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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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**April, 2017**

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**The first Young Eagle rally of 2017 took place on Saturday, April 8. See the article inside this issue.**

**We will see YOU at the ARC for the April meeting. April 15, 2017 at 10:00 am.**



# March Meeting Minutes

Dave Deweese

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

Don gave a quick Treasurer's report.

Dave from St. Charles, a member of the Missouri

Pilot's Association, is visiting. He built a Kitfox.

This year's roster will be published Monday.

We have one definite attendee for the Air Academy at Oshkosh. We have a potential second but that's looking less likely as Rick May is having trouble making contact.

Ron Burnett has food cards, see him after the meeting.

Dave reminds us that you can log in to [smile.amazon.com](http://smile.amazon.com) and select Spirit of St. Louis Chapter 32 and we'll get a percentage of purchases.

It's looking less likely that we'll participate in the Scott AFB Air Show: Missouri attendees would require a passport.

A visit from the Spirit of St. Louis is looking more likely, Troy and the local Antique Aircraft Association chapter are both interested in participating.

We're still looking into the event Trains, Planes, and Automobiles event with in O'Fallon with the River City Rascals ball team.

Our BD-4 has a potential buyer in Seattle, pending sale of parents' house that he inherited.

March 11's chapter work event was cancelled due to a threatening forecast that did not materialize. We've got paint inside and out that needs attention and Dave would like to help square this away before Young Eagles resumes in April. He'll be coming out during the week but we'll have a group event next weekend.

We need to seal the driveway and Dave needs an estimate of the square footage required.

Last month we sent a sign-up sheet for new badges. We need 50 people to get the \$5 per unit price. Dave passed the sheet around for those who weren't here in February.

Rick May reminds us that the first YE event is April 8. He estimates at least 48 attendees. We'll likely do June 10 as the Scott AFB event is unlikely. Rick got the o.k. to use our 2017 points to pay the balance of our definite attendee.

Last month we had our birthday cake for the chapter's 60th. Dave would like an event, open house or something, in May or June. Some ideas include a poker run or pancake breakfast. Motion was made and seconded to have an open house in June. First Saturday was suggested so as not to interfere with the meeting or Young Eagles. Membership voted to hold an open house on June 3.

We may have an RV-6A project available to purchase for a flying club, there's also an RV-7A in Tennessee.

Dave met with Bob Kraemer's kids. They may have buyers for the Pitts Special and the Stearman. If you're interested let Dave know.

Last month we discussed workshops. Dave spoke with the Cozy Girls, Randi and Chrissi, about a welding class. We're looking for others who know about TIG welding to help teach. See Dave for signing up, he says he'd like 4 or 5 in the workshop. Dave passed around a sign-up sheet. Class would be in the evenings, date and time TBD.

Monthly movies resume in April.

Gary Liming and Dan O'Hara will give a presentation next month on Aviation History in St. Louis.

Mr. Bill knows of an RV-4 for sale, partially complete, in his hanger. In about a week he'll put it on Barnstormers. He estimates the value at about \$15,000.

Dave reminds us that Bert Biermann and Ron Wright are forming a flying club around a Thatcher CX-5.

Question was raised about the status of medical-related online courses offered through APOA. Bill Doherty believes the official implementation date is May 1.

Don's going to give our 2016 financial review after a short break.

# First 2017 Young Eagles Rally Big Success

Rick May

Chapter #32's first Young Eagles Rally for 2017 was a great event. Before 8 AM guests started arriving with high expectations. By 9AM the ARC was buzzing with probably at least 60 people. While pilots and volunteers pondered the greater than desired SE winds at 12 to 15 miles per hour (not to mention a forecast calling for higher winds to come), we finally decided lets go for it and see how the morning progresses. With 10,000 foot ceilings, beautiful sunshine, and cooperating Mother Nature it was definitely the right call. The winds for the most part stayed constant and did not rise and consequently over 50 kids got to go for an airplane ride. While maybe a little bumpy at times I am not aware of anyone getting sick and I saw nothing but big smiles coming off the various aircraft. We had 7 aircraft available which allowed us to get everyone in the air.

Thanks to Dave Doherty, Don Jonas, Joe Miano, Joe Sargent, Pat Donovan and Mr. Bill for braving the wind. As a side note the RV 12, which the club has been flying all over the Midwest and destinations East also got its first major work out with Young Eagles. John Huebbe made 5 flights giving those kids a special ride, as well as Pres. Dave taking up our 2017 Air Academy attendee Kyle Hanson in the RV. Special thanks to the almost 20 additional ground crew and food service volunteers that made the event go so smoothly. Our first event of 2017 was "huge" (*ref. DJT*) success, and if this was any indication of future events for the year, we should have a great season. If anyone of you have not had a chance to attend our Young Eagle Rallies in the past we would like to invite you to come out this year and join in the fun. The dates for the remainder events this year are May 13th, June 10th, July 8th, Aug. 12th, Sept. 9th, and Oct. 14th. Thanks again to all of you for your effort and support.



Rick May





# \$100 Cheese

By: John Huebbe

One of my few guilty pleasures in life is good quality cheese. In this month's article I'd like to share with you 2 creameries that make some of the region's

best cheese. First on my list is the Milton Creamery, located along Highway 2, just south of Milton Iowa. (<http://www.miltoncreamery.com>)

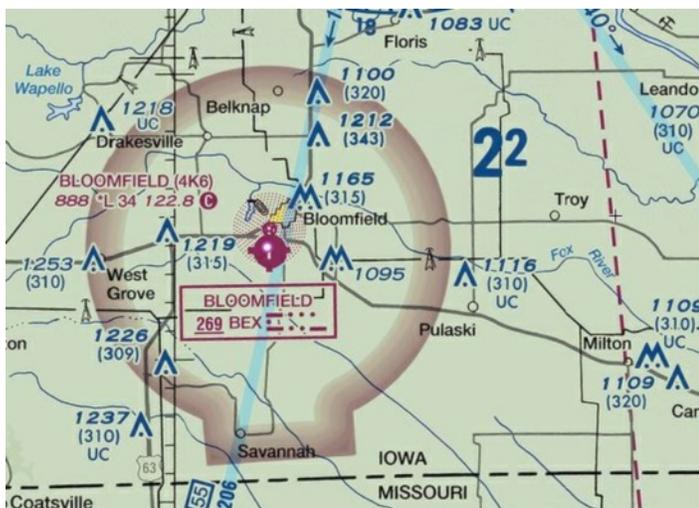
best cheese. First on my list is the Milton Creamery, located along Highway 2, just south of Milton Iowa. (<http://www.miltoncreamery.com>)



Once in Bloomfield, the creamery is only a short 15-mile drive to the east in Milton Iowa. They are located in a small non-descript building.

The best way to get to the creamery is to fly into the Bloomfield Airport (4K6), just north of the Iowa & Missouri border.

The Milton creamery started just over 10 years ago in 2006 as a co-op between a local family and a few Amish dairy farmers. They get all of their milk within a 30-mile radius of the creamery.



Probably my favorite cheese they make is their Prairie Breeze cheddar. It's a crumbly cheese, but still creamy and not dry. It has a great hardy cheddar flavor and subtle nutty taste. It's a luxury for your mouth. Their cheese has won multiple blue ribbon awards and the prestigious World Cheese contest in London, England.

The airport is a 142 miles away from St. Charles and makes for a great day trip. Half of the route is directly in line with the beautiful Mississippi river valley. I always like flying up the river and looking at all of the barges and boats making their way up and down the river.



My other go-to cheeses to get are their Colby and Quark cheese. Their Colby is a more amped up version of what you would get from your local grocery store. Quark is a

lighter and softer cheese, great for snacking or using in a cheesecake. It has a smooth and tangy flavor.

If you go, their hours are from Monday-Friday 10am to 5pm and Saturday 9am to 4pm. You can also get their cheese locally from a few stores, including Straubs Markets in St Louis and Cork and Rind in St. Charles.

My next location on my go-to list is the Marcoot Jersey Creamery, located just 4 miles away from the Greenville IL airport (GRE).



If you like really funky cheese, then try their cave aged heritage or gouda cheese. (but not for cheese novices)



The flight to Greenville is only about 50 miles away from St Charles and is short enough to go whenever you feel the urge to get some great cheese.

<http://marcootjerseycreamery.com/>

The Marcoot creamery hasn't been around as long as Milton, just starting in March of 2010. However, they have some excellent cheeses that are good for snacking or using in something you cook, like a casserole. When you go to their creamery try out their White Cheddar, Smoked Gouda, and Creamy Havarti. Their Smoked Gouda is the perfect companion on your next grilled hamburger!



They also make their own iced cream!

If you can't get over to Greenville IL to buy some of their cheese, they sell it locally in Straub's, Eckert's, Whole Foods Town & Country, Dierbergs, and Lucky's Market.



# Learning as we Go

**“NOW THAT WE HAVE THE FUEL LETS GET READY FOR SOME FLYING”**

mr. bill

Alrighty then! For the last three months we have reviewed fuel, fuel systems, and the ways to ensure that we know the quantity in our flying machine. We left this article last month with a cockpit (now called a flight deck) photo of the infamous “Spirit of St. Louis” aircraft. It looked fairly complicated with all those brass valves on the bottom of the panel. As it is often heard when someone pops their head in on the flight deck of the DC-9-80, “Do you know what all those buttons do?” Why yes, yes I do! I have an ATP (Ain’t That Precious) for this airplane.

In the EXPERIMENTAL aircraft realm, YOU builders do have ATPs for your homebuilt airplanes. You know ALL about the machine because YOU built it. What is nice is that you even have the ability to change a few things to make it work better and FLOW better for you and YOUR flying machine. Not so in the certified aircraft world.

In the April issue of Sport Aviation is an article about some EAA Chapter 32 members who built an airplane together. It is a GREAT airplane. I was able to give an aircraft checkout to a few of the members. The RV-12 holds 20 gallons of fuel and has its tank installed on the back right wall of the baggage area. Very neat design and very easy to check. My concern for these pilots (as with all others) is COMPLACENCY. As with every pilot there will be a time when they are rushed and they may just ASS-U-ME that they did everything on the taxi/run up/pre-takeoff checklist. Call it what you want but I get to hear some GREAT stories about, “Yeah I forgot to close the canopy, or “I forgot to put the fuel cap back on”, or “Yeah, I heard some scraping and found out it was the tow bar as it was being pushed forward while I was taxiing out!”

As we often say jokingly, “WHAT COULD GO WRONG?!?”

What we try to do as Flight Advisors and Flight Instructors is to get pilots to follow a checklist. But when pilots only fly one airplane and we get into a pinch we may try to QUICKLY taxi out and QUICKLY take off before that airplane on final lands only to find that we FORGOT TO.....You fill in the blank!



We all have had an OOPS moments that gives us something to talk about later. Sometimes we do things that others will Monday Morning quarterback about. (Read that as we did not survive the incident.)

COMPLACENCY for me was doing 5 landings a night in the Cessna 310 hauling canceled checks. Same airplane, same run, same cities, and same pattern. The only thing that changed was the weather. I learned to start doing FLOWS in the airplane so I did not forget anything. I would walk around the airplane twice, then get in and flow from the right side of the instrument panel to the left side then put my hand down by the fuel tank valves (to assure they are on) and work my way up to the flap handle (to assure they WERE where I wanted them.) Find a flow that works for you.



In two crewmember aircraft we use Challenge and Response checklists. On the DC-9-80 we still have a tab checklist to flip after we reply to assure nothing gets forgotten.

In working with the EAA 32 RV-12 boyz we used the checklist. But if you are doing touch and goes or full stop landings people tend NOT to bring out the checklist again. That is why I worked with those pilots being

checked out to FLOW from right to left on the panel. Find the pattern that covers all the bases.

Go right to left on the instrument panel. FLOW over each switch: Autopilot on for take-off- NO

- Landing light- STEADY or PULSE
- Navigation Lights- STROBE or NAV
- Avionics- ON
- Trim- IN THE GREEN

Now raise your hand for the CANOPY LATCH- CLOSED

(She will yell at you if you do NOT have it latched. But what if she forgets or that micro switch has moved a little?)

Hand down to the FLAP HANDLE - DOWN. VISUAL CHECK THE FLAPS ARE UP BY LOOKING OUT-SIDE AT THEM.

Dynon screen check for the THREE GREEN LIGHTS-

- 1) Canopy- CLSD (green)
- 2) Wing pins in- SAFE (green)
- 3) Trim indicator- TAKEOFF POSITION (on the green line)

Some say that we should FLOW and then we use a checklist. It has been shown that after some time (remember most incidents happen within the first 100 hours) pilots just toss the checklist after they get comfortable flying the airplane UNTIL Mr. Murphy touches your life and there is that EVENT that gets you back to flowing, checking, and slowing down and getting back into the SAFE zone.



So we have full fuel. The pre-flight is complete. The BEFORE TAKEOFF flow and checklist is complete. Now release the brakes, and as Jackie Gleason says, “An away we go.....”

[https://www.youtube.com/watch?v=jeQP-H\\_31JQ](https://www.youtube.com/watch?v=jeQP-H_31JQ)

What did he forget?

# Safety Tip of the Month

Joe Miano

## Final Destination

Hello, St. Louis Flight Service, this is November 540 Delta Charlie and we have just landed at my destination airport and I would like to close my VFR flight plan at this time please. This request to Flight Service signals the end of another successful long distance cross country trip in your aircraft. Performing a detailed flight preparation and flight plan will help to bring all the important details together before the flight can begin. Pre-fighting for a trip is a lot faster now with today's onboard GPS receivers that most pilots, like myself, fly with. All you have to do is plug in the airport identifier, push the direct GO TO function, and all of the navigation and course information appears on your map screen. Always be sure to consult the sectional chart or airport AFD manual for the correct radio frequencies and aircraft information. Also, do not forget to obtain a weather briefing before you launch on your trip. If you want to file a flight plan, that is another option to consider too.

How many of you have ever read or heard a story an airliner or charter flight landing at the wrong airport by mistake? I have often wondered how such an incident happens when you have GPS and other high tech navigation equipment available to the crews and pilots now flying. Landing at the wrong airport mostly happens at night when the pilot or crew are flying into an area that they have never been to before and are unfamiliar with the landmarks. Also, fatigue can be a major factor after spending long hours in the cockpit with other stops along the route. I have always said to myself, how dumb can one get to possibly land at the wrong airport? That would never happen to me - No way! Well, guess what happened?

February 2017, St. Charles KSET direct to Columbia, Missouri KCOU, a total of 86 NM with 40 minutes of flight time. The daytime flight is progressing well and 20 minutes out I contact Columbia Regional tower and announce my intentions to land. The tower clears us to land on runway 20 with no other traffic in the pattern. I begin a descent to pattern altitude and spot an airport at 12 o'clock, dead ahead in the distance. I have flown over Columbia Regional many times at 4000 feet while enroute to UCM at Warrensburg, so I know what the airport layout and runways should look like. I am sure that the airport ahead is KCOU at Columbia so I continue my descent. Looking at my watch, I notice that we made good time on this trip and have arrived several minutes earlier than planned - **Clue #1**.

At pattern altitude now and starting to make left traffic for runway 20 as instructed. I note that runway 20 is now painted as runway 19, but the runway pattern looks the same as the picture in the airport directory page - **Clue #2**. On final approach now, and Hey - where is the control tower that I have been talking to? It is supposed to be midfield along the runway that I am now about to land on....OOPS, wrong runway, you idiot! Abort landing, full power, climb back up to altitude. No other traffic in sight. How could this have happened to me? I check the GPS and it indicates 9 NM and 5 minutes to KCOU at Columbia. Still climbing, I spot Columbia Regional airport dead ahead and fly directly to KCOU, and enter the pattern as Tower clears us to land. I land the plane, park and shutdown to go the pilots lounge to sort things out.

Looking at the sectional chart, you will notice that there are two airports very close to each other that have the same layout, size, and each with two runways. The first is Hensley Memorial Airport (KFTT), a non towered field that is located 9 NM due east of Columbia Regional Airport (KCOU). Look them both up on your sectional charts and see how close together they are on the same flight path from St. Louis to Columbia. Both airports are about the same size and with almost identical runway layouts. Always make sure that what you are looking at through your windshield is actually the correct destination airport. Check your sectional charts a little more closely for other airports nearby. Also, take a second look at your GPS to confirm that you have arrived at your intended destination. Lastly, never assume that whatever happens to other pilots can never happen to you because you think that you are smarter. Always remember that if you are not learning, you are not flying.

*Fly Safe,*

*Joe Miano*



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 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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