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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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**September, 2014**

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## What is the REAL Object of Every Cross-Country Flight?



**The answer to this question is, of course, to end your flight with you and your aircraft safely back at home plate. Read Chris Seto's account of a successful long cross country in this issue!**

**We'll see YOU at the EAA Chapter 32 meeting.  
Be at the ARC at 10:00 am on September 20, 2014.**



# President's Corner

by Dave Doherty

My friends,

September is an active month for aviation. The Midwest Light Sport Expo was just held at Mount Vernon. Several of our chapter members attended, and I look forward to getting a report on what's new with the LSA movement.

The Antique Aircraft Association had their annual fly-in at Blakesburg, Iowa over the Labor Day week/weekend. From what I heard, turnout was light due to the wet weather. I really like this fly-in. It reminds me of the early days of the EAA fly-ins at Rockford in the 1960's. My Taylorcraft and I were hoping to go this year, but with the iffy weather situation, we stayed home.

Sep 6 was the date for the Ozark Airlines reunion. It was held at Skylink Aviation. We flew kids for this event in the past, but not this time. Hopefully, everyone had a good time.

The National Air Races are scheduled to take of Sep 12-14 at Stead Field in Reno, Nevada. One of these days, I'll make it to that event. This year promises to be exciting. In the unlimited competition, Bill DeStefani will be flying Strega, a highly modified P-51. At the helm of VooDoo will be defending champion Steve Hinton. Rounding out the unlimited competition exotic aircraft with names like Rare Bear (F-8F), Dreadnaught (Sea Fury), Precious Metal (P-51XR), Cxech Mate (Yak 11), etc. In the Sport Class, planes such as Lancair, Glassair, RV-6, RV-8, Harmon Rocket and the like will compete for the prize. The Biplane Class will likely be swept by Tom Aberle in his highly modified Mong Sport, followed by a host of Pitts Specials. There's even more! Formula 1, T-6, Jet class, Airshows, etc... Like I said, one of these days...

Here's something out of the ordinary. There will be an aircraft consignment auction Sep 19-20 in O'Fallon Mo. Starman Brothers auction co. will be auctioning off equipment, instruments, tools, and a whole variety of aviation related items. For more info check out [Starmanauctions.com](http://Starmanauctions.com). I'd like to pick up some shop equipment & tools. For those building a plane with steam gages, here's a chance to pick up some of those instruments.

Here at Chapter 32, we have a Young Eagles event scheduled on Sep 13. With last month's event rained out, we'll probably have a fairly large turnout, which means we'll need enough volunteers to make it a success.

On Sep 20, we have our next meeting at our Chapter 32 facility. At the meeting, we'll get an update on some exciting things going on at Smartt Field. Wouldn't it be

nice if we had clean running water at the ARC? Well, it's not too far off. The airport has succeeded in acquiring funding to dig a new well and update the water plant in the main building. EAA32 will piggyback on this improvement, and work toward getting a line run from the main building to our ARC. When successful, we'll have nice clean water!

Later that evening, the CAF has their annual Hangar Dance and fund raiser. It's a fun event, and I encourage everyone to support the CAF and attend. The event is from 6 PM to ? There will be live music, dancing, food and beverages. The B-25 will arrive and do a couple flyovers, and they usually run the engines up during one of the band's breaks. They turn the lights off and one can see the flames coming out of the exhaust. It's a neat sight to see. The Big Band music is lots of fun to listen and dance to.

Sep 27 is the date of our Movie at the ARC for this month. We will show the movie "The Hunters", a 1958 feature production about fighters in the Korean conflict. I am anxious to see it. From what I've heard, the cinematography is tremendous. Featured planes are F-86s and F-84Fs depicting Mig 15s. See the ad elsewhere in this newsletter.

There are also things continuing into October. On Oct 11, we have our final Young Eagles event of the year. Also on this day, the Cystic Fibrosis Foundation has a bike ride from O'Fallon to Portage des Sioux and back. Riders will enter the south entrance (by Skylink) and ride up to the CAF where they'll have some refreshments, then back on the road. We'll need extra security during the times when riders are there, as we'll also be flying Young Eagles. The bike riders area will be cordoned off for safety. Aircraft will be on the far side of the taxiway.

I was sent a list of paid members for Chapter 32 recently. Including our life members, we have nearly 100 people in our chapter, which makes it the largest in the St. Louis area. Thanks to all for what you do. Your volunteerism is very encouraging, and keeps us as a big aviation resource in the St. Louis area. Fly safe, have fun, enjoy life.

*Blue Skies to all,*

*Dave Doherty*

# August Meeting Minutes

Dave Deweese



August's meeting began with the Pledge, Dave Doherty presiding.

We approved last meeting's minutes as written.

Don Doherty gave the Treasurer's Report, including checking

August's YE event never materialized on account of a low ceiling. Laura ran through the merit badge program with two scouts.

Rod Hightower contacted us to see if we're interested in an RV-12 project, Dave's contacting him to answer in the affirmative.

Our election's coming up in November, it's due to be published in the October newsletter. So far the incumbents are the only candidates.

We've got plans updates for the Fly Baby.

There's a \$500 bid on the powered tug. Motion made and seconded to sell to the bidder.

There's interest in a fabric covering workshop. We're still looking for someone with expertise to teach. A welding class is also an option, again, we'll need a teacher.

8/30 we'll show The Right Stuff, an embellished account of the Mercury program.

September 6 is the Gateway LSA Expo at Spirit. (Check)

Chapter 1540 is hosting a fly-in on 9/14 at KEVU.

Today was a fly-in was supposed to take place at Sullivan, but if they're getting the same rain we are it's likely the attendance is sparse.

Next YE is 9/13.

The CAF Hangar Dance is on 9/20.

Bob Kraemer introduced our guest speaker, Al Frazier, a test pilot at McDonnell.

## Safety Tip of the Month

**A short review of Class A,B,C,D,E and G airspace:**

**A ATC Clearance, Instrument rating, 2 way radio communication, Transponder**

**B ATC Clearance, Private or Student with endorsement, 2 way radio comm., Visibility- 3 miles, VFR cloud clearance - clear of clouds, Transponder.**

**C IFR Clearance, or VFR Radio contact, Student certificate, 2 way radio comm., Visibility-3 miles, clouds 500 below, 1,000 above, 2,000 horizontal.**

**D IFR Clearance or VFR Radio contact, Student certificate, 2 way radio comm., Visibility- 3 miles, clouds 500 below, 1,000 above, 2,000 horizontal.**

**E IFR Clearance VFR No Radio, Student certificate, 2 way radio comm.- IFR only, Visibility-3 miles, clouds 500 below, 1,000 above, 2,000 horizontal.**

**G No clearance required Student certificate, No radio required, Visibility-Day 1 mile, Night 3 miles, clouds same as class C, D and Except 1,200 ft agl or lower- clear of clouds**

**NOTE: I have omitted requirements for flight above 10,000 ft. MSL**

**A short note on flap usage: --- If you try and take off with full flaps and you see that with your load and density altitude things are getting tense, ABORT the takeoff or retract the flaps to half or 10 degrees thereby providing more lift than drag. Most airplanes do not fly well in the takeoff phase with full flaps!**

**Bob Kraemer**

# Uneventful

The story of my first ferry flight  
Chris Seto, 2014

**Uneventful** – A word pilots use to describe adventure where nothing goes wrong, usually serving as a single word to relieve friends and family on the post-flight-phone-call. As I sat in the FBO at KSET waiting for Geoff Gallaway to pick me up, I thought to myself that “uneventful” was probably not the word that would eventually describe this trip.

Geoff and I met late in our flight training curriculum during the summer of 2013. Since then, we had become friends, keeping in contact over instant message and seeing each other at the airport. It was nice to have someone else with such a similar flight hour count to bounce questions off and chat back and forth between. Geoff got his certificate shortly after I got mine and we began flying together when schedules permitted.

Early this summer, Geoff began talking to a friend of his who owned a Piper Cherokee, but was unable to fly it. He didn't want to continue paying upkeep on the plane while he wasn't able to use it, so he had asked Geoff if he'd be willing to keep the plane during this time. Geoff called me asking if I would like to help him fly the plane back from Buffalo as well as help keep it up once in St. Louis. I told him I would, and the saga began.

In the time since the phone call, Geoff had been given full control of the insurance policy on the aircraft. The first thing we'd need to do was to get both of our names on the policy and complete the requirements as set by the insurance company to act as Pilot in Command of the aircraft. Luckily for us, the Piper Cherokee is a simple airplane, and the insurance policy was set up for the fact that the owner of the plane was a student pilot. This meant that the only requirement was that both Geoff and I achieve an “appropriate checkout” by a CFI in type.

Originally, Geoff and I planned on getting our checkout in Buffalo before we left. We found a CFI who could do it, but months passed as schedule conflicts prevented us from actually making the trip. Geoff proposed that we try to get a checkout in or around St. Louis, and that turned out to be a great idea. Through the magic of the internet, we found a CFI out of Southern IL who was

willing to check us out. We booked the checkout the following weekend. Saturday morning came, and we flew a rented 172 out to KMDH to meet the CFI. The checkout went smoothly, and after grabbing lunch at a BBQ restaurant, we flew back to SET.

With our new-found confidence in our ability to fly the plane, Geoff and I began watching the weather closely, ready to book airline tickets as soon as we found a streak of VFR days. We didn't have to wait long; A week or two later, we saw VFR weather and booked our tickets to fly out the next day. In the meantime, Geoff and I had compiled and revised a flight plan that would take us through one fuel stop on our way to St. Louis, where we'd switch seats.

My day started at 5am. I drove from my apartment in Rolla, MO to KSET where Geoff would be picking me up. On the off chance that we *actually* had a Piper Cherokee with us when we got back, we'd be able to take my car to KSTL where Geoff would leave his car in case we were forced to fly back commercially. The drive to

KSET was a nervous one. *What if the plane wasn't there? What if we had mechanical issues?* I eventually decided that if it all went horribly wrong, it'd at least make a good story.

Geoff showed up at 8:30am and we drove out to KSTL. We joked with each other about how much of a mess we thought the day was going to be, considering that we were flying standby on a flight from St Louis out to Detroit, and then again from Detroit to Buffalo. *Surely there's no way we'll make both flights.* I think both of us had resolved to simply accept whatever happened and reserve any expectations. Geoff and I did actually make it into Buffalo that night, against every expectation. We had gotten a hotel room and eaten dinner before falling asleep.





The next morning, Geoff and I woke up at 6:00am. We made quick work of checking out from the hotel and arranging for a taxi to take us to Buffalo Niagara International (KBUF), where the airplane was located. Another briefing from flight services confirmed that there was an overcast ceiling at 2,500ft, but it seemed to clear up once out of the lake effect area.

The wait for the taxi was probably one of the most uncomfortable experiences in recent memory. I was already anxious to see the plane for the first time. The overcast gray sky and cold breeze did not inspire thoughts of flying. I sat in the lobby for what seemed like an eternity waiting for that taxi, but after about 20 minutes, it did show up.

We arrived at the airport and I immediately spotted our plane on the far end of the ramp. The distinctive blue color scheme stood out among the other aircraft. I walked, briskly, across the ramp toward the plane and was relieved to find it in one piece, as expected. I unlatched the door, and was further relieved to find a suitcase full of legal documents and logbooks in the back seat, as well as the ignition keys on the instrument panel. Geoff was still walking across the ramp behind me, but in the meantime I released the gust locks and turned on the master switch. I knew I couldn't keep it on for long (especially given that the plane had been sitting untouched for over a month), but the whirring of the gyro that greeted me was all I needed to hear. As Geoff approached the plane, he confirmed that all the external lights came on.

As I started the walk around, I noticed that main gear tires were low on air. I sent a photo of the tire situation to several St. Louis local pilots, and it was decided that we shouldn't try to fly the plane until the tires had been filled, though Geoff and I decided that the airplane could be taxied to the fuel pumps. I hopped in the left seat and started down the engine start checklist. Two anxious swings of the prop past before the engine roared to life. I taxied the plane over to the fuel pump, and we let the engine run as we checked the instruments and avionics.

We shut down the plane and completed a weight and balance to verify that we could take on full fuel. Geoff worked on filling the plane to a full 50 gallons of fuel while I performed another walk around.

With the plane fully fueled, Geoff and I again divided responsibilities. Geoff worked on the logistics of getting the tires filled, while I setup all of our cockpit electronics. After several phone calls, we were able to

get in touch with an A&P who had previously owned the airplane and was willing to come out and help us. It wasn't long before he showed up, and it only took a few more minutes to fill the tires.

Geoff and I agreed that I would take PIC on the flight out. Geoff and I both have similar hour counts, but we have experience in different areas. Geoff is better with radio work, instrument procedures and flight planning. On the other hand, I have experience in more types, as well as a tailwheel and high-performance/complex endorsement. I made

myself comfortable in the left seat and Geoff called to get one last weather briefing. For the third time this morning, the briefer confirmed there'd be overcast at 1800 along our route, but otherwise no significant weather. We waved goodbye to the A&P as I taxied the plane for takeoff.

At the hold short line, we proceeded with a normal takeoff checklist. The engine performed perfectly though the run-up, though we decided to perform another run-up, this time at a higher power setting. We decided that if the engine was going to quit, we'd like it to happen on the taxiway, rather than over the trees at the end of the runway. Again, the engine performed perfectly at the higher power setting and with that, we were ready for takeoff.

## TO BE CONTINUED

**Don't miss the next exciting issue of our newsletter so you can find out how our heroes fared on their excellent adventure!**



**The Lake Erie Shoreline, just after departure from Buffalo**

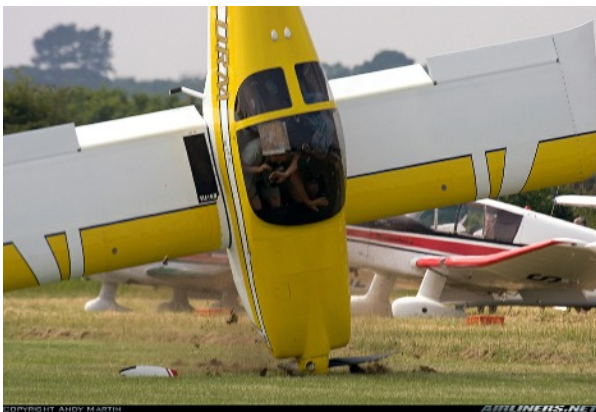
# Learning As We Go

## **“Safety is the Key to Success and a S.A.F.E. Outcome”**

by mr. bill

It was a know FACT at a previous airline that “the first 3 minutes of a flight and the last 8 minutes were the most crucial for the flight to succeed.” In many ways the time leading up to the start of flight is humongous too! Some examples of PRE-FLIGHT scenarios:

The other day a newsletter editor of a famous EAA Chapter called and said that he was not current in HIS RV-6A airplane. One could make a case and say well it is your machine YOU should know it. But the SAFE thing to do was to call a current and AUTHORIZED flight instructor, offer him breakfast (food, it makes a pilot fly better), and up we go for a couple of touch and goes until the owner feels comfortable again. It is a win/win situation for everyone.



**An RV-7A NOT having a good day!**

The next month another chap who took his airplane down for some needed maintenance gave a call and requested my presence in HIS aero machine. The same situation existed. HIS machine was removed from service for some upgrades and when everything was RIGHT we would fly. Even when we were ready to fly one of the brakes was weak. This pilot/builder would not accept the plane this way and proceeded to totally correct the situation in a very thorough and professional manner. Forty minutes later we were up and running and completed a nice refresher flight which turned into a (Biennial) Flight Review.



Builder, Pilot, Engineer, but mostly a PROFESSIONAL! Mr. Nack

Now some of the last 8 minute scenarios of a flight:

Another chap who was in the same previous example, having an aero machine that had rested for awhile called me up and up we went. This chap was doing a smashing job of getting himself current with me at his side. After several touch and goes and knocking off the rust we settled back in the seats and were heading back to the barn for one last landing. 8 minutes later and we will be back in the hangar. All was going great until within that last 8 minutes found us turning into a glider and successfully landing on a turf farm that was over our flight path.

Another FACT of these scenarios is that in most cases these things occur in your first 100 to 300 hours of flight time in a new aero machine. YOU are the most UNSAFE person in the airplane within this time. We get cocky, confident, lackadaisical, I believe the word is COMPLACENT! As it was heard on the Cockpit voice recorder of the Dixie Duster Airplane: “Hold my beer, and watch this!” Some times it seems like we have that mentality.

The same is true in the big silver machines. Most everyone has a “soap box item” that they want to emphasize. It is like the captain who tells you he does EVERYTHING by the operation manual “except” this or that.

Airshows are magnets for these types of trouble. Some people heading to OSHKOSH do some silly things. Last year I was in a fully loaded (I landed 30 miles out of KOSH - wanted full tanks heading in there) RV-7A circling over a Kitfox in a farm field 12 miles from the Oshkosh airport! It had run out of fuel!

This year I had a fuelly loaded Sonex in the hangar waiting for me to fly it home to OSHKOSH (the Sonex factory is on the Oshkosh airfield) but knowing what kind of weather is on the backside of a low pressure warm front (read that as FOG!) I tossed my suitcase into the back of the Mighty Focus and drove to Oshkosh. Cruising north on highway 55 in Illinois watching the sunrise made me wonder if I had done the right thing. Well the Big Guy showed me what Mother Nature had in store for the day. 30 miles south of Springfield, Illinois that it was the right decision. A wall of fog for the next 150 miles had me calling the Flight Service Station abeam the KSPI, Springfield, IL airport to learn that “the AMENDED forecast (read that as we goofed and now say that) the area is not recommended for VFR flight through the state of Illinois. The current weather at KSPI was 100 obscured, 1/8 of a mile in fog. That weather is also at Springfield, Peoria, Bloomington, DeKalb, and Rockford, IL.” Thanks for the update sir. “Where are you again mr. pilot?” I am driving on Hwy 55 heading north to the airshow! “Good choice son.”



Wall of FOG heading to Oshkosh flying in the car.

Another good choice with a new airplane came when I was going to meet up with a Troy Airpark buddy and take some pictures. We were to meet at 0900. So around 0930 I decided to go up for a few “touch and goes!” Let me back up to how the day started., I last flew the Sonex up from Cape Girardeau, Missouri to Smartt Field a week prior. According to the fuel tube in the cockpit I had 12 gallons of fuel at takeoff and I burn 5.0 gallons an hour. Well after my three touch and goes I looked over to the west and saw the old high school and thought I would take a quick flight over there. After buzzing the school I saw the quarry northeast of the Troy airpark. I also heard my buddy's voice on the radio and decided I

had enough fuel to make it over at the airpark. What could go wrong!?! Well the air was rough as a cob and I was really getting bounced around up at any altitude. Then it happened. The STRANGE thing about the fuel gauge on the Sonex is at the bottom of the fuel tube you now have SIX gallons of fuel left. What is unique is the fact that you now no longer see fuel in the tube and it is a very eerie feeling. Six gallons left out of 16 gallons. Running those numbers in my head, bouncing around in rough air, and wondering how much fuel I REALLY did have had me staring at the tube and the bottom of the fuel tank under the panel. I was spending more time looking at the fuel situation then trying to locate the airpark. I then heard over the radio that my buddy is TRYING to land his airplane at the airpark too but the air is really choppy! Due to the rough air he was thinking about going to Bowling Green. With all that going on and spending way to much time looking at an empty tube, which really is not going to fill up, I decided to turn right towards Smartt Field and land. I taxied to the hangar and I put the Sonex away. Later in the week in preparation for the flight to Oshkosh I fueled up the Sonex. Well 12.7 gallons filled the tank. Even with my Chicago Public School math skills I realized that I had 3.3 gallons left in the tank on the previous landing. Definitely 30 minutes left of reserve fuel but what an eerie feeling in the gut. But as we started this off it is better to be SAFE then sorry!

S-Safety always must be put First

A-Airworthiness of your body and aircraft

F-Fuel is brains. If I would have fueled up the tank it would relieve a lot of staring! Fuel in the belly too. I had not eaten a big breakfast that morning and I was feeling ill.

E-Environment- Do NOT push the weather. Mother Nature usually wins!

Q? Who has 7.5 gallons of fuel for his four engines that run for a total of 10 minutes?

**A: Yves Rossy-“Jet Man” who states that “I go from a stone (out of the helicopter) to a bird with the engines working!”**





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 Laura Million, Web Designer  
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