
CAA Chapter 32 News

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

July, 2020

Hey, guys...look! It's an airplane!



Well, we haven't seen one up close and personal for a while, but we finally opened up for a meeting last month. We hope to see you all at the July meeting on Saturday, July 18, at 10:00 am. Don't forget your mask, because we're still playing the "Who am I " game. Name tags might help.

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 before the scheduled meeting. Send contributions to newsletter@caa32.org.



President's Corner

by Bill Doherty

The summer is heating up and usually at this time many of us would be getting ready for the annual pilgrimage to Oshkosh. But due to the pandemic we're forced to stay home as AirVenture is canceled for 2020.

Alas, all is not lost. EAA is bringing the convention to us by way of modern technology. Log on to EAA.org and you'll find the link to the Spirit of Aviation Week happening July 21st through 25th. There will be many activities to choose from including online interviews with our aviation greats and webinars to learn new skills or discuss current topics. Vendors will also have their virtual space to visit. This is a new experience for all of us and although we'd like to be together in Wisconsin with all the enormous family of EAA we just can't. In fact, the grounds are closed. Got that?

I've been seeing comments online of some around the country who just want to go there anyway and camp out. Not going to happen. Most of the convention grounds are leased by EAA and that hasn't happened this year. Save the money for next year and we'll make it truly memorable in a positive way!

So, since we can't be there, we'll have our July meeting on the 18th at the ARC. As we did last month, we'll ask everyone to wear a face covering to protect each other. It's hot and masks are uncomfortable, so we'll try to keep it to a short business meeting. Then we may adjourn and if possible, we'll take pictures of Chapter 32 members socially distancing in front of our building and wearing chapter attire or AirVenture/Spirit of Aviation Week merchandise in support of EAA. We'll send the pictures to Oshkosh headquarters and let them know we're still here and still part of the family. Normally, we take group pictures of those chapter members attending AirVenture who we can round up at the brown arch.

Lately, as we've seen in the media, the numbers of COVID 19 infections have gone up again. If you're at all experiencing any of the symptoms, please stay home and take care of yourself. Driving out to the airport for a meeting and a picture isn't worth it if you're sick or even the least bit uncomfortable being around others. It's the prudent thing to do.

For those attending this month's meeting, tell us what you've been working on! Have you been working on a plane project? A house project or two? Re-organizing your hangar...again? Sitting in the pool? I know several of us have been working on things so let's hear some updates and plan for future activities.

That's all I have to report for now. Sorry it's a short one this month. I'll spend a lot of spare time enjoying the online events. Check out Spirit of Aviation Week at EAA.org!!!

Until then stay vigilant and fly safe!

C.A.V.U!!!
Bill Doherty,
Interim President
EAA Spirit of St. Louis Chapter 32





AIRPORT STATUS DUE TO CANCELLATION OF 2020 EAA AIRVENTURE

[< Previous](#)

We're all disappointed with the cancellation of EAA AirVenture Oshkosh 2020, as it means so many different things for everyone who attends. For thousands of aviators, flying to Wittman Regional Airport (KOSH) is a highlight in the logbook.

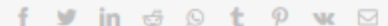
As AirVenture 2020 is not taking place, Wittman Regional Airport will operate normally as a public use airport with contract tower services. For those considering flying to Oshkosh in late July, it's important to manage expectations about what is permissible:

- Aircraft parking for itinerant traffic is available on the Terminal / Basler FBO Ramp. No permit has been obtained for aircraft parking or camping on any turf areas of the airfield and therefore is not permitted.
- No buildings or facilities on the AirVenture grounds will be open. Those attempting to camp will be asked to move to Terminal / Basler FBO ramp parking or depart.
- The Warbird / Homebuilt camping areas near P-1 taxiway will not be open. Papa 2 taxiway (Boeing Plaza) will not be accessible.
- There will be no access to EAA facilities from the airport. EAA did not obtain a Wisconsin temporary campground permit for Camp Scholler in 2020, so it is illegal to accept or allow campers there this year. The EAA Aviation Museum also will be closed to the public through July.

For those who still want to fly to Oshkosh during AirVenture week, we encourage you to park at the Terminal / Basler FBO ramp, stay at one of our local hotels, and enjoy some of Oshkosh's hospitality. Please coordinate with Basler Flight Service to arrange any ground handling needs.

Published June 10, 2020

Share This Story, Choose Your Platform!



NOTE: The above notification is a screenshot. To go online and see it, click on or copy this link:

<http://wittmanairport.com/airport-status-due-to-cancellation-of-2020-eaa-airventure/>

A2Z Aircraft

Do you need something from Aircraft Spruce? Would you like to support EAA32 and save some money at the same time? Of course you would!

Just go to <https://a2zaircraft.com/> to place your order for anything that Aircraft Spruce sells. You will get a discount and EAA32 will get a donation.

Dave McGougan's Kitfox Project

Here are some pictures of my plane that were taken today. The progress is on the tail feathers. As can be seen the rudder, stabilizer and elevator are joined up with the fuselage though just temporary while I wait for the correct pins to get here from Wick's. I also received the radiator in the mail this past week. The rudder cables were joined up also. Still need to make some extremely accurate measurements on the new horizontal stabilizer struts. I hope to join up the wings to the fuselage this month and have all of the controls working properly.



Pictures courtesy of Dave McGougan

June Meeting Minutes

Dave Deweese

June's meeting began with the pledge, Bill Doherty presiding. He reminds us to not let fear take over.

Approved February's meeting as published in the newsletter.

Don is not here, Bill gave the treasurer's report including checking, savings, and Ray Foundation account balances. There was an invoice from the Greenville flight school where our explorer scout candidate is taking lessons.

New members or visitors: Grant.

The river level is trending downwards. Our flood contingency plan group is working on a strategy for if/when this happens again. Bill's research indicates that trailer lease is expensive, a storage unit may be a more cost-effective option. Another plan is to get west wall hardware/tools mounted on pallets to facilitate moving them out using a forklift. Some of the items might be too heavy and will require custom-built platforms.

Rick May does not plan any Young Eagles events this year and suggests that pilots do flights on their own if they like.

Scoutfest 2020 in Forest Park has been rescheduled for next year. Andrew's checking with members for interest in helping out with the Zenith.

St. Louis is relaxing restrictions so we can start getting back to business, provided we proceed with caution.

Ron Burnett is present and had Dierberg's food cards.

Bill reminds us of smile.amazon.com: you can select Spirit of St. Louis Chapter 32 and we'll get a cut of the action.

ARC Improvement Punchlist: conference room dry erase board is installed, Don converted a BBQ rolling platform into a TV stand.

Clean-up wise magazine organization is complete, there is a table by the door with leftovers. Remaining items will be recycled.

New business: Airventure is canceled. HQ is planning a virtual convention in late July.

Bill would like to do a chapter photo here, the week before, and send it up to Oshkosh. Dave Doherty moved and Jim Hann seconded, we voted in favor. Which day? Let's shoot for 7/18, if that doesn't work we can do 7/19.

Note that Airventure stuff is half-off online.

Chapter-wise we'll plan month-by-month. Check the EAA website for webinars and online activities. Most webinars last about an hour. We'd like to have some builder workshops as those could be done with smaller groups. Bill would like to try for August and throw out some ideas: welding, composites, fabric covering, drones. Bob Murray suggests electrical and could do a presentation. Bill asks for a supply list and suggests that attendees pay a fee to defray costs.

Prior president Dave gave us an update on his recovery adventures. He's been confined to his property but has been working hard around his yard.

It's not too soon to start dealing with holiday planning, Bob advises that it's good to reserve a banquet center early.

Chris isn't here but his Zenith is taking shape. Dave Doherty has spoken to him and the control panel is almost paid for.

Dave also told about an exhaust issue on the RV-12 and received a replacement part from Vans. They had to replace a part on the front landing gear in response to a service bulletin.

Jim Davis brought his 650 in with a Viking engine that burns around 5 gallons per hour on a recent cross-country to Knoxville. He's planning to visit Zenith today for an open house.

Kyle Hansen may be taking his check ride here in the next week or two, Bill's about ready to get his license as well.

Ron Burnett has a Zenith tail kit, clecoed together, for \$900.

Jim Hann made a motion to close and Dave seconded.



Learning as we Go

“Wrapping up the First Half of the Year”

mr. bill

And what a year it has been!

Well, things just seem to be going from BAD to WORSE. The last weekend in July while working on an airplane the bad news came in via a text message that The Reno Air Races in September were canceled due to the Corona Virus. Just now on the DFW Radio the Governor announced that everyone must wear a mask. It was thought that everything would be allowed to open up after the mask mandate. Unfortunately it was right after the “You must wear a mask,” that he the governor stated that places can only fill up to 50% capacity. Just last week it was announced that EVERYTHING would now be open 100%! What is going on???

FIRST thing to wrap up is the new author photo. Seems that I was a bad boy for flying a four seat airplane and having only ME being in it. (What about calling some friends to fill those seats mr. bill?) So, I have a new photo and it is in a two seat airplane, with a great EAA32 pilot. You try to figure out which brother it is?

SECONDLY, I received a few comments about the HUD-Heads Up Display of the B-737. Anyone can fly the Boeing version. Let us look at the NASA version for the Space Shuttle as it returns to Mother Earth.

<https://www.youtube.com/watch?v=JBk6lCikqkQ>

Wow, a lot of talking going on during that landing. You can see how the Space Shuttle Pilot “decluttered” the screen so all he saw was the airspeed on the left and altitude on the right. Coming up from the bottom right of the screen was the FLARE CUE that comes up to your Flight Cursor –o- in the middle of the screen. Also the call to “derotate” or lower the nose after the shuttle was on the ground. Big boy talk.

This “simulator” was at Oshkosh several years back but the person working the simulator had no clue WHAT was actually happening. After a request to the Lady in the Booth of “Where is the Glideslope indication to the runway?” Those words were met with “Reset?” No. Do not reset. “Where is the slope guidance?” Where is ...forget it. Let’s just aim for a point 1,500 feet in front of the runway and slowly roundout for the flare to the touchdown zone which is 1,500 feet down the runway. After a few “Resets” we pilots figured it out. Wow. Nice to have NASA at Oshkosh but the help was helpless.



THIRDLY-

Speaking of helpless, OSH2020 has been canceled!!!

Is nothing going to happen this year? The answer to that question is.....The Antiques Aircraft Association which holds its Annual Airshow in Blakesburg, IOWA IS holding its yearly airshow BUT the parking/camping spaces are all snatched up! With its limited ground space and high turnout, and the fact that it was later in the year, September 02-07, it was determined that the SHOW, COULD GO ON!

FOURTHLY- Some more info on the lessons on landing in a crosswind. I having been working with several students the past few weeks. As was stated before, get yourself set up for the crosswind landing-with the AILERONS into the wind and use the RUDDER, holding it steady and strong, applying the correct amount TO KEEP THE NOSE OF THE PLANE AIMING STRAIGHT DOWN THE RUNWAY, as you hold a constant decent to the runway. DO THIS BEFORE YOU GET OVER THE RUNWAY SO YOU KNOW IF YOU HAVE ENOUGH RUDDER TO STRAIGHTEN OUT THE NOSE OF THE AIRPLANE. (If you do not then maybe you need to land someplace else.) If you start your roundout ½ a second later than usual, you will firmly place the upwind wheel on the ground and if you hold the controls (AILERON AND RUDDER) firmly the mains will then settle down on the runway. IF YOU CONTINUE TO HOLD the rudder to keep the nose of the airplane moving straight down the runway, you will continue straight down the runway. What usually happens is right after the main wheels touch or the nose wheel touches, the pilot takes the pressure off the rudder and the airplane just turns back into the wind, back into a big weathervane, and that is the stuff that these YouTube videos are made of. Let us watch a few and you can see how the pilot uses the rudders to get them where they need to be. Letting go of the rudder pressure IS THE BEGINNING OF THE CIRCUS RIDE.

<https://youtu.be/6BoZAd8z0L0>

Cessna 150 dealing with a crosswind on runway 18 with a wind from 230 at 20 gusting to 32 at CYOS

<https://youtu.be/vJzDRsEKDa0>

Big machines same problems

Various wind situations:

Q? What switch has replaced the NO SMOKING sign on an airliner these days?

A: TURN OFF ELECTRONIC DEVICES

Q? How many passengers went thru a TSA Security checkpoint on:

February 01, 2020- 2,200,000 people

July 01 to 04, 2020 700,000+ people (daily average)

There are 1/3 the amount of passengers flying these days as compared to February of this year. As you read this, the major airlines are announcing major layoffs of many airline employees.

For Sale

Pneumatic rivet puller. Still in box; never used. I bought this after mine took an unauthorized trip down the Mississippi last year. After I sold my airplane, I realized I didn't need one any more.

\$50.00 firm

Jim Bower (jimbower@hotmail.com or 314-750-1613)



Yosoo Air Rivet Gun, Professional Air/Hydraulic Rivet Gun Riveting Tool Air Power Tool, Industrial Air Hydraulic Pop Rivet Gun Pneumatic Riveter Kit Set 2.4-4.8mm
by Yosoo

Currently unavailable.
We don't know when or if this item will be back in stock.

Eligible for **amazon smile** donation.

- Powerful durable, high speed production tool, wide range of applications.
- Hydraulic piston for increased power, quick-release air

Touch the image to zoom in

EAA Chapter 32 Executive Committee Meeting Minutes

Dave Deweese

Bill Doherty, Dave Deweese, Jim Bower, Dave Doherty, Rick May, Laura Million, Lisa Miano, Don Doherty, Jon Thayer

Historical note: first online board meeting for Chapter 32.

Bill talked to the county health department regarding group meetings. St. Louis is in "Phase 2", meaning we can go back to business as usual with precautions: PPE, hand sanitizers, etc. We've announced the meeting to the membership, Bill will plan another tomorrow reminding them that this is optional. He has picked up single-use face masks and Germ-X and plans to straighten up where necessary. EAA HQ has advised around food prep so we'll avoid any food. Jon says he won't be attending but says there may be a few new potential members in attendance.

Bill says we likely won't do Young Eagles events this year but would like to do smaller events such as builder workshops. Don advises that we've got some welding supplies.

Oshkosh is canceled this year, they're working on webinars and online events during the week of Airventure.

Don asked about meeting agenda, Bill plans to talk about Oshkosh, get interest level around workshops, and address other chapter issues that members might bring up. He notes that he's heard from several people who are just anxious to get out of their houses.

Dave Doherty has been nominated for, and won, a major achievement award.

Rick May reports nothing going on with Young Eagles. As of yet they've put nothing new on the web page regarding new events. Herman thinks Kyle will get his check ride done in the next few weeks. One of the scouts (Louie, Louis) in the explorer post has soloed. We were awarded one of the half and half scholarships. Don has been working with HQ to get the money straightened out. He put an initial amount in our Ray

Foundation account. Rick says that the explorer post is planning to start meeting again. He suggests talking with our pilots for their opinions before considering events, Bill is not aware of any events going on across the country.

Laura has been sending out monthly emails to let people know that the classroom portion is canceled. She still has people signing up but doesn't see how they could social distance in our classroom area.

Don and Bill have been going through the Sport Aviation magazines and will be getting rid of duplicates. Don has adapted the barbecue pit to serve as a television stand. He has disposed of an old, rusty acetylene tank.

Dennis sent Bill an email regarding the CAF fuel pump: it's back in operation. The RFP has gone out for refurbishment of the hangars. Dave has heard that the work will begin end of July or early August.

Bill's been keeping an eye on river levels, though now it's going down. He recalls floating the Culver Cadet out of the ARC and asked if it's been sold, Don was interested but is having trouble getting information.

Jon spoke about three people he has spoken with who are interested in the chapter and may show up.

Hi, I'm Pat...
Who are you?





Wittman Regional Airport



12h · 🌐

Phase I of our Taxiway A project is officially complete! Here is the view from the TWY D/A intersection looking East, West, South and North. Phase II was scheduled to begin in early August (after AirVenture 2020, which of course has been cancelled due to COVID-19). Instead we will begin Phase II on July 20th and should have the remainder of the project all completed this year, in ample time for **#OSH21** We continue to improve the airfield for both daily operations and the World's largest fly-in convention!! Here is to looking toward blue skies and a brighter future ahead!!



From Prototype to Reality

Bob Murray

When I last reported, we were a month into the instrument panel upgrade of our RV-10, which started in late March. It has now been two more months and the upgrade is complete except for a couple of items. I'll jump right to the best part: the first picture shows the final result.

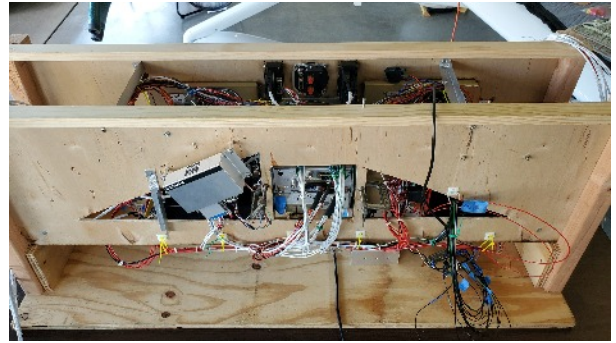


Picture 1: Completed instrument panel

All that's missing are a few placards for the instrument panel. We're looking into laser etching the placards at the Inventor Forge maker space in St. Peters. We're also designing a center console in SolidWorks to hold headphone jacks and USB ports for both front and rear seats. We'll have this 3-D printed at a custom shop.

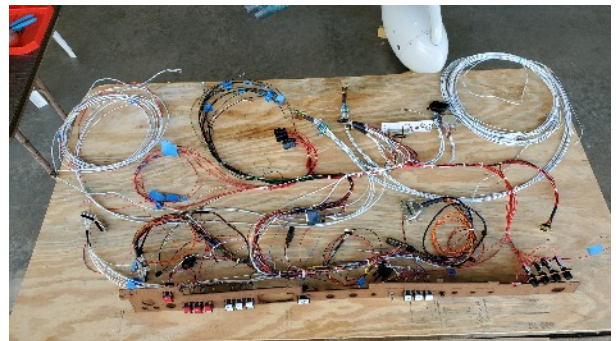
At the time of my last newsletter article, we had the old panel out, unused wiring removed, and the avionics boxes, engine sensors, and autopilot servos mounted. At that point we thought we would have to construct the new wiring harnesses in the airplane to route the wires accurately. After looking at it more carefully, we realized the bench prototype setup was close enough with some minor adjustment, allowing us to do most of the actual wiring on the bench and test it there. This was much easier and the results were good.

It took about a month to make the wiring harness. The next picture shows the final wiring on the bench. This is taken from behind, where more of the wiring is visible. The main bundle along the bottom is mostly power (red) and ground (black) wires. The bundle on top between the panel and subpanel, a little harder to see, is mostly data and signal lines. The white shielded cables are audio, a few are ARINC 429 data lines to the Garmin and Dynon ARINC adapters. We got pretty good at using polyester lacing tape to tie up the wire bundles.



Picture 2: Completed bench wiring

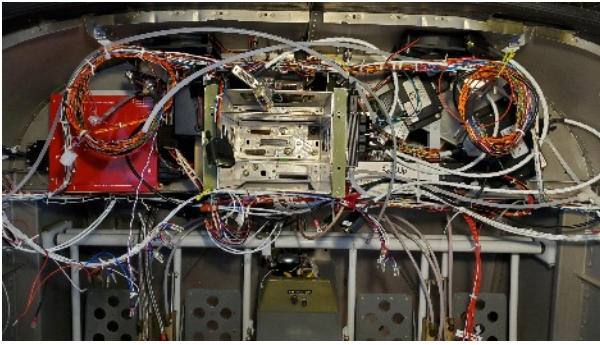
Here is what the harnesses look like just before going into the airplane. Actually, it's just one harness since all this wiring is intertwined with no intermediate connectors. Solder sleeves were used to make necessary splices. This is about 70% of the wiring behind the panel. The remainder is wiring in the plane running out to boxes and sensors mounted elsewhere, such as lights, autopilot servos, and stick grip switches.



Picture 3: Wiring harness from bench build

It took another month to install the harness, connect it to the other wiring in the plane, and complete the installation. Here is a picture just before the instrument panel went in. It still looks like a mess but all the dangling wires are waiting to connect to the EFIS screens, control panels, and switches in the instrument panel. Of course that was all made neat and secured after the panel was installed. Much of that could be done by working through the big EFIS screen holes, so not much time was spent lying face up under the panel. Like many projects, gut rehabs are often easier than a partial remodel.

Photos from the RV-10 Gang



Picture 4: Behind the scenes of the instrument panel installation

The instrument panel is .063 aluminum, cut by a CNC water jet at H2O Machine and Fabrication in Fenton using our CAD drawings. After we test fit and countersunk the screw holes, it went back to H2O to get anodized. We're very pleased with H2O's work at how it looks.

The first in-plane power-on went smoothly because of all the bench testing. It was exciting to see everything working in the plane. Calibration and testing is complete as much as can be done on the ground. The engine has been run and all engine sensors verified. The official pitot/static/transponder test is complete. The plane is now getting its annual condition inspection, which has to be done by an A&P since we didn't build it. The next step is some taxi testing and then back into Phase 1 flight test for at least 5 hours.

We're also installing an interior to spiff up the cabin. This airplane never had an interior and the inside was bare aluminum and painted fiberglass. We got interior parts from Aerosport Products in Ohio, including carpet, glare shield covering, and Kydex side panels.

The very last step will be to write one more newsletter article with some pictures in the air. See you next month.



**Unless otherwise noted, all
photos are courtesy of
Lisa Miano.**

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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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