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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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**March, 2023**

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Check out our fantastic Web Pages at  
**WWW.EAA32.ORG**  
Laura Million, Web Designer



Cold, but happy. Chapter 32 folks working on our first Young Eagle event of 2023.

**WE HOPE TO SEE ALL OF YOU AT THE MARCH MEETING! 10:00 AM MARCH 18TH 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 Tuesday ahead of the scheduled meeting. Send contributions to [newsletter@eaa32.org](mailto:newsletter@eaa32.org).



# President's Corner

by Bill Doherty

Greetings everyone! Here we are only halfway through March and we've already had our first Young Eagles event for the year on March 11. At a "private event" hosted by the Gateway Youth Aviation Foundation at Creve Coeur Airport (1H0) Chapter 32 pilots flew about 20 Young Eagles. That's a great start. The weather was a little cold and bumpy at times, but everybody got to fly and had a great time.

I believe Chapter 32 is a very active chapter in the Young Eagle program. Many chapters have far fewer events throughout the year. We have a pretty successful system and a great group of volunteers in our chapter family. It's going to be another fun year for flying experiences as EAA continues to celebrate 30 years of Young Eagles. There will be plenty of opportunities for those interested in flying 30 Young Eagles by AirVenture 2023. Double credits are still being given from EAA for each Young Eagle flown. These credits have helped us in the past to send candidates to summer camp in Oshkosh and to purchase items for us to support our Young Eagle operations. If you plan on volunteering at one of our events, please make sure you're current with the EAA Youth Protection Plan. It only takes a few minutes to complete online at [EAA.org](http://EAA.org). The chapter roster management tool from HQ also lists this status.

More flight experience opportunities await! As you know EAA is working hard to encourage chapters to host Flying Start programs for people beyond Young Eagle age who show an interest in becoming a pilot. This year EAA is launching Learn to Fly Week May 15-20. This will feature daily webinars on [EAA.org](http://EAA.org) and will culminate on Saturday, May 20 when chapters are highly encouraged to host a Flying Start event. Chapters that do will receive promotional support and will receive 2 one week passes to AirVenture 2023.

May 20 seems to be a popular date this year. Learn to Fly day, Scott AFB airshow, my cousin hosting a family reunion, etc. Oh, and it's chapter gathering day too. I hope the weather is perfect. I'd love nothing more than to arrive at my cousin's house having just met new friends beginning their own flight journey with the mentorship of Chapter 32 to help them succeed.

Maybe we can skip or at least expedite the business meeting and fast forward to the fun part and flying with new friends.

But first a little business in March. We usually have our chapter financial presentation this month but we're going to trim that down in allotted time. I'm sure we can still hit the important stuff quickly so we can get to a featured presentation from Ehrhardt Aviation Insurance. We've had some questions raised about insurance issues, especially in Missouri, so hopefully Mr. Ehrhardt can help us answer some of these.

The Salt River Car Show is just over a month away. I've ordered a griddle that's designed for the grill we have. Whether it gets shipped and arrives in time to use it at this year's show is unknown. I'm keeping my fingers crossed. If not, we'll have our food booth set up for lunch as usual. I'd like to capture as much of the breakfast crowd as possible and still have hopes we could serve a pancake breakfast then transition to lunch. We'll need lots of volunteers of course as this year the show is expected to be bigger than last year. We brought in a good amount of funds to the chapter with this event. It's important to keep fundraising as costs go up for the chapter as well and these events keep us going strong.

Here's the link to the March Chapter Video Magazine with Charlie Becker. Note the comments about the Chapter Pavilion in Camp Scholler during AirVenture.

<https://www.eaa.org/videos/chapters/6321403768112>

Well, that's about all I have this time around.

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

Stay vigilant and fly safe!

**Blue Skies!**  
**Bill Doherty,**  
**President**

**EAA Spirit of St. Louis Chapter 32**

# BD-4C For Sale

173 hours since new. First flight in February 2019.  
Unpainted exterior. Partially complete interior.  
Hangared at KSET.

\$99,500 OBO

## Airplane

- 200 HP Lycoming IO-360-A1A
  - 0-time since rebuild by Signature Engines
  - 266 SMOH
  - Engine has not been reinstalled on the airframe after the rebuild
  - Dual Slick magnetos, 173 hours since overhaul
  - 60 amp primary alternator
  - B&C Aero backup alternator provides sufficient power for all electrical load except pitot heat and electric fuel pump
- Hartzell HC-C2YR-1BF propeller, 173 hours since new
- Carbon fiber cowl and wing tips
- Individually adjustable front seats with 4-point safety harnesses
- Sling rear seat with 4-point safety harnesses
- AeroLEDS landing and navigation/strobe/position lights
- Dynon heated pitot tube



## Specifications and Performance

- 48 gallon fuel capacity
- 1119 lbs useful load, 2400 lbs. max. gross weight
- 133 knots cruise @ 75% power
- 125 knots cruise @ 65% power
- 5.5 hour endurance @ 65% power (no reserve), 684 nm. range
- Stall speed with full flaps 55 knots
- Maximum rate of climb 1235 fpm @ 80 knots

## Avionics

- MGL iEFIS system, dual 10" screens, 2-axis autopilot
- Garmin GPS-175
- Val Avionics COM 2000 communication radios
- Val Avionics NAV 2000 navigation receiver
- Trig TT22 mode S transponder (ADS-B out, only)
- PS Engineering PDA360EX audio panel with 4 channel stereo intercom
- Artex 406 ELT

Contact Art Zemon for more info – 314-503-3229 -- [art@zemon.name](mailto:art@zemon.name)

# February Meeting Minutes

Dave Deweese

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

Bill notes the Virtual Ultralight Days coming up online.

January's minutes were published in the newsletter.

Bob gave the Treasurer's report including checking, savings, Paypal, and Ray Foundation account balances. We have received our YE credit from 2022, having spent our remaining funds. 18 members have not renewed yet, we'll cut it off at the March meeting. Let Bob know if you're a new member and have not received an email specifying your door code.

New members and visitors. Phil Sappington is finishing up his license and is interested in buying an RV-6. Jesse Cooper is here with his son J.J., a new aviator. John Heilman, president of a new chapter (1675 at Spirit), will give a presentation later on ADS-B.

The river's far from flood stage.

Jon reminds us of our private Young Eagles event in March, estimated 15 passengers. He's sent the insurance request and has contacted the airport manager at 1H0. Jeff has already confirmed that he's available. Question: weather can be dicey in March, we'll consider an alternate date. Note that Jon won't be available that day so someone needs to either manage the iPad or write down names. We're not planning food.

We played Charlie Becker's video including some Ray Foundation announcements. (Ray Foundation has increased the scholarships from \$10k to \$11k. HQ has also changed the matching program so that the chapter will provide 25% instead of 50%.)

Chris updated us on Ray Foundation scholarships. Marco had been flying with Herman and is almost ready to solo (any time after February 28). Lauren's contract is ready to sign and put in the mail, at that point it will be official. Chris is still looking for a candidate for a personal scholarship in Victoria's name. He's also throwing his name in to help with merit badges and Flying Start. He notes he has lasagna and cheesecake for anyone who wants stay after to help on his 750.



Jim reports that the Explorer Scouts recently talked with a group of Boeing engineers at the prologue room. On Wednesday some A&Ps gave a talk at Spirit airport: turned into about a 2 and a half hour presentation with demonstrations and Q&A. There's a Wings of Hope tour coming up, and a light aircraft/ultralight symposium in February. There is room for more explorers and advisors if you're interested, note that the explorer scouts are all officers in their own group. [AviationExplorerPost9032.org](http://AviationExplorerPost9032.org)

Bob had Dierberg's \$100 food cards. Ron will be back from Florida in March. We've also got the RaiseRight(.com) program.

In April (15) the car show is coming up, same day as the meeting. We're planning to make breakfast as well as lunch, so this will require a maximum effort: we can make a lot of money off of this event. Organizers (Salt River) are supposed to meet March 16. We'll need cooks and possibly assistance with parking.

May 20 (also meeting day) will be a Flying Start event, we're moving the YE event to May 13. We need volunteers for Flying Start, note that this is a mentor program as contrasted with Young Eagles.

Still looking for suggestions for workshops and presentations, contact Bill Doherty with ideas.

Jeff mentions that AirVenture camp registration opens March 1, he needs 6 chapter members to send to HQ. (We helped Charlie Becker think up the chapter camping idea.)

Build updates: as previously noted Chris is feeding helpers after the meeting.

The RV-14 will be going to Ohio for paint in April.



The RV-6A project is in limbo, resting in a hangar at 1H0. It'll get re-prepped in the spring and painted by an automotive painting outfit.

Dave McGougan's getting ready to install an engine that is currently in Florida (Naples). The hurricane put some delays on this process.

30 year-old Wittman refurbish is almost ready to fly.

Jim mentions that Chris was on the radio talking about chapter activities - this brought in Jesse and J.J.

Motion made and seconded to adjourn.

Meeting follwed by John Heilmann's ADS-B presentation.

## March Guest Speaker

Mr. Clyde Ehrhardt, President of Ehrhardt Aviation Insurance will be our guest speaker at the EAA Chapter 32 gathering/meeting on March 18<sup>th</sup>.

Mr. Ehrhardt made a great presentation during the Ultralight & Light Sport Symposium at SWIC on Feb 25<sup>th</sup>. During that event he shared valuable information regarding the current state of aviation insurance with everyone who was there.

He and his wife, also in the business, have agreed to share their wealth of knowledge about aviation insurance and address the many challenges facing pilots and aircraft owners looking for coverage. There are many things they told the audience; such as knowing that, "underwriters are looking for currency and frequency in the make and model you want to insure" that help to clarify the process.

Chapter members won't want to miss this opportunity to get answers about this issue. We hope to see all of you for an event you won't want to miss.



# Learners as We Go

## “An Early Young Eagle Event”

mr. Bill



First off, I truly do NOT know where 30 years of flying have gone. The EAA YOUNG EAGLE program has been by far the most forward reaching program, the most special program that EAA developed. From EAA's point of view they set things up for the pilots back in 1993 to be able to “PAY IT FORWARD” for the next generation. And yes, I can drop a lot of statistics, but the real point is that **YOU PEOPLE OF EAA 32** have stepped up to the plate, accepted the YE program, ran with the program, improved the program, and helped put almost 1,000 young future aviators in our chapter airplanes, with our chapter pilots, and given the YOUNG EAGLES, ultimately the flight of their lives!

But seeing that the Spirit of EAA has been alive for over 70 years shows that it's awesome people who gathered around Paul and Audrey Poberezny, and their son Tom, and have carried this program to such great heights.

It is also hard to believe that Mr. Paul has been gone for 10 years now.

In talking with my dad one day some 35 years ago he told me of a flight he took in a Ford Tri-motor at the Chicago (IL) Midway Airport back when he was a young lad. “Yeah, son that turned me on to aviation BUT I never followed thru with it. I went to Aeronautical Engineering School for a while, but I quit school after six months.”

### Where did this conversation come from?

“Yeah, I was standing in the crowd that gathered, and someone asked if I wanted to go for a ride on the Ford Tri-Motor that was visiting the Chicago Midway Airport and I said “YES!”

I so thankful for my parents who honored my request to buy a new ten speed bike with letter carrier so I could ride two miles to the airport. The letter carrier held my Cessna Pilot Center Flight Bag. Also thankful for the fact that I could spend \$1,000 of my own money for flying lessons at the T.K. Aviation Cessna Flight school. I would solo at the Chicago Midway Airport on September 04, 1975, in a Cessna 150.

Though I remember the contract being for \$1,134.00 in 1975. My how times have changed. I could NOT Solo with that money.

### THE BIG PLANE DAY JOB

Well, I pasted the T minus 6 months and counting on the retirement clock and I have made some moves for the final moments. I have booked a weeklong visit at the Albuquerque Balloon Festival, which is October 07-15 in Albuquerque, New Mexico. This should give me something to do when I wake up four days after my birthday wanting to head to DFW to fly a Boeing Jet. I will let you know how that goes.

### THE INSTRUCTOR'S ITEM

Tragedy occurred at a favorite place of mine (and a favorite place of over 22,000 pilots) last week when one of the seaplanes and a low wing Piper collided over Lake Hartridge in Florida. Here is a little info on that.

<https://youtu.be/CAVc19tlWMo>

What happened here is the sad because even with these ADSB displays, **WE MUST KEEP OUR HEAD ON A SWIVEL AND KEEP OUR EYES OUTSIDE TO LOOK FOR OTHER AIRCRAFT TRAFFIC WHEN WE ARE AROUND THE AIRPORT TRAFFIC PATTERN!**

Well, I hope everyone's Spring Break is going well. The airplanes are packed full of people and hopefully we will have good weather and the FLOOD WATERS stay away. My friends tell me that the weather up north has been COLD but not much snow.

Well, that is all for now. Stay safe out there and let's keep paying it forward with our great [EAA 32 YOUNG EAGLE](#) Program.

Q? What man stated that a day did not go by in his life that he did not say the word "airplane?"

A: Paul H. Poberezny

Q? What happen to Elvis's First Airplane?

<https://youtu.be/xXDNQfksC8U>

## **Project Updates - Dave McGougan and Frank Dressel**

I just heard from Rotax Rick in Florida. My engine will be shipped back on Tuesday. So it is looking more and more like I may have the engine installed this spring. The FAA has a registration number reserved, pending a form I sent them last week, so things are moving forward.

Dave M

I hope to pack up our RV 14A without motor and propeller and head to paint shop in Ohio March 29th. We'll see. Working hard to finish fitting the landing gear fairings and pants. All fingers crossed.

Frank D

# It's Not About Me...Really

One of our members mentioned that an article discussing how the newsletter is created might be of interest. So...here it is.

First a word (or five) about me. I retired several years ago after spending many years as a technical writer. I was one of those guys who wrote that boring stuff you ignored as you unpacked your newest electronic or mechanical toy. You know ... installation / operation / maintenance instructions? Well, that was me.

About a year after I joined the Chapter, the current newsletter editor had some surgery that temporarily affected his ability to use a computer. I volunteered to help him out (**TEMPORARILY**), since I had some experience with desktop publishing and newsletter editing. That was in 1999, and I'm still at it.

So, here's a little bit about the process of putting a newsletter together. First off, and most importantly, I depend on our members and other interested parties to provide me with **aviation-related** content. I don't make anything up, although I might steal an interesting article or two from the Internet. What you see in the newsletter is information and other good stuff that our members are doing. We see project reports, "there I was" articles (cautionary tales), reports on Young Eagle and Explorer activities, the list goes on. In other words, YOU are who provides the newsletter. All I do is assemble the parts and put a nice paint job on them.

Please keep sending me the good stuff and I'll try to make this publication as interesting as possible.

*Jim Bower*  
*EAA Chapter 32 Newsletter Editor*

## Is Avgas Harming Us?

Dave Mahadev sent this link to an article discussing leaded aviation fuel and the supposed harm from it. Make of it what you will. I do know that there has been a concerted effort to create a totally unleaded avgas for some time now. I am not familiar with the reasons why it's been unsuccessful so far. I will note that this article never once mentions that the current fuel in use is LOW LEAD.

[politico.com/news/2023/02/20/aviation-lead-fuel-00081641](https://politico.com/news/2023/02/20/aviation-lead-fuel-00081641)





All Young Eagle event photos  
courtesy of Lisa Miano

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