



CAA Chapter 32 News

Jim Bower, Editor



April, 2011

Our Participation in the 2011 Jeff Skiles Tour Was a Huge Success... Over 100 Young Eagles Flown!



Jeff Skiles speaking to a group of parents and kids at our Saturday, March 19 rally. See inside for more information about the event.

We'll be looking for you at the April meeting (Saturday 3/16/11).

March Meeting Minutes

Dave Deweese

Since the March meeting consisted of a massive Young Eagle rally, there are no minutes this month.



Project for Sale

Zenair Zodiac CH601 HDS. The S stands for tapered speed wing. It's a 2 place side-by-side, all metal, low wing tail dragger kit fabricated in Mexico, Mo. It uses approximately 8500 aircraft quality 1/8 and 3/16 pop rivets for construction. All welding and bending has been done at the factory. Kit includes all parts except engine, instruments, engine cowling and upholstery. Construction is approximately 50% complete. Feel free to contact me if you have any questions or want to see the aircraft.

Ralph Morris

Rgmmorris2@charter.net

636-346-4045

The Return of Movie Night!

The weather got us last month with a surprise snowstorm, causing us to cancel movie night. Now we're hoping for better temperatures in APRIL! Here's another try to kick off our 2011 movie nights.

Our feature presentation is "Pearl", the true story of a spirited Chickasaw daredevil whose young life in 1928 rural Oklahoma suddenly changes one Sunday afternoon. The soon-to-become famous Wiley Post lands his plane in her father's field, and a brief joyride through the clouds ignites the girl's passion for flight. Pearl Carter's thirst for thrills has found an outlet. Mentored by Post and supported by her resolute father, George, Sr.,



Pearl demonstrates that she has the courage and composure of a true pilot.

Soon, the 12-year-old sits at the controls of a brand new Curtiss-Robin, soars with the best flight instructor available and has a landing strip for a backyard. While everyone in town is amazed, not all are delighted about Pearl's unconventional exploits. At first, her dangerous new interest troubles Lucy, Pearl's strong, forbearing Chickasaw mother.

We'll be having a potluck cookout (burgers and dogs) around 5:00, with short subjects being shown. We plan to start the movie around 6:00-ish (or whenever it's dark enough). Popcorn and soda will be available. This monthly event is really fun, and a great way to hang out with your fellow EAA'ers.

Ramblings From the Editor's Desk

Jim Bower

I had the extreme pleasure of being a part of the ground crew who worked at the March 19 Young Eagle rally. Thanks to the great publicity before the event and the presence of Rod Hightower and Jeff Skiles, the turnout of kids and parents was fantastic. Because we had at least 14 pilots stepping up to the plate with their aircraft, we were able to fly more than 100 kids in just about 4 hours time! That's a new record as far as my experience goes.

I'm not even going to try and remember all the names of the pilots and ground crew who participated, and I have to confess I didn't see most of them because my view from the registration desk was blocked by all the happy Young Eagles and their parents. A special thanks to Mike Saettele, who constructed some very fine flight simulators that were a huge hit at the YE rally. We look forward to seeing them at all of the future rallies, as well.

Another aspect of this fine event was explored by some of our pilots: introducing parents to the joys of flight. Art Zemon made it known that his back seat was open to a parent if they wished (and boy, did they!).



I don't think it's ever too late to kindle a love of aviation in someone, and face it ... parents are usually in a better position to spend the money for instruction and rental. Even if they only gain an appreciation for our hobby/way of life, they will be more open to helping their children achieve success.

Young Eagle rallies are scheduled for the second Saturday of each month until October. I urge all our members who haven't participated in a YE rally to come out and join in. Whether you're a pilot or a member of the ground crew, your help will be gratefully welcomed.

On a different topic, I would once again like to thank everybody for allowing me to keep my RV project in the ARC for so long. Weather, work schedules, and family issues forced me into a much longer "final assembly" phase than I had imagined. I appreciate all the help by various members over the months, especially the help I got from Joe Sargent, Jim Hann, Jeff Stephenson, and Ron Wright on the (VERY windy) day when I taxied it for the first time into its new home across the field.

Many of you have completed or are working on a home-built project and know first hand all the ups and downs associated with such an undertaking. I stand ready to offer any assistance and advice I can to those still hammering away.



Safety Note #1

Fred Immen

Editor's note: This is the first of an ongoing of safety articles by Fred Immen, our safety officer. We always stress safety in our chapter activities, particularly Young Eagle rallies. Everyone should take these lessons to heart.

The FAA, the National Transportation Board (NTSB), and the AOPA have been fretting about the poor safety record of amateur built and flown aircraft and rightly so. The AOPA's Nall report states in bold type that, "amateur built aircraft flown by amateurs are five times more likely to crash than amateurs flying certified aircraft and seven times more likely to get themselves killed". And often the accident is caused by engine stoppage.

The hobbyist devotes years and thousands of dollars creating his masterpiece and one day he mounts his steed and takes to the air. Before that crucial red letter event he should be prepared mentally for the risk of engine stoppage. He should hone his engine off approach and landing skills in an airplane of similar gliding capabilities so that when bad stuff happens he has an escape route response to quell panic.

He should know the glide ratio and optimum glide speed of his creation. If the wing loading of his creation (gross weight/wing plan area) and the practice aircraft are similar, the optimum glide speed and glide ratio should be similar. The glide diagram for a typical general aviation airplane is shown in figure 1. The glide ratio works out to be 7304 ft per min forward /730 ft per min sink or a glide ratio of 10/1. (It has a shallow glide angle of approximately 5° nose down.) Optimum glide speed for distance occurs where lift over total drag is maximum. See figure 2.

If the builder does not have access to a suitable aircraft, Robin or I will take him/her up in our Cherokee 140 for one hour of gliding approaches to the numbers till he feels like it's a great way to make a normal landing. He can try throttling back at other locations in the pattern, traffic permitting. **Free of charge.**

Our Cherokee has,

A wing loading of 13lb/square ft.

A glide ratio of 10/1

An optimum glide speed of 80mph

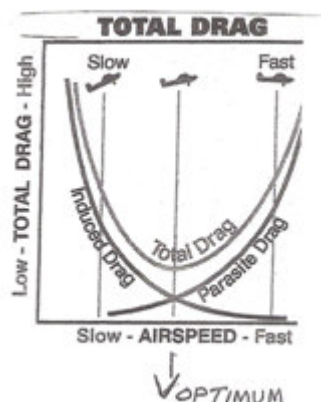
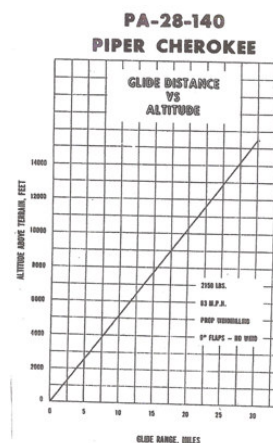
A clean stall speed of 60 mph

Our only requirements are:

A paid up membership in chapter 32

An FAA pilot license and one or two biennials

An active building program approaching completion.



Learning As We Go

“Young Eagles: 2011 – NOW, & WOW! & Back Then...In the Day”

by mr. bill

What a kickoff of the Young Eagles Program for 2011! With Captain Jeff Skiles showing up for the EAA Chapters 32 and 1387 Young Eagles Rally! It was a GREAT day!!!

I say Captain Skiles because the “rest of the story” is that the airline trip sequence that Jeff was on when they landed in the Hudson was his first “trip without training



wheels.” Captain Skiles slid sideways from the left seat of his Boeing 737 and was trained for the right seat of the Airbus 320. This was due to the airline shrinking in size. He had just completed Airbus ground school, an Airbus 320 right seat check out in the simulator, accomplished 25 hours of right seat time with a Check Airman (Instructor Captain), and was now on his first official flight as a NEW co-pilot of an Airbus on the famous trip. Folks it takes about 300 hours or 4 months to leave one seat for another before you REALLY feel comfortable. Though, right before they hit the water Captain Sully asked Mr. Jeff if he had any ideas. He calmly replied, “Actually, not!”

Thanks Jeff for coming down from Wisconsin, bringing GREAT weather, and brightening our day! We know all the kids loved it! Thanks for bringing Brady and David too!

Thanks to everyone from EAA 32 and EAA 1387 for your help that fine day. A total of 101 kids were flown by 14 pilots. Thanks too for the flight simulators that always had a crowd around them. Thanks to the cooks and “go-fers” for helping raise money for the chapter. Thanks for all the FACEBOOK stories and photos. The Boy Scout Merit Badge gets busy and it is tough to get out and see all the cool things going on. This FACE-

BOOK thing is really the new way to reach the youth of today!

Someone said that EAA President/CEO Hightower was there too! Thanks Rod! This goes along with his “Creating Aviators” editorial in the April 2011 issue of Sport Aviation.

Speaking of the April SPORT AVIATION issue, this guy told me last April that he was going to retire!



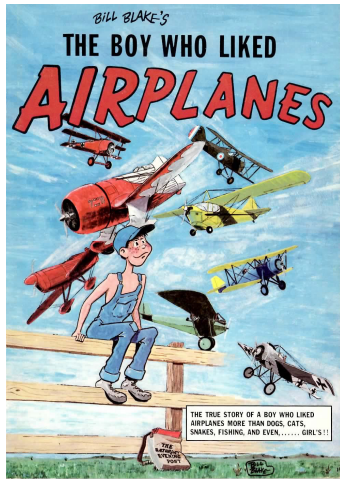
mr. bill and Burt Rutan in Palm Springs, California 04/2010

Mr. Burt was heading up to Microsoft* to chat with them about the future of computers in aviation and space travel. Burt told me that his sister used to tell Burt and Brother Dick that they knew NOTHING about flying! She was a flight attendant for American Airlines and had MORE flight time than either of them. He shared some stories of being at McDonnell in the 1970's and renting an airplane at Smartt Field. He truly loved the days at Wicks Aircraft, which were the beginnings of the Vari-Viggen and Vari-eze construction days.

YOUNG EAGLES THEN: Back in the day
Did I hear someone ask, “How was it back in the day, Old timer?” Let me tell you sonny!

One of the neatest guys in EAA and in Chapter 32 was Bill Blake. “Bill Blake was born liking airplanes. His school years were spent drawing and daydreaming about airplanes.” “The true story of a boy who liked airplanes more than dogs, cats, snakes, fishing, and even,...girl's!” Bill wrote a book called, THE BOY WHO LIKED AIRPLANES. Bill writes about daydreaming about flying ALL the time. When he was not day dreaming about fly-

ing he was drawing air-planes! In the book he tells how this Boy (himself) obtained a Cadet Orientation Ride with the Army and that finally provided a reality to all his daydreaming. It was the military version of a Young Eagles flight. Mr. Blake worked as a technical illustrator for several companies, and for the EAA. He and Paul Poberezny were good friends. Bill had Paul, EAA #1 down for the EAA 1995 Christmas Party! What a treat!



on his bike and the pilot might motioned to the boy to join the pilot for an afternoon's flight.

The line boy working pumping gas and washing air-planes was getting money for, or trading services for flight time in one of the schools airplanes. It was an easier time back THEN.

A friend could take a buddies son or daughter up flying and maybe that would spark an interest in that son or daughter. Maybe that person would enter the career field of FLYING!

Now, thirty seven years later, still living the dream, that was fulfilled that day by my Dad's friend Warren Rose, with my Young Eagles Flight. The log book now has 16,000+ hours in it and the brain has thousands of memories and photographs from criss-crossing this GREAT country. That is why I give back to the Young Eagles Program today. Just like Captain Skiles. He will be back in the left seat soon. The mandatory retirement at age 65 kicks in for many pilots in another 1 1/2 years. Though the work conditions are different now then back THEN, the day is coming when there will be a shortage of qualified pilots. (I hear that only 200 Commercial Pilot Certificates were issued last year!) Seems that THEN and NOW might just turn out to be the same after all.

Again THANK YOU ALL for your help! Remember that Saturday, April 09, 2011 we will provide the program again. This month the Navy Sea Cadets will join us! Come on out and help provide the reality to the dream of tomorrow's aviators!

QUESTION: With what aircraft will the take-off weight be the same as the landing weight?

The new electric aircraft do not lose any weight during their flight. Unless you toss someone out!

Young Eagles Back THEN: Civilian Version. You could hang out around the airport fairly close to the planes back in the day because there were few fences. One could ride his bicycle around Chicago Midway Airport and see over the four foot fence at all the airplanes contained inside. One might bum a ride while you were standing next to the hangar or flight school building. A pilot taxiing out for take off might see a young lad waiting





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:

EAA CHAPTER 32 NEWS
 Jim Bower, Editor
 10350 Toelle Ln.
 Bellefontaine Neighbors, MO 63137



Officers and Committees

<u>President</u>	636-240-5982	president@eaa32.org
Dave Doherty		
<u>Vice President</u>		
Bill Doherty	636-978-4777	vicepresident@eaa32.org
<u>Secretary</u>		
Dave Deweese	636-939-3974	secretary@eaa32.org
<u>Treasurer</u>		
Don Doherty	636-397-4713	treasurer@eaa32.org
<u>Flight Advisors</u>		
Bill Jagust	314-494-3987	BSARJ@cs.com
<u>Tech Counselors</u>		
Gale Derosier	636-724-4735	kgderosier@sbcglobal.net
Jerry Erickson	618-281-3398	jerick@htc.net
Rick Galati	636-561-2099	rick6a@yahoo.com
Gary Liming	636-778-9998	gary@liming.org
<u>Communications</u>		
Newsletter: Jim Bower	314-869-8971	newsletter@eaa32.org
Webpage: Laura Million	618-288-7099	webmaster@eaa32.org
EAA Hotline:		