



EAA Chapter 32 News

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

July, 2014

Another RV Takes Flight at Troy International Airport



Here is Dave Domeier making a great landing (on the grass) at Troy Airpark after the first flight of his RV-8. Read all about it in his own words elsewhere in this issue. (All pictures courtesy of Karen Derosier.)

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on July 19, 2014.**



June Meeting Minutes

Dave Deweese

Our June meeting began with the Pledge, Dave Doherty presiding.

We approved last month's minutes as written.

Don Doherty gave the Treasurer's report, including checking and savings balances. We got a check for the B-17 stop.

June 14 was our last Young Eagles event. We flew 26 kids.

There was a discussion about a KR2 project with a Corvaire engine. It's pretty rough but has quite a few parts that would be useful on the Fly Baby, and Dave proposed doing this. Ron Wright says that most of the damage is cosmetic and he'd like to take a good look at the plane, but feels this is the way to go. In the meantime we'll need to store it.

Don is looking for a machine shop to complete sectioning our display engine.

President and Secretary positions are up for election in October.

We need a chairperson for our holiday dinner. The 21st is open at the St. Charles Banquet Center. Dave had proposed the 6th but has not heard back yet. Jeff Stephenson volunteered, and Bob Kramer says he can arrange a speaker if the 6th is open.

Several people noticed the Waco/Great Lakes fly-in at Creve Coeur. The Zenith open house is going on today in Mexico, Missouri.

Dave is looking for workshop topics. There's interest in seeing some fabric covering.

Art has a refrigerator and a single-wheel powered tug that he offered to donate to the chapter.

Next month is Oshkosh. We will have a meeting. Mark Irvin with FAA ATC will give a presentation on flying into AirVenture from the controller's perspective.

Alan Frazier, a former McDonnell test pilot, will be with us in August.

Vince donated a full set of the Sportsman Pilot magazine.

The meeting closed, followed by a presentation about aviation medicals by Dr. Matt Miriani.

Safety Tip of the Month

Weight and Balance---- all too often we overlook proper loading of our aircraft.

My Pitts S2A for example, with a full fuel load and me in it restricts the front cockpit to a load of 172 pounds. This can be easily exceeded in a moment when the desire to accommodate someone clouds our remembering the weight limits of our aircraft. In four seat and multi seat capacities, when all seats are to be occupied, you MUST calculate the loading.

Along with overloading, consider operations at high altitudes where leaning is a necessity, especially in a heavily loaded aircraft.

Wet runways, Density altitude, runway length, wind conditions (or lack thereof) can be dramatically affected by improper weight and balance.

I have heard that in order to insure all Young Eagles that show up for a flight, all seats are filled in the aircraft. On occasions, adults have been placed in rear seats. With a young person in the front seat, you could be loaded to far aft, which can affect safe operation. CG is altered, and stalls that occur in this configuration can be deadly!! Remember to place the heaviest load in the front of your aircraft. Also balance the load; do not put all the heaviest load on one side of the aircraft.

As fuel burns off, loading is affected as well...

As the ad on TV promotes, "Be Careful Out There." I would add, that the life you save may be your own !!!

Bob Kraemer

Another Bird Leaves the Nest

or, How I Became a Repeat Offender

The Dave Domeier Story

Most of you know that our good friend, Dave Domeier has been at it again. He recently completed a Van's RV-8 after being without an airplane for a few years. This is his third homebuilt that I know of (four if you count two iterations of a Van's RV-7/7A). Here are his own words describing the first flight:

“Decided today (June 16, 2014) was the day to do it.

With Frank Baldwin and Gale Derosier acting as flight advisers, I took off at about 9 am.

Climbed to 3000' over the airpark, check flight controls (very sensitive but stable) did a clean stall (51 knots) and with full flaps (47 knots). Conferred with Frank on an approach speed and settled on 60 knots over the fence.

Proceeded to Frank's 3000' grass strip at Sylex, Missouri (about 7 miles north) for the first landing as previously planned. Decided if I survived that landing, do 180 on the runway and head back to Troy Airpark. The Silex landing went well, no bounce, much more pilot friendly than with the RV-6, did the 180, reset the flaps to 10 and launched again.

We have 2200' of hard surface at Troy and about 1700' of nice grass.

It was previously decided to land on the grass, it is more forgiving for sure. That's what I did, it worked out OK and I did not bend any metal. :) The approach speed of 60 knots is about right for calm conditions. My personal evaluation of the flight is be less aggressive on the controls, especially the forward pressure after touch down. I did not give the 8 a chance to bounce. Estimate the touchdown speed at about 50-55. I should have held it off longer.

As one RV driver on VAF ([Van's Air Force](#) website) mentioned, the learning is just beginning.”

More from Dave:

“The build was started Jan 2012. It was built from a standard kit, not a quick build. Total build time was about

1800 hours. It went together rather quickly because I am retired and have done it before.

The engine is a Superior IO360-X 180HP. It was a kit from Superior shipped direct to Barrett Precision Engines in Tulsa, assembled by Allen Barrett. The RV7-A engine came from BPE also although it was a Lycoming. Lycoming no longer provides experimental kits to engine builders, they prefer to do the work in the factory. I do

believe the Superior engine is of the same or better quality than the Lycoming. It sure runs smooth. BPE balance all moving parts including the crank shaft and runs the engine on the dyno for about an hour. This one came in at 182.2 HP.

The prop is CATTO 3 blade with nickel leading edge.

Empty weight is 1029 pounds.

Instrumentation is basic VFR with a Grand Rapids Sport EFIS and EIS 4000. There is one steam gage, a backup airspeed indicator.

I like an auto pilot and have the TRIO PRO unit with altitude hold and couple to my old Garmin 295.

Radio and transponder are Becker, I've used them before and they have been reliable units.

First flight always is an item of anxiety, like is the airplane ready and am I ready to fly it. The decision to fly on June 16 was made that morning, the conditions were perfect, almost no wind and I had been flying with Frank Baldwin in his RV-6 over the week end. I did not feel I had mastered the 6 but was told by experienced RV pilots the 8 would not be difficult to manage. As it turned out, that is true but I have a lot to learn about flying a tail wheel airplane after some 55 years of flying all sorts of tricycle gear aircraft.

(The) paint was done by Doug's Custom Auto Painting in Troy. He did all the removable parts at his shop and came to the hangar to paint the wing and fuselage bottom. He also finished the windscreen roll over bar area.”

Please join me in giving Dave a big round of applause, and let's hope he pays a visit to one of our meetings soon so he can show off his new beauty. - Ed.



Captain Dave getting a last-minute briefing from DAR Frank Baldwin



President's Corner

by Dave Doherty

July Chapter 32 Regular Meeting on July 19:

At our meeting, we'll be gathering volunteers for the election committee. It shouldn't be a big chore, as current officers appear to be willing to serve another term. We'll be discussing the recent Young Eagles event, and what we can do to make these events even better. Also, we're working on setting up some workshops. The first of these is a fabric covering workshop, where participants are instructed, practice on a sample surface, and then actually cover some aircraft surfaces. If the fabric workshop volunteers wish, we can even go as far as covering large surfaces, such as fuselage and wings (complete with rib stitching, a nearly lost art). Sign-ups for this workshop will take place at the meeting. Instructors are needed. Any volunteers?

At our meeting, we'll be making plans for meeting and getting together at Airventure. Traditionally, a chapter picture is taken at the Chapter pavilion. We'll set the date and time for this picture at our July meeting as well as any other plans our chapter may want to do while there on a social venue. We'll also cover some other general business, and have some updates on what's going on at Smartt Field. Things are happening folks, sometimes not very fast, but they are happening...

We have a special guest to speak following our next meeting. Air Traffic Controller, Mark Irvin will give a presentation about what Air Traffic Controllers expect from pilots when flying in to AirVenture. Mark is an Air Traffic Controller with 24 years in that position. 19 years at Lambert, 8 years at AirVenture, and 2 years at Sun & Fun. His presentation will be an overview of flying into OSH, what controllers expect of pilots, highlight some Notam points, what it's like to fly in to OSH, and a Q & A session. Mark is also holds numerous pilot ratings, including multi-engine flight instructor. Timing for his presentation couldn't be better. I think it will be very informative and important for members who would like to know what it's like on the other end of the com, and urge everyone to come hear what he has to say. Invite friends and anyone who may be flying to AirVenture this year. Its well worth the time to hear what Mark has to say.

July is usually a hot dry month, and many of us spend a fortune watering our lawns. NOT THIS YEAR! Many of us are closely watching the flood gauges at Grafton, where the Mississippi is at precariously high levels. As of this writing, the river is at 24.52 feet with a crest of 26.5 feet expected on July 12. Flood stage is 18 feet. When the water rises to 28 feet and higher, St. Charles County Airport (Smartt Field) starts to flood. Those of us with airplanes parked in hangars and tied down find other places to put our planes. Hopefully, the weather will cooperate and we won't have any more rain for a while. Keep your fingers crossed. We don't want to have to use our ARC for an ARK this year. Speaking of which, if it does end up happening, planes can be stored in the ARC temporarily until the waters recede. Top priority goes to chapter members who have planes in the hangars leased from the airport by chapter 32. Second priority goes to chapter members. Third priority goes to non-members. To secure a spot according to these guidelines, contact the chapter 32 treasurer, Don Doherty.

According to our Chapter 32 By-Laws, we will have an election this year for Chapter 32 President and Chapter 32 Secretary. A nomination committee of at least three members will need to be formed by the July meeting. We'll be asking for volunteers to fill this requirement.

Things going on in July with Chapter 32 – Tons of fun

Young Eagles Rally on Saturday, July 12. We have been fairly successful with these events, and have averaged about 25 kids flown per event. Our chapter has received a good bit of notoriety around town with this program. I heard just today, that at a meeting of the Greater St. Louis Flight Instructors Association, our group was mentioned as having by far the greatest impact of bringing youth into aviation in our area. Our next step is to campaign and publicize our Young Eagles events to a bigger audience. We'll need help with that, and will discuss how we can improve on it at our next meeting. As always, I'm very proud of all the effort that goes into putting on a Young Eagles event. The work our volunteers do is simply amazing. If you haven't volunteered for such an event, you really ought to try it. Seeing the expressions on the kids faces as they experience flight for the first time is gratifying. And the smiles are priceless.

THERE WILL BE NO MOVIE AT THE ARC THIS MONTH DUE TO AIRVENTURE. The Movie at the ARC will resume in August.

AirVenture Oshkosh is July 28 through August 3 this year. This year, in addition to all the superb aerobatics performers, the USAF Thunderbird demonstration team will be there. Renew your passion for flight. Go to Airventure. If you haven't been there yet, definitely put it on your bucket list. It's the best gosh darned airshow in the world, bar none. Hopefully, I'll see you up there.

Lastly, thanks to all our members for making Chapter 32 such a neat group to belong to. It's an honor to serve as your Chapter President.

Blue Skies to all,

Dave Doherty



Some say that if you don't give a grin and a thumbs-up after your first flight, they revoke your license...or something.

Q? Boeing delivered it 1,500th _____ a
_____ on June 30, 2014 to

A: Boeing 747 Boeing 747-8i Lufthansa

Learning As We Go

**“711 Miles, 4 Sectionals, #876,
and an AeroVee 2.0 Engine”
mr. bill**

I blame it all on Gary Johnson. I was his flight adviser on September 10, 2001 for his first flight in his newly manufactured Sonex with a Jabiru engine. The photo of Gary and the Sonex behind a puddle of water on the ramp at Smartt Field that I took was one of my better shots. Well over the years I have given Gary his (Biennial) Flight Review and the airplane was always a joy to ride in. Then with all those yearly trips to Oshkosh, and seeing the yellow aircraft on display at the Sonex Aircraft Company's booth, with the latest and greatest machines that John Monnett and son Jeremy have on display, it was reaching me. Lately it has been the SubSonex single seat jet powered aircraft or the Onex, the single seat, fold my wings UP, tow me home, stick me in the garage aircraft! Always something new at the Sonex tent! It is always a great advertising display area at Oshkosh because several of the finished airplanes are parked right behind the display area. What a great testimony to the man and his design. I have always walked by the display booth and commented that this area was definitely a “blue collar” airplane kit place. The kit planes are advertised with those cool price tags that say, “Build this kit for \$28,102!”

Well fast forward to September 2013 when I have finished my Volksplane II and now getting ready for the move to my space down there in D/Fort Worth. The back of the brain thought was to start building a Sonex tail kit in the apartment in hopes to have something to tinker with between big jet flights.

As fate would have it Mr. Gary needed a Flight Review in October 2013 and there it was. (I had hoped to build the Zenith CH-620 twin-engined Jabiru Gemini, but that was now a closed door.) Flying in Gary's Sonex aircraft again was the bump that put me on the look out for parts, kits, or maybe even a completed aircraft if the “Price is Right!” (Presently on the TV here in DFW.)

After the left seat MD-80 check out in March of 2014, I went on the look for something in the Sonex Arsenal. Looking thru BARNSTORMERS one night there was an estate sale that had two Sonexs in it. An AeroVee powered one and a Corvair powered machine. The machines were located within a one hours drive by car north of Jacksonville, Florida (JAX). So on the next day off away I go to check out the machines and what beauties they were. The AeroVee machine was opened up for a Condition Inspection that was to double as a pre-purchase inspection too! (Highly recommended people. Also ensure that it is not just a local mechanic doing the inspection that wants to see this machine off his airport too!) I did my own thorough inspection and was EXTREMELY happy with Sonex #876, the construction

techniques of this plans built machine with no “special modifications.” A check of the weight and balance papers and things were right within the Sonex prototype numbers. Well a deal was made and the aircraft Condition Inspection would be completed when the two Gulfstream Factory Aviation Maintenance Technicians (AMT) could accomplish it. Cool beans!

I brushed up on my tail wheel flying and did some thorough pre-flight planning for the flight. The trip from St. Simon Island, Georgia to Smartt Field was 711 miles. (Google is great. It gave me the price of a one way airline ticket-\$564 dollars, stated that it would take 13 hours and 54 minutes to drive the route, or it would require 281 hours to walk that path!) Wow! To fly the Sonex to Smartt Field required 4 sectionals. The plan was to take the southern route near cities that American Airlines



served in case the weather impeded my trip. In fact while I flew from DFW to JAX on the almost sonic jet, (FREE of charge) I set up a PLAN B which was a northern route due to the current weather and forecast. I arrived in Jacksonville, Florida and rented a car for the hour drive north. After accomplishing another thorough inspection I watched as twice, thunderstorms popped up near the St. Simon Airport.

Ah Mother Nature and weather. I planned to depart to the southwest on runway 22, but the wind shifted to the northwest so I taxied to runway 02, only to watch another storm approaching from the east, that shifted the wind from the north to the northeast. So I carefully taxied to runway 04 and departed before the cell attacked the airport. Being IFR (**I Follow Roads**) I found route 82 and made my way on the original southern route. Leaving at 1700 hours Georgia time I had planned to stop every 200 miles to check my fuel burn and to exercise my butt. At the 180 mile mark I called Albany, GA tower, told him

I was 10 east seeking permission to land. "Well, welcome son! How are you doing?" Fine sir! I would like to land, refuel, and use the restroom! "Son, you are cleared to land on runway 22. Call me on a two mile final." The landing was smooth and after taxiing off the runway I was done for the day. The tower operator said, "Sir, we will be closing the tower down at 8:00 pm tonight. Y'all have a good night."

I have read stories of the "local" places and that is what I went for. The line man gave me 9.0 gallons of 100LL and said I could slide into the hangar if I could find room. There was one Piper Meridian in this 100 foot by 100 foot hangar. Southern hospitality! I chose the local hotel that had been there since 1952 and you could tell that things here were nice, slow, and easy!

A phone call came in asking when I would like the van in the morning and I said 0700 hours please. Well after a good night's sleep, my complimentary breakfast, and a good check of the weather, I walked into the waiting van for a trip to the airport. Another thorough pre-flight and I was in the air by 0730. Remember Plan B: I took off and was doing great. I took a "selfie" and was heading for Alabama when the moisture in the wooded areas below started to "lift" their moisture.

Without enough heat of the day yet to lift the morning moisture, the clouds stayed right at 1,000 feet above ground level (agl). Alrighty, we will just land before the weather which was Tuskegee, Alabama. What a great place. The line boy apologized for not knowing what type airplane the Sonex was. The FBO (fuel place office) had



three fully ramped up class rooms with the latest, greatest teaching aides, air conditioned class rooms, and simulators. Upon leaving they asked what EAA chapter. I said, 32 of St. Louis. They knew of Tuskegee Airmen (Hubert) Looney from St. Louis who was down there for their Young Eagles event in June! Wow! What a small world.

Well off we go for Mississippi. Sure enough it happened again. When I checked the weather radar in Alabama they showed an area of low IFR (less than one mile visibility in Mississippi.) Approaching my next fuel stop. It was again clear, (no pun intended) that I would have to

land short of the original planned airport. No trouble. It was part of Plan B. Get some fuel, and use the little boy's room, and check the weather. By now it was 11:00 and with the sun heating up the ground the clouds were really lifting so it would be all VFR (Visual Flight Rules) for the rest of the trip. In fact the nice thing about summer storms is you can usually see them coming.

The next fuel stop was in Mississippi. then on to Dyersburg, Tennessee. From there I jumped over the Mississippi River into Missouri and flew (I Follow Roads) I-55 North past Sikeston, MO and requested a landing at Cape Girardeau, Missouri. A big fuel sale of 5 gallons but a GREAT look at the weather radar showed that the weather would be through upon my arrive at 1700 hours at Smartt Field, Portage des Sioux, Missouri. That was IFR I-55 North to I-270 North, aim for Creve Coeur, Mo, then aim for KSET-Smartt Field! So not bad. All in all a GREAT trip of 2.0 hours the first day and 6.8 the next while burning 48 gallons of fuel. It



was my longest Light Sport Aircraft (LSA) flight to date. My Foreflight application on the Ipad was stuck in another mode so I just rested the sectional chart in my lap and put my right arm on the flight kit bag in the right seat and flew the airplane with my right hand with the right (dual controls) stick! Not bad for a big jet ATP/CFI/A&P type person with no GPS, no autopilot, and no co-pilot!

Upon arrival at Smartt Field I walked over to Mark and John H. who were working on their Sonex and hitched a ride into the city with them. We compared notes about the Sonex and its performance! Wow! Exactly what EAA and EXPERIMENTAL aviation is all about!

The thought has occurred to me that the parts for this Sonex were shipped from Oshkosh, Wisconsin.....hummmm I may just have to fly #876 up there to be with its brothers and sisters at the Mecca! OSHKOSH! I mean AirVenture! Another fine machine parked behind the display tent!

P.S. Mr. Gary Johnson, thanks for allowing me into your life as a EAA Flight Adviser and later as a Flight Instructor. Hubbe family, thanks for letting me in the local Sonex Club! I appreciate it! mr. bill

For Sale: Beautifully-Maintained C-172



CESSNA 1967 172H FOR SALE \$32,000.00
SMOOTH 6 CYLINDER CONTINENTAL ENGINE
ENGINE TT 3,222.1
ENGINE TSMO 1,712.7
ENGINE TSTO 748.4
AIRFRAME TT 3,222.1
PROPELLER TT 3,222.1
COMPLETE LOGS
OIL FILTER
NEW BATTERY
AUTO GAS STC
PROPELLER VORTELATOR STC FOR INCREASED SPEED
AIRFRAME VORTELATOR STC FOR INCREASED SPEED
TOW BAR
HANGERED

FLIGHT COME INTERCOM
11 MORROW LORAN C RECEIVER
TRANSPONDER WITH ALTITUDE ENCODER
ACK TECHNOLOGIES ELT
2 KING NAV / COMS
DAVID CLARK HEADSET / ASA HEADSET



You will all recognize this beautiful 172 from all of the Young Eagle rallies that Richard attended. He would also like to let everyone know that he will give special consideration to EAA members.

Contact Richard Jimenez at (636) 528-4967.

For Sale: EAA Biplane

EAA Biplane P2 - \$13,700 - Available for Sale - 1981, TTAF 275, Lycoming O-290D, TTE 3640 / SMOH 648

Fresh Annual (May 2014), Well maintained with detailed maintenance log, Always hangared,
Average fuel burn 6.6 Gal/h, Solid running engine.

COM TRANSCVR MX11 / KT 78 A, Cleveland Brakes, EGT, Recent remanufactured Carb MA-3SPA, New Tailwheel,
Recent new CONCORDE RG 25XC Battery, Most flying fun you can have for very low fuel and maintenance cost!
Rated +6/-3 G's, Located in Creve Coeur, MO (1H0)





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:



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