

Starring

Spencer Tracy, Milton Berle, Sid Ceasar, Buddy Hackett, Ethyl Merman, Mickey Rooney, Dick Shawn, Phil Silvers, Terry Thomas, Jonathan Winters, Edie Adams, Dorothy Provine, and many others



Passengers from four vehicles rush to the scene of an accident after a car sails off the edge of a mountain road. The accident victim tells of a large fortune in stolen money and its location. What ensues is a mad-cap cross country race to find it. This movie has most of the well known comedians of its time, and provides hours of hilarious entertainment.

Running length: 192 min.

Rating: 4 out of 5 stars.

Release date: 1963



Location:

**EAA Chapter 32 Aviation Resource Facility
St. Charles County Airport (Smartt Field)**

1610 Grafton Ferry Rd, St. Charles, Mo.

Date & Time:

Saturday, October 26, 2013

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

Movie starts at or about 7:00 PM.

Learning As We Go

“Another Great EAA Pilot Leaves Us”

mr. bill

On September 24, 2013 another great man with the Spirit of EAA flying out of his pores, flew WEST. Carl Unger was co-designer, builder, and pilot of the URL Breezy. Starting back in 1965 when he graced the cover of Sport Aviation, Carl was a fixture at the Rockford Air shows in the 1960's. Mr. Unger was “the man” on the front line of the EAA Oshkosh flight line with his Breezy. Carl would be in the first row, first spot, at Airshow Central at 0900 hours daily ready and willing to give a FREE ride to people who dared to sit in this open air vehicle.

dinning establishment in Oshkosh, Mr. Carl and Rob and family were entering the building as our entourage was leaving the table and we gave them our seats. Mr. Carl said, “Hey, thanks for the GREAT seats. You need to come out tomorrow and I will give you a ride in the Breezy!” I quickly replied with, “What time?” “9:00 AM.” You’re welcome Mr. Unger, I WILL be there!

Of course I was there at 0830 and waited until I saw Carl walking up to his Breezy. Hello Sir! Hey...Bill, thanks for those seats last night. That was good food!

After a thorough preflight of the Breezy,

Carl was ready to fly people but his assistant, son Rob was nowhere to be found! “Hey Bill, pick someone out of the waiting crowd and brief them for the flight.” Yes, sir! (Do I look like I know what I am doing???) It was an Eagle Flight because Carl did not want anyone under the age of 18 years old. I am not sure I would want ANYONE in the back seat there under that age either! (Though I hear on the news today that a 9 year old just made it on the airplane leaving from Minneapolis/St.

Paul to Las Vegas....maybe

these kids are smarter that we think.) After a few flights were given Mr. Unger’s son Rob showed up and he thanked me for helping out. We talked about flying out of Midway and Lansing Airport (southeast side of Chicago) and how the airlines were treating us



Carl on the front line with his Breezy

Carl has a son named Rob (doing the pre-flight) who flew for Midway Airlines and one day the South Side of Chicago boys were all at the Seaplane Base south of Wittman Field during the Oshkosh Airshow. It was fate that we all were there and we all started to chat about flying out of Chicago Midway Airport. Later that night at a fine

now. (Rob was newly hired at Southwest Airlines after flying for Midway Airlines.) After Carl returned it was now my turn in the back seat and ohhhh what a flight it was. We quickly taxied out to the runway and waited for the FAA man to give Carl the signal to go take a lap around the pattern. What a blast being out there in the Breeze! As we flew around the Oshkosh pattern I laughed as I saw the skin of Carl's face flapping in the wind as we flew. I was also truly amazing to see the whole airshow, and I mean EV-
EVERYTHING! It is nice to have someone else fly while you get to look. What a moment! Busiest airport in the world in the middle of Wisconsin, biggest airshow on the planet, and here I am in the back seat of an airplane that "someone" forgot to put the aircraft fabric on! PRICELESS!



As usual the flight was over in a flash! I was out of the back seat and helped the next special guest get buckled in. The running joke from son Rob was how his Dad's cheeks flapping in the breeze as Carl fly's the airplane.

What was seen looking at this man Carl Unger, was a truly fine gentleman, who loved people, and who loved to share his love of flying with them. Safety was also a top priority. Around Carl's left leg was a spare set of safety goggles just incase the ones he was wearing broke.

Thanks Carl for all that you did for us!

How I Chose to Build a Bede BD-4C (continued)

by Art Zemon

Last month, our friend Art described the limited choice of 4-seat homebuilts and why he chose to build a Bede BD-4C.

Our hero resumes his narrative by explaining some of his concerns and what the designer has done to improve the brand...

I read through all of the NTSB reports that I could find on BD-4 accidents. None involved mechanical failure of the airframe, which I found very comforting. It meant that things ought to be simple enough that even a complete newbie like me could build a safe airplane. Before starting on my BD-4C, I had never done any sheet metal work, never worked with aluminum, and never done any airplane work. I am a handy guy but my projects had always been on cars and home improvement stuff.

The NTSB reports did reveal a pattern of accidents from fuel starvation shortly after takeoff. The BD-4 wing is flat with no dihedral. Among other things, that means that there is no low-point in the fuel tanks. As long as there is a bunch of fuel in the tanks or the pilot flies “coordinated” with the ball centered, there are no problems. However, if the pilot takes off with relatively little fuel in the tanks and flies uncoordinated then it is fairly easy to unport the fuel pickup, starve the engine for gas at 200-300 feet, and crunch the airplane into the ground before getting the engine to restart. Not fatal but definitely something to avoid!

BedeCorp has a new wing for the BD-4 (both the -4B and the -4C) while solves this problem. The wing now has a “fin” sticking down about 5 inches from each fuel tank. The fuel pickup is about 1 inch above the bottom of the fin. Even in uncoordinated flight, there are several ounces of fuel in the fin, making it more difficult to unport the fuel pickup. Furthermore, any water in the tank collects in the fin, below the pickup, where it can easily be drained during pre-flight.



The latest version of the BD-4 is the “C” model. This is 6 inches wider and 14 inches longer than the BD-4B. I sat in the front and back seats of the factory demo plane and immediately appreciated the extra elbow room and the extra rear seat foot room. The BD-4C is as wide as a compact car and has as much rear seat leg room as a full size sedan.

I was doing my “shopping” at AirVenture 2011, hanging around the BedeCorp booth pretty much all day long, pestering the whole staff with a never-ending stream of questions, and surfing the internet for everything that I could find about the Bede BD-4 at night. I spent a lot of time reading the BD-4 forums. The world-wide web is an amazing tool.

My last concern came down to customer service. Though BedeCorp was advertising a builder’s assist program, it seemed like I would be the guinea pig for the program. I talked to Jim Bede Jr. quite a bit about my worries, which were amplified by my complete lack of experience with airplane construction. Jim impressed me by being completely up-front about the newness of his builder’s assist program; he did not try to whitewash it or convince me that it was anything other than brand new. He assured me that I would have ready access to the guys in his shop who had built the factory plane and that when I hit problems with the kit, they would promptly make it right, whether that meant sending replacement parts or providing coaching by phone or email.

With Jim's assurance (and wondrous support from my wife), I realized that I truly could build an airplane and that I was highly likely to complete it in a reasonable amount of time. I struck a deal with Jim on price and, a few short weeks later, I went to the BedeCorp factory in Ohio to begin construction of the wings of my plane. A month after that, I flew my Arrow to Ohio and Jeff Bede drove me home, hauling my new plane on a trailer behind us.

I am now almost two years into the project and am finishing up the controls, hooking up the ailerons and flaps. Once these are done, I will be left with the finishing kit (wing tips, cabin interior, doors, fuselage skin, etc.) and the BD-4C kit will be done. To get from there to a flying airplane will "only" involve adding an electrical system, avionics, and an engine.

So far, I have been thrilled with my choice of the BD-4C. I have learned a ton but the fabrication has been well

within my abilities. Jim Bede Jr. has been true to his word. There have certainly been bumps along the way but Steve DeDauw in the shop is unfailingly prompt with advice by email, text message, and phone. Whenever I need something, whether it is something tiny like a few more bolts or rivets or something large like more aluminum stock to remake a part, he has sent it without delay. Tim Becker has been johnny-on-the-spot with new CAD drawings, sending me "pre-release" drawings to get me started and then updating them as he revises them. Best of all, Jim Bede Sr. has talked with me several times when I have had concerns and questions.

With support like this, I am confident that my plane will fly "soon" and serve Candy and me for a long time to come.

Anybody Looking to Buy an Airplane?

Tom Crocco is an attorney who owns a beautiful Ercoupe that he has flown at some of our Young Eagle rallies. Here is what he has to say:

At one of our meetings, I offered to assist with aircraft buy/sell agreements for any chapter 32 member who was selling, or buying an aircraft, or forming an LLC for multiple member ownership of an airplane. There will be no cost at all for this assistance. One caveat, however: I would not be in a position to defend or prosecute any disputes after an agreement is in place. My only offer is to assist with the drafting or review of such agreements and contracts. Assistance only available where at least one party is a chapter 32 member.

If this is of interest to the chapter, perhaps it can be added to the newsletter at some point. My contact phone is 314-497-4710.

Thanks,

Tom



Check out our fantastic Web Pages at
WWW.EAA32.ORG
 Laura Million, Web Designer
 While you're there, take time to join the
 Yahoo Groups to help you stay abreast of
 Chapter happenings!

TO:

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