
EAA CHAPTER 32 NEWS

Jim Bower, Editor

October, 2001

The hangar keeps on getting better! Maybe next year we will be having our meetings here! Meanwhile, don't miss the October meeting on Sunday the 28th. This will very probably be the last meeting of the year at Smartt.



INFORMATION HOTLINE

286-9932

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UPCOMING EVENTS**

Minutes of the September Meeting

The meeting opened with the Pledge of Allegiance, followed by a moment of silence for the victims of the September 11 terrorist attacks. Steve Miles asked if it would be OK to donate the proceeds from the pickle jar to one of the area charities for the victims of the terrorist attack. The members agreed, and we collected \$77 dollars. We welcomed Vince Morris' son who was visiting from Texas.



HANGAR - Still more progress has been made on our hangar. The steel is hung for the doors. Gale Derosier made another appeal for hangar pledges.

FUND RAISERS - Dave Doherty is still selling grocery store coupons. To date we have received over \$1100 in profits from this fundraiser. Ron Wright asks for any money collected so far for the Entertainment books so that we may pay off the ones already purchased.

FAIR AND AIRSHOW - Doug Killebrew sent along his thanks to everyone who helped at the St. Louis County Fair and Airshow.

YOUNG EAGLES - Phil Kitchen announced that the planned Young Eagles event may not take place as planned due to the FAA's ban on VFR flying within the entire Lambert class B airspace. *As it turned out, the flying segment of that event was cancelled, but there were still some things going on. See elsewhere for details - ed.*

NEW CHAPTER OFFICERS - The nominating committee gave its report: Tom Baker and Gale Derosier will continue with their duties as Secretary and Treasurer, respectively. A motion was made, seconded, and approved to close nominations for those two offices. Stan Crocker has been nominated for President, and Gary Heininger was nominated for Vice President. No other nominations were forthcoming, and it was moved, seconded, and approved to close nominations for those two offices. Looks like there will be no surprises come election day.



The meeting was adjourned after less than 15 minutes. A better-than-usual food day was enjoyed by all, and thanks to visiting former member Chuck Van Walker for cooking!



Nobody flew in to the September meeting because of the ban on VFR flying, but Gary Johnson's Sonex was on display. We were, however, heartened by some flying activity at Smartt Field due to the recently relaxed restrictions on flight instruction.

Message from the President

Hooray, we're allowed to fly again. Weather permitting I would like to encourage all members that can, to fly to this month's meeting, I will, and it would be nice to give rides too. I know we're taking a chance with the weather but if it's nice it will be worth it. I look forward to seeing everyone.

Steve

'77 Sundowner N3342L

Oshkosh Redux

or

SUS-OSH-SUS

by Jim Bower

As you probably know, your friendly editor had the pleasure of attending AirVenture 2001 with the added bonus of getting to fly in and camp. Thanks (again) to Chris Erkmann's magic carpet Cessna 182, Chris and two other intrepid Chapter 32 members (Gene Angell and myself) got out of town on Saturday October 13th for an off-season look at the AirVenture museum. The flight to OSH was IFR all the way. We flew between cloud layers and didn't see the ground until we were on final for runway 18. We did, however, have a great 30-knot tailwind. I am a VFR pilot, so it was really a trip to fly "blind" in a GA aircraft.

I'm confident that just about everybody reading this has been to AirVenture and its fine museum at least once. So picture AirVenture in your mind: a multitude of people, airplanes, and vehicles everywhere you look. Noise... activity... and clear blue skies (usually). Ok, now conjure up in your head a tv-style ghost town: empty buildings... deserted avenues... a hollow, chill wind blowing a tumbleweed down main street... and a lone coyote howling in the distance. That's the scene which greeted our arrival in aviation's Mecca. (Well, no tumbleweeds or coyotes, but no airplanes or people either.) It was downright spooky. I mean there was the big AirVenture sign, the Warbird Cafe, the Chapter House, all the other buildings, but NO PEOPLE.

After we got over that shock and tied down at Basler Aviation, we got the red carpet treatment from the Museum. They sent a great guy named Norm in a van to pick us up. Once there, Rosemary took us under her wing and treated us like visiting dignitaries. She even called cabs for us when we went out for lunch and when we left for the day. We got lucky in that we were there for the last weekend before Pioneer Airport closed for the year. Not that we got to see everything...it just got too late in the day. However, I was amazed to wander into one of the hangars where sat a mostly completed RV-8 and then found out I was on the set of Discovery Wings' "**From the Ground Up**" show. By golly, I recognized the workbench and the plans stand and everything. Wow, what a rush...I had no idea they were filming it there!

Due to the weather staying pooppy, we decided to remain overnight. (This is where I praise Chris' judgement and lack of "get-home-itis".) IFR at night wouldn't have been fun for any of us, least of all Chris. Instead, we had a fine dinner in a local restaurant where we hooked up with one of my in-laws who lives conveniently nearby. After a few adult beverages we all retired to our hotel room and started pounding the pillows. Next morning dawned bright and clear (if a little brisk). After breakfast we got another free ride to the tiedown area, and off we went. Beautiful VFR weather all the way back, until we got to the St. Louis no-fly zone and needed a clearance (remember when *enhanced* meant to make something *better*?). The tailwind we enjoyed on Saturday was still around, only this time it was a headwind. That was cool, because it gave us

more time to look at the scenery. The fall colors are in full swing in Wisconsin, but things got a little drab further south.

Therefore, I heartily recommend an off-season visit to Oshkosh's AirVenture Museum. You can enjoy the exhibits without the pressure of AirVenture outside calling to you, and there are lots fewer people. From this experience, I can also recommend a few other things: If you're going to need to get around at all, rent a car. It can't be too much more expensive than multiple cab rides, you've got more freedom, and you won't have to waste time standing around waiting for the cab. Get out and see some stuff. There're plenty of good places to eat in Oshkosh (we ate at Robbin's Restaurant). If you're going to stay overnight, the Hilton is right on the field. It's pretty reasonably priced (especially spread over several people) it's new, clean and nice; it has a terrific bar and breakfast buffet, and they will drive you to your airplane in the morning.

One more thing: This was the first time I came back from Oshkosh without a sunburn!

From the Museum

I sent an e-mail to the AirVenture Museum thanking them for the hospitality we received on our visit. This is what I got in return:

Dear Jim

Thanks for taking the time to write - I will pass on your kind comments to the Museum staff and volunteers.

Coincidentally, I am planning to get in touch with Chapter 32 soon. We are in the early stages of planning a visit to St Louis with EAA's Spirit of St Louis replica next May as part of our 75th anniversary commemoration activities of Lindbergh's flight. Could you advise me of the best person to contact regarding possible Chapter involvement in local activities in the St Louis area?

Thanks again for your email

sincerely

*Adam E Smith
Museum Director
EAA AirVenture Museum*

As you might know, next May is when our second annual Young Eagles rally is planned to be held at Spirit Airport. I have a feeling that the EAA might get more involved in our event and we might get some press in *Sport Aviation*.

The Great War Fly-In 2001

Creve Coeur Airport, September 29-30, 2001

The Great War Fly-In 2001 at Creve Coeur was another success this year, even with no flying. Static displays near the flight line showed some interesting and unique aircraft, also showed that a number of aircraft are being built in this area. A big thank you goes out from the Escadrille to all EAA members who helped out at the event or attended. Special thanks to Mike Ziegler for showing his Cessna 140 and talking to the public on Saturday about the EAA and the young eagles program. Jim Baker brought his airplane out and it was a hit with the kids. Overall the public was very supportive of general aviation and homebuilts and understood why we could not fly airplanes at the event.

Creve Coeur Camera took anyone who wanted their picture taken in front of an airplane and sponsored a photo contest for the event. On Sunday the flag of shoes was flying upside down.



Future Young Eagle enjoying some of Jim Baker's work.



HARM Curtis Standard, final approach



Creve Coeur Camera sponsored a photo contest of the event.



Bob Rockford talks to the public about aviation

Fun Quiz - Test Your Knowledge

(Thanks to AvWeb)

- 1. What famous American witnessed the first public manned flight of an aircraft?**
 - a. Benjamin Franklin
 - b. Alexander Graham Bell
 - c. Theodore Roosevelt
 - d. Thomas Edison
 - e. John Deakin
- 2. On 17 December, 1903 Wilbur and Orville Wright flew an airplane in manned, powered, controlled and sustained flights of a heavier-than-air aircraft. The flights were well documented and verified at the time. Orville made the first flight and thus was the first airplane pilot. Wilbur followed within the hour. Each made a second flight that morning. What was the combined total flight time of all four flights?**
 - a. 59 seconds
 - b. 1 minute and 37 seconds
 - c. 5 minutes and 12 seconds
 - d. 18 minutes and 39 seconds
- 3. Who made the first airplane flight in Europe?**
 - a. Alberto Santos-Dumont
 - b. Henry Farman
 - c. Louis Blériot
 - d. Harry Ferguson
- 4. Who obtained pilot license #1 issued by the Aero Club of America in 1910?**
 - a. Glenn Curtiss
 - b. Lieutenant Frank P. Lahm
 - c. Louis Paulham
 - d. Orville Wright
 - e. Wilbur Wright
- 5. She was the fourth woman in the United States to earn a pilot's license. She, along with her brother and sister, founded a flying school, but she did not teach. She raised money by stunt flying. As part of the Montana State Fair in 1913, she became the first female pilot to carry U.S. mail. A few years later, 25,000 people attended one of her acrobatic shows in Tokyo. She and her siblings were part Cherokee Indian. She was**
 - a. Mickie Akeley
 - b. Hart O. Berg
 - c. Harriet Quimby
 - d. Katherine Stinson
 - e. Amelia Earhart
- 6. At sixteen years old, she earned national recognition as the youngest pilot to receive an official pilot's license, one signed by Orville Wright. Two years later she was voted "Best Female Pilot" by her peers, including Amelia Earhart. Along with fellow female flyer Bobbi Trout, she set a women's endurance record of forty-two hours, and in 1929 the two were the first female aviators to accomplish aerial refueling. She also set records for highest altitude for women, reaching 27,418' in 1930. She visited NASA Langley Research Center in April, 2001 to film part of what will become a documentary on the future of aviation, and flew a modified four passenger aircraft fitted with "smart" aircraft technology developed from the NASA-led Advanced General Aviation Transportation Experiments. She is**
 - a. Beryl Markham
 - b. Elinor Smith
 - c. Baroness Raymonde de la Roche
 - d. Tina Gonsalves
 - e. Ellen Church

7. **Who won the Orteig Prize?**
a. Henry Farman
b. Louis Blériot
c. Glenn Curtiss
d. Charles Lindbergh
e. Jimmy Doolittle
8. **Football coach Knute Rockne died in an airline crash on 31 March, 1931 on a Transcontinental Air Transport (TAT) flight. What type aircraft was it?**
a. Boeing 247
b. Douglas DC-2
c. Douglas DC-3
d. Lockheed 10 Electra
e. Fokker F-10A Trimotor
9. **He went for his first airplane ride in a war-surplus Curtiss Jenny. He learned to fly while a teenager. Instead of a high school diploma, he earned a pilot's license. It was signed by Orville Wright. He flew with Rankin's Flying Circus, and for Fairchild Aerial Surveys. He became an airmail pilot and flew for Varney, Boeing Air Transport, and United Air Lines. In 1965 the National Business Aircraft Association presented him its meritorious service award for aiding business aviation and, in 1983, the National Aeronautic Association named him an elder statesman of aviation. He was inducted into the National Aviation Hall of Fame and he received the Distinguished Service Award from the FAA. He was**
a. Frederick B. Rentshler
b. Herbert Morrison
c. Elrey B. Jeppesen
d. Harold Gatty
10. **Who wrote the following words? "When the night is very fine and you are at the stick of your ship, you half forget yourself and bit by bit the plane begins to tilt on the left. Pretty soon, while you still imagine yourself in plumb, you see the lights of a village under your right wing. There are no villages in the desert. A fishing-fleet in mid-ocean, then? There are no fishing-fleets in mid-Sahara. What — ? Of course! You smile at the way your mind has wandered and you bring the ship back to plumb again. The village slips into place. You have hooked that particular constellation back in the panoply out of which it had fallen. Village? Yes, village of stars."**
a. Glenn Curtis
b. Charles Lindbergh
c. Amelia Earhart
d. Antoine de Saint-Exupéry
e. Beryl Markham

Answers on Page 11

Safety Thru Education

mr. bill

OLD STUFF - In last month's story about the young lad landing short of the runway and hitting his wing and aileron, what I was trying to show were two things. One, when the wing and AILERON TOUCHED THE GROUND I was trying to show that a flight control had been damaged. In this "INCIDENT" the "OPERATOR" did not have an "ACCIDENT" so it need not be reported to the National Transportation Safety Board (NTSB) as per Part 830. Secondly, that the FAA **MAY** request a report of this "occurrence" be sent to them in written form within the next 10 days if the FAA request it. Remember do not incriminate yourself in this report.

NEW STUFF - "THE CALCULATED EPR BY THE EEC IS SENT TO THE VIA ON THE EAD". It was this statement going through my headphones as I stared at the computer screen late one Saturday night while I was doing the computer based Boeing 717 ground school. As I kept replaying it I started laughing, repeating to myself, boy that was a mouthfull. I also was saying what does it mean??? Well if I told you I would have to shoot you and hey they are thinking about giving us guns now so Watch out, that's Captain Barney Fife to you!!! B717 school is over and as we say at the airline I now have a "type rating" for typing stuff into the computer so the computer can fly the airplane better than man. The old DC-9 was like a Piper J-3 Cub, minimal instruments, basic round dials and gauges. Just start the engines and away you go. No not now. I must wait ten minutes for the computer to warm up. Then I have to tell it where it is and where "we" would like to go. Then I have to tell it how we want to get there. It does offer some suggestions. Then I must tell it how much it weighs and where the balance point is. Then I pull a round button to start the "motors" (yes they are motors because they are made in Britain and "they" call them motors). Then I must tell it what speeds the airplane should takeoff at. Seems to me to be a lot of manual labor for the pilot who has two really big/smart computers on board. Well after the typing is done the fun begins. In thirty years some nice pilot features have been added. Auto-Spoilers deploy automatically on the B 717 if the captain aborts a takeoff. Great to have because on the old DC-9 you had to retard the throttles, then reach over to the spoiler handle and pull UP-BACK-then UP to deploy the ground spoilers, then go back to the throttles and pull the sub-throttles to get reverse thrust working for you. All this time you are smashing the brake pedals to the floor making that anti-skid stop the machine. On the 717 your hands can stay on the throttles where they belong. We also did not install the Auto-Brake System. I would not even have to step on the brakes with this option. On the normal takeoff in the DC-9 when it is time to rotate one would raise the nose of the beast at 2 degrees per second to 15 degrees pitch up. The 717 you must haul back on the yoke to get to 22 degrees pitch up (in about 4 seconds) because this rocket wants to climb because of all the power. The real strange thing is the basic six instruments are now displayed on one flat plate computer screen. The airspeed and altitude are now vertical tape indicators. Oh and the screen next to it shows your compass and course. Just in case you might need it on that second

display it will show you any traffic (TCAS), any weather, any predicated turbulence, and any terrain that is rising around you. Also on that same display you get the present wind and direction and speed, true airspeed, ground speed, the time, elapsed time, a count up or down timer. Overload. Too much information!!! You bet but underneath it all is a great new DC-9 airframe with a bunch of power and power is good. That computer stuff... that's for the young kids.

Well that's all I have figured out about this thing up til now. Take care and remember takeoffs are optional. Landings are mandatory. Oh ok. The calculated EPR (Engine Pressure Ration) by the EEC (Electronic Engine Control) is sent to the VIA (Versatile Integrated Avionics) on the EAD (Engine Alert Display).

A dirigible made the first controlled flight in St. Louis at

The World's Fair in 1904.

Side note. Octave Chanute begged the Wright Brothers to attend this World Fair with their machine. Chanute felt that if the Brothers displayed their machine that they would get money and "help" from other adventurers who had "knowledge of flying" in order to get a machine into the air.

Editor's note...Am I the only one whose mind boggles at Mr. Bill comparing a DC-9 to a J-3? Must be nice.

- 1. a
- 2. b
- 3. a
- 4. a
- 5. d
- 6. b
- 7. d
- 8. e
- 9. c
- 10. d

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