
CAA Chapter 32 News

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

July, 2022

Meet Chapter 32's Newest Private Pilot!

See mr. bill's article



WE HOPE TO SEE ALL OF YOU AT THE JULY MEETING! 10:00 AM **JULY 16TH 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@caa32.org.

President's Corner

by Bill Doherty

We've made it through the first half of 2022 so that means it's July and time to head north to Oshkosh for AirVenture. I'm always excited to go to our convention!

This year there are some big milestones to celebrate.

The Air Force turns 75 this year and will no doubt have a large presence at our convention. This promises to be loud for sure! I've been there when B-1s arrive and rattle everything under the sun. Make sure you pack some ear plugs!

Van's Aircraft turns 50 and is debuting their new RV-15. I've seen a video of it and it's a departure from their history of kits. This is their first high wing plane and like all the other RV aircraft it looks pretty good! They've done a magnificent job with their offerings and now dominate a very large section of real estate at AirVenture's homebuilt parking area. I remember when the most numerous homebuilts on the flightline were Thorpe T-18s along with Rutan Vari-EZs and Long-EZs. They're still there but nowhere near as numerous as the RVs. Out at Spirit Airport we've had a Long-EZ in one of our tie down areas for the past few days. To my amusement, the youngsters at work seem quite puzzled by it as it sits nose down.

EAA's Young Eagle Program celebrates 30 years as well. I remember some of our first Chapter 32 Young Eagle events. If I recall correctly, Al Donaldson was our first Young Eagle Coordinator but feel free to correct me if I'm mistaken on that. Those events predated the existence of the ARC by 6 years. Al, who was not very tall would give his report to the chapter and members would tease him by shouting "Al, stand up!"

He was standing. Then he would call for a "maximum effort" at a rally, echoing the planning for big strategic missions of the WWII era.

The Young Eagle Program started as an effort to introduce flying to our youngest generations in 1992 with the stated goal of giving a first flight to 1 million kids ages 8-17 by the 100th anniversary of the Wright Brothers' flight of December, 1903.

By 2003 we had accomplished this goal and built a program that had generated so much momentum nobody wanted it to stop. So, as you all know we continue with this very successful effort, have built upon it and con-



tinue to do so. We're closing in on the 3 million mark of Young Eagles flown, if we haven't already blown through it. Many Young Eagles, whose names are in the official logbook at EAA HQ have gone on to become pilots. And many of those have progressed well into aviation careers in commercial, military and general aviation. I wonder when the first Young Eagle will set foot on the moon. I'm absolutely certain one will. Maybe he or she will be a Chapter 32 Young Eagle.

The Young Eagle Program starts the interest of what's next. EAA is planning to officially launch the AeroEducate program that has been in beta testing for over a year. The Ray Foundation Scholarship is clearly a product of the success of Young Eagles. More scholarships are available through EAAs many sponsors. I think we're just scratching the surface so far and participation in these programs will vastly expand.

Of the many EAA Chapters around the world only around 100 or so have been continuously active in the Young Eagle Program from its inception in 1992. I'm enormously proud to say our Chapter 32 is one of those chapters. That's huge, especially considering the challenges we've faced in recent years with the flood of 2019 and the COVID pandemic.

EAA is recognizing these chapters with a special award at AirVenture this year. The awards will be presented at the Blue Barn, headquarters of chapter activities on the convention grounds. You've made a difference in many, many lives with your participation in these programs and your tireless volunteering for these events. The peoples' lives we're touching are forever changed and dreams are inspired.

Each year at AirVenture all the members of Chapter 32 who are attending are invited to gather for a group picture. This year we'd like to have this gathering at the Blue Barn as we receive our Young Eagles Award for the chapter. Most likely, this will be either Wednesday or Thursday but we'll figure out exactly the day and time

at our Chapter meeting this Saturday and I'll send out a message to all the chapter members with the info.

We'll have a more informal meeting as many may be getting ready to head north. Some members are already there or enroute as I type this. I had been working on a guest speaker to give a talk about Charles Lindbergh this Saturday but he's unable to do it this month. We'll reschedule him for another meeting.

I plan to bring our Adirondack Chair project and direction sign to the meeting so maybe we can finish its assembly in the hopes we might get some artwork on it and be taken to the Blue Barn this year. Fingers crossed...

No pressure but other chapters in the region have chairs there (ahem).

We'll fire up the grill as well. Bring a side item if you'd like and we'll do some hangar flying too!

As always, I'm including a link at the end of this article to the monthly chapter video from EAA. This month Jack Pelton discusses some of the accomplishments at EAA so far this year as well as some of the exciting things happening at AirVenture.

One of the areas he discusses is the industry wide efforts to replace 100LL avgas. This fuel is expected to be retired by 2030. There are several products in various stages of development but none yet that offer a full spectrum replacement for all piston powered aircraft.

The listing of the various products make me want to briefly discuss something that's a bit on a tangent but very important for safety. I work at a large FBO and we receive continuous training to try and eliminate misfuelings. As the industry has focused on training FBO employees they are now trying to reach out to pilots as well. Obviously the biggest and hardest thing to control is the human factor and our natural propensity to make mistakes.

To keep it simple, whenever you are getting fuel make sure you clearly communicate exactly what you need in your aircraft. I see many new faces come through the ranks of our line service crew. We try to do our part in training them as to what constitutes a complete and correct fuel order. As

pilots and aircraft owners I'm asking you to focus on this as well.

We teach that a correct fuel order includes the aircraft tail number, the grade of fuel, the quantity requested and how it is to be distributed in the aircraft tanks. When thinking about the quantity, it's unlikely any of us in Chapter 32 are going to be needing to give an order for a specific weight of Jet-A in our personal aircraft. So, I'll just use gallons for this discussion.

For example if I'm at an FBO with my dream airplane (RV-8A) I may give a fuel order of "N482WD requests a top off, both wings of 100 Low Lead Avgas." Or if less than a top off maybe it would be something like "N482WD requests 15 gallons per side of 100 Low Lead Avgas."

Be specific and give details. Preferably you should place the order with the customer service person rather than the line technician. That way there is a record of the request in case the technician gets distracted by other activities on the ramp. I also highly recommend if you can be present when your airplane is fueled, do so. Before you depart, verify the fuel caps are correctly put back on the fuel tanks.

Over the years I've seen a few things from rookie line technicians (and some experienced ones) as well as flight crews who didn't double check. Thankfully, I've never seen anything disastrous occur but we all need to be vigilant at all times.

These newer fuels will probably have different colors to them. If you sump your fuel tanks and the 100LL isn't blue and clear (we call it clean and bright) there may be a problem that needs to be investigated before you depart and suddenly find yourself needing glider practice.

Here's the link to the July Chapter Video.

<https://www.eaa.org/videos/chapters?playlistVideoId=6308710590112>

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

Learners as We Go “The Great, the Good, and the Ugly”

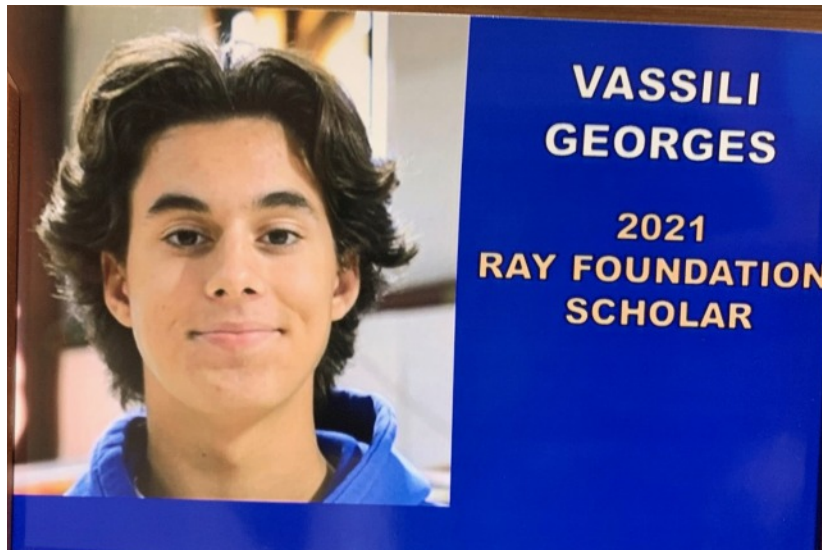
mr. bill



THE GREAT

Congratulations to our EAA 32 Ray Foundation Scholar on obtaining his PRIVATE PILOT CERTIFICATE.

A wonderful thing for this young man to obtain in this world today. There are many EAA youth working thru this certificate with awesome results.



One **BIG NOTE** that I will pass on to those who are flying into Oshkosh is to PLEASE review the HOLDING Fixes for the arrival because you NEVER KNOW when they will tell you to HOLD at one of the intersections on the arrival because of Airplane Traffic Backup (the Bonanza's flying in as a group of 200 airplanes can take 20

EAA 1387 Troy Airpark has had their candidate pass his PPL Certificate and young Kate is enjoying her flight training now.

THE GOOD!

Another GREAT thing is we are weeks away from OSHKOSH AirVenture 2022! This will be an interesting one this year with the economy. Not sure if the record crowd of 2021 (640,000 peeps) will be showing up with gas prices higher than ever. Check with the August newsletter.

FAA Notice- AirVenture Flight Procedures:

Some of the 2022 changes include:

- The NOTAM document is now officially called a “Notice” by the FAA, rather than a NOTAM
- Two VORs have been decommissioned (RFD and MBL)
- Aircraft camping is no longer allowed at the Appleton International Airport (ATW)

For more information hit this hyperlink:

<https://www.eaa.org/airventure/aaa-fly-in-flying-to-oshkosh/aaa-airventure-oshkosh-notam>

minutes to all get on the ground. Hey, they fly fast. The Cessna 150 group flies SLOW.....)

But PLEASE know the intersections and HOW to hold. Fisk or Ripon are the LAST two **BUT** as per last year there other points.

The ATC-assignable transition points approaching Oshkosh from the west that will ease holding and congestion will again be in effect in 2022. These points are at:

ENDEAVOR BRIDGE, PUCKAWAY LAKE, and GREEN LAKE. They will be announced on the arrival ATIS when ATC activates them at the times of highest traffic flows.

MORE GOOD

It does an instructor's heart good when we are out at the airport and we “see our flight students flying their aero machines and doing an excellent job!”

Here is a man that was doing an excellent approach to runway 18 and making the FIRST TURN OFF of the runway! Great job, Bob!

All photos from mr. bill's article



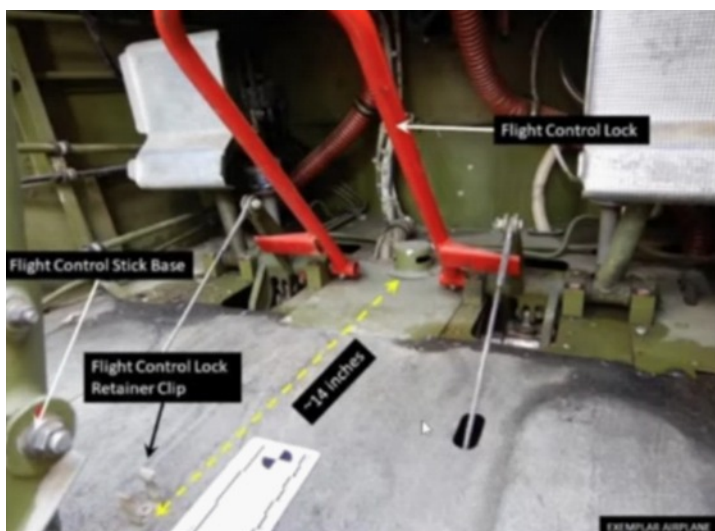
Bob C. perfect approach and three “chirp” landings with first turn off.

Others in that class are Libby Y. and Kim N. who go out and practice weekly to improve their skills.

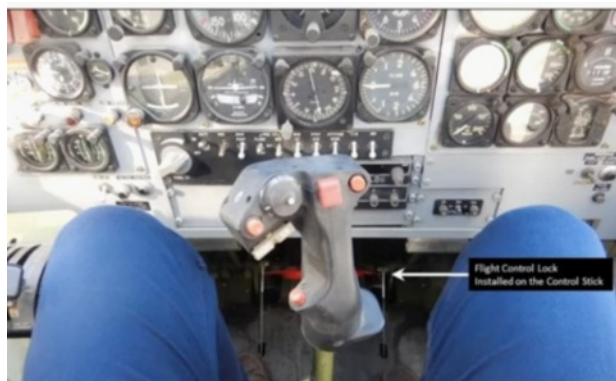
THE UGLY

The accident report was released on Dale “Snort” Snodgrass and it was sad. Due to somehow RUSHING his preflight, (his wife stated that he must have rushed it because it always takes him 40 minutes to do!)

The report shows that he did NOT remove a control lock that held the control stick in place and “restricted” the rudders to limited movement. That “limited” movement and heavy differential use of the braking system COULD be used to get the airplane out to the runway for takeoff **WITH THE CONTROL LOCK STILL IN PLACE ON THE CONTROL STICK!**



The control lock restricting the rudder pedal movements and holding the control stick in an aft of center position.



The view from the pilot's seat of the control lock.

Because the **RED** control lock was STILL in place and a take off was made **WITH THE CONTROL LOCK HOLDING THE CONTROL STICK AFT OF CENTER,**

This was the path of the aircraft:



Another pilot with the same type of plane confirmed the flight path one day when he practiced **SIMULATING** the flight path IF he forgot to unlatch the control lock.

Please know that I am not picking on this individual, **BUT, THIS STUFF CAN HAPPEN TO ANY-ONE OF US.**

There are two speeds in aviation:

- 1) SLOW and **METHODICAL**
- 2) OR **SCREW UP!**

Even his wife knew from the time she dropped him off to the time he started the takeoff roll, **HE HAD RUSHED THE PREFLIGHT.**

CONTINUED on next page

Learners as We Go (continued)

Dale was considered the “highest time Tomcat pilot,” who logged more than 8,000 hours including 4,800 in the F-14 and 1,200 carrier landings,” **BUT, he had 20 hours in the SIAI-Marchetti SM-109B.**

Q? How many ladies showed up at the first meeting of the female aviator’s group in 1929?

A: All 117 women pilots were invited. 99 showed up.

Q? How many Young Eagles has EAA Chapter 32 flown over the past 30 years?

A: 8,500 young adults. And we did it SAFELY!

THANK YOU ALL FOR YOUR GOOD AND SAFE HELP!

Dave McGougan's Kitfox Project

Here are some photos from my latest efforts on my project. The first photo at left top is of the glare shield. It took several attempts to get it right using art-board as a mock up medium. When I finally decided it was about as close as it was going to get I transferred it to aluminum. Picture number two is the backside of the instrument panel. I still have some plumbing and sender hookups to do but basically it is ready to install in the plane. But that will be the last thing I do. The next photo is the front of the panel. The instrument to the far right is the hour meter. Photo 4 is a shot of the firewall after the installation of several new things. In the upper left corner is the input spout for the coolant and at the bottom is the engine pedestal with the correct bolts. The engine mounts on the pedestal then pedestal mounts in Mount. Underneath is the radiator which Kim Nack helped me install. The gascolator will be mounted in the lower right corner. It requires a bracket which is 90% made at home. The last photo is of the cockpit mock-up which helped me plan out my pitot tube and fuel line routes. The header tank had to be moved to the back of the cockpit when I realized the starter assembly protrudes through the firewall exactly where I had the header tank. The fuel line is now routed to



Aviation Explorer Post 9032 Activities as of July 9, 2022 – Update

Jim Hall

July 6, 2022: during the Aviation Explorer Post 9032 general meeting. “IT NEVER RAINS IN OSHKOSH, WI DURING AIRVENTURE.” “**However**, better bring a rain coat!” – quote from AE Post 9032 Advisors as they went through the training and prep work with the AE youth as they finalized all requirements to attend the 2022 Aviation Explorer Camp during EAA AirVenture.

Six Aviation Explorers from Post 9032 submitted their required forms and materials to attend the EAA camp and the July 6th meeting went over all logistics, packing, camp rules, and training. Camping will be divided with 3 youth each in two large tents, allowing space for a full week of clothing and gear.

July 25-31, 2022 AE Post 9032 is going to participate in Aviation Explorer Camp at EAA AirVenture 2022. Transportation and adult participation has been arranged with parents and AE Post Boeing Advisors; other EAA Chapter 32 AE Post Advisors are available if needed.

- July 19-27, 2022 In addition to the Aviation Explorer Post attendees at AirVenture; Two Aviation Explorer Post 9032 Members will be attending the EAA Advanced Air Academy; Session 1.

Background: Boeing is the chartering organization for ‘Learning for Life’, Aviation Explorer Post 9032 and EAA Chapter 32 is continuing to supply additional AE Post Advisors and Aeronautical Information contact sources.

Each month the usual schedule (flexible around other activities):

- 1st Wednesday; 6-7pm General Meeting in Boeing Bldg. 100 Auditorium
- 2nd Wednesday; 6-7pm Post Advisors Virtual Meeting
- 3rd Wednesday; 6-7pm Guest Speaker or offsite Activity
- 4th Wednesday; 7-8pm AE Post Officers Virtual Meeting

Note: the AE Post Officers and the AE Post Advisors Virtual Meetings will be combined into one; to enable better synchronizations of future activities.

- **5-4-2022 AE Post 9032 General Meeting:** Confirmed current Aviation Explorer Post 9032 Officers: President: Connor Kelley; Vice President: Jacob Garvey; Secretary: Dornell Travis; Treasurer: Lauren Peca; Marketing: Isaac Crackel
- **5-25-2022 AE Officers Meeting Notes:** “Working on plans for what we are going to do at the air-show in June. Looking forward to Airventure July 23-31. Training for AirVenture will be at June 22 Meeting. On June 1 start of new officers meeting on Tuesday throughout summer. Implement Newsletter Updates.
- June 11&12, 2022 AE Post 9032 participation in Spirit of St. Louis Air Show & STEM Expo “Featuring the US Navy Blue Angels; B-29, ‘Doc’; Boeing B-17G, ‘Yankee Lady’; CAF Red Tail P-51 Mustang; Matt Younkin/ Beech 18; Aerobatics including: Skip Stewart; Phillips 66 Team. Static displays include Hawker Hurricane; Supermarine Spitfire Mk IX ‘Half Stork’; Sky Soldiers; etc. The STEM Expo and the Patriots Landing will host many more exhibitors also.”

Note: AE Post 9032 had a STEM booth at the show. AE Post 9032 youth, parents and family members and Boeing Advisors were present at the Air Show & STEM event; manning the Aviation Explorer Post 9032 booth featuring a world map, popular with visitors allowing them to place pins showing where they came from, or places they want to travel to in the future. They also demonstrated a pair of motorized paper airplane launching systems which they built during post meetings before the event. During the two day event many contacts with potential AE eligible youth were made and also information was shared with younger youth about the EAA Young Eagle program.

- **6-11-22 Evening Reception** with the Blue Angels after the Saturday Air Show. An opportunity to do Q&A with the airshow crews and pilots. Positive comments from AE post youth described the event as ‘awesome’ as they gathered autographs and asked questions of the Blue Angels.

- **6/13/22 Reminder Message** from Chrissy Kujawa, Post Advisor

Note to all Aviation Explorers: “You have two more days to finish up your registration for Airventure!!

Wings of Hope have offered to host an AE Post 9032 Field visit and a Drone Camp to their Spirit of St. Louis Airport Chesterfield Facility. Date: TBD

- AE Post 9032 tour, of the Missouri Wing of the Commemorative Air Force (CAF) Museum, Aircraft and Hangers located at Smartt Field (St. Charles Regional Airport) Date: TBD

Announcements:

- Jacob Garvey is also on the finalist list to receive an EAA Flying Scholarship awarded from EAA Chapter 1402; Sullivan, MO
- Isaac Crackel received this years’ Ray Foundation Scholarship, administered by EAA Chapter 32. It was awarded to the first of the three AE Post 9032 applicants to successfully meet the EAA Ray Foundation requirements.
- Lauren Peca and Isaac Crackel of AE post 9032 applied for, through EAA32, and have been registered to attend the EAA Advanced Air Academy; Session 1 which coincides with AirVenture.

Bad News for Missouri Aircraft Owners

Clyde Ehrhardt via Ron Burnett

If you have Aviation Insurance in the state of Missouri you need to read this.

Currently less than 12 insurance carriers in the US write aviation risks. In the last year, five (5) of these aviation insurance companies (W Brown, Hallmark, AIG, Great American and London Aviation Underwriters) have stopped writing General Aviation, also known as Pleasure and Business / P & B, coverage in the state of Missouri. Many pilots are receiving Non Renewal letters on their policies. The Missouri Department of Commerce and Industry feels they are looking out for pilots in the state, but the result is pilots are losing coverage. We are in the hardest market since 9-11 and if an older pilot loses coverage, there is a strong chance it will be difficult, if not impossible, to find coverage with another carrier.

Insurance market overview: Seven aviation insurance carriers have left the market in the past few years and others have merged, reducing capacity, Reinsurers have absorbed huge losses (think Boeing) and they are watching insurance companies closely. Enhanced coverages have been reduced or removed, the remaining carriers are overwhelmed, quoting three & four times as many submissions because of the reduced market.

Two primary reason insurance carriers are leaving our state:

- **Demanding Special forms:** For 50 years General Aviation has been written on a pleasure & (non-commercial) business policy form. The B & P form is accepted nationwide but Missouri now wants coverage divided into two policy forms. A carrier would have to create two special new forms just for Missouri. One for non-commercial business and one for pleasure use. This involves the high cost of legally re-writing these policy forms. Submitting the rewritten forms and waiting for approval often takes months. It financially makes more sense for the carriers to lose the business they have in Missouri rather than go to the expense of creating new forms for one state.

- **Restrictive rating requirements:** IRPM (Individual Risk Premium Modification) is used throughout the insurance industry to allow a carrier to increase rates within a set range. For instance, a higher rate for a driver with an accident record or lower rate for one without. Missouri is one of the most restrictive States in the country when it comes to rating flexibility. By reducing flexibility for the insurance companies even more, the result could be the same rate for a pilot without losses as one with them or a qualified pilot playing the same premium as a student pilot.

In aviation, no two risks are the same. There are fixed wing, rotary wing, tailwheel, tricycle gear, floats, experimental, LSA, warbird, etc. etc. Pilots range from 18 to 80+, some fly 400+ hours a year and some fly 5 hours or less. According to one carrier it is almost impossible to write new and/or old aircraft, because they do not fit the current MO regulation. By removing the carrier's ability to be fixable within an industry acceptable range, they are removing free market accountability and limiting options for the consumer.

How can we help our aviation community?

The state is not overly concerned with what insurance carriers or agencies think, but they should care what you think... Please contact your state representative, senators, EAA, AOPA organizations and let them know rates should be established by free market competition, within industry standard. The concern is, more carriers will follow this form and more pilots will lose their coverage if Missouri is not willing to consider nationwide standard practices and work with aviation insurance companies.

This was written by another insurance broker and I am passing this along, as I could not think of a better way to explain this tangled web of confusion created by our Missouri Insurance Department.

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President

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