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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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**August, 2012**

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## Oshkosh 2012 is in the History Books



*Chapter 32 was well represented by this motley ... I mean fine-looking crew of members who braved the elements (heat and monsoons) to show the colors. A good time was had by all, as will be spoken of in the near future. See inside for some early reports of this auspicious occasion.*

**We'll see YOU at the EAA Chapter 32 meeting this month! Be at the ARC at 10:00 am on August 18, 2012.**

# July Meeting Minutes

Dave Deweese



Our informal July meeting began with the Pledge, Dave Doherty presiding.

Treasurer Don reported checking and savings account balances.

With no presentation we went around the circle and introduced ourselves.

Andrew from chapter 64 was in attendance. Over the years he has bought and sold several sets of plans, including the Nesmith Cougar, Open-EZ, Christavia MK I, and Whitman Buttercup.

Another visitor, Brian Williams is interested in the RV, and bought a second-hand RV-8 empennage kit and some tools. He's already completed the workbenches and collected his compressor and tools. He works for Avantair, a fractional ownership group, who has a fleet of 57 Piaggio Avantis.

Len Sperandeo is retired and has decided to join our organization.

July 4: Heritage Fest in O'Fallon was very hot and the crowds were down, though we made about \$1000 profit. We worked with Chapter 64 on the B-17, only finding out about it on June 5. Chapter 64 had a tour stop downtown on the 2nd, 3rd, and 4th. The B-17 opened the downtown airshow, followed by fly-bys and press flights. Press was great. The plane moved to Chesterfield on the 6th where we got it as a tour stop. Temperatures were over 100 degrees, so the crowds were down. For the 7th there were three corporate tours of which we got a share. Sunday, with cool weather, brought the public out in greater numbers, Don got a seat on a partially filled flight. There were storm clouds in the area, so he experienced some turbulence, but made it home in one piece. Dave, Bill, Mike Z and others took the flight out and all got a few minutes in the pilot's seat. (A rental van carried them back to St. Louis.) In the end we made around \$5500 on the B-17 tour. They're negotiating to bring it back next year. We're also looking at a booth with Chapter 64 at the St. Louis air show as well.

Next events are the 8/11 YE event and a meeting the following weekend.

Dave's trying to arrange a visit with the Silver Creek glider club. We're thinking about holding a meeting here first, then driving/flying to Silver Creek.

In September we may have a speaker with stories from WWII. September 15 is the CAF hangar dance. (\$16 in advance, \$20 at the door.)

On the last Saturday before Halloween St. Charles Flying Service will have another pumpkin drop. The B-25 will do a pumpkin carpet-bombing run. We'll be selling food.

Jeff Stephenson passed his flight review, we'll honor his accomplishment next month as he is at Oshkosh at the moment.

Five chapter members definite and a maybe are heading to Oshkosh. The traditional chapter photograph is at 1:00 p.m. on Thursday at the chapter building.



My friends,

July is always an interesting month. This year, we had the hottest one on record in St. Louis. It's also one of the driest. Out at the airport, the ground has big cracks that go a foot or more into the parched earth. If this drought keeps up, we might not have to mow the lawn any more. I take that back. Weeds don't seem to need water to grow.

On a national level, the FAA extended time to comment on the Sport Pilot issue. Over 12 thousand comments have been made. Hopefully, there will be some changes in the offering for this category of pilots. Personally, I'd love for the proposed changes to be made. It would allow flying of much more durable aircraft and longer range cross-country flights for people like me who use the Sport Pilot tag. I don't know when a ruling will be made, but am hopeful it will be fairly soon. We'll keep you posted. For me, it has a bearing on what kind of plane I'll build.

Our ARC improvement program is still going. Next on the list is to make some changes to our gate to the Ramp. We need to put proper hinges on it, and provide better rolling support for the free end. We're looking for volunteers to help engineer and update the gate. It should be a pretty simple and quick update, so please think about helping us out.

There will be a Young Eagles Rally on August 11 out at Smartt Field (KSET). It should be a fairly large one from all indications. School's scheduled to start within a few weeks of the event, so kids will be looking for something to do. Scouting Merit Badge topics will be covered. For pilots, the Briefing starts at 8:30 in our meeting room at the ARC. We need ground crews and pilots. Please come and help. It's a chance to showcase our chapter to the public.

Our regular chapter meeting will be on Saturday morning, August 18 at 10:00 AM at our Aviation Resource Center (ARC) out at Smartt Field (KSET), 1610 Grafton Rd. We've lined up a WW2 veteran to come in and discuss his service experience with the B-17. I'd also like to have a couple of our chapter veterans discuss some of their service experiences with us. If you're a veteran and chapter member, think about sharing with us. Dave McGougan is collecting information from chapter members who have service records, and is working on setting up something we can all review and share. If you're a veteran, please get in contact with Dave. We'd all appreciate your doing that. And Thanks to all for their service to our country. Also at the meeting, we'll discuss our experiences at AirVenture last month. Come on out. Let's have fun.

# President's Corner

by Dave Doherty

After our chapter meeting, we're organizing a Fly/Drive out to the Silver Creek Glider Club in Illinois. We'll go out there and see what they have to offer. Sailplane rides will be available. They have a 4,000 ft. field they do their operations out of. Come to the meeting or contact me for more information at [president@eaa32.org](mailto:president@eaa32.org)

The next meeting for the By-Laws committee will be Thursday, August 16 at the ARC, 7:00 PM. This meeting agenda is to work on remaining sections of the document.

Several events are in the planning stages. We're looking for volunteers to take over some of the work. Our open house is scheduled for Saturday Oct 27. In conjunction with our open house, the CAF is having a car show and St. Louis Flying Service is having their annual Pumpkin Drop contest. We need a committee to do this properly. Please don't stick your President with making all the arrangements. Help us out. A tentative airport meeting has been set for Friday, Aug 17 at 3:00 PM at the ARC. We hope to have all the major tenants and airport management there to make some plans.

The Movie of the month for August is the classic movie "AIRPLANE". As per custom, there will be a social time prior to the movie. We'll have a 'Pot Luck' dinner and social hour or so starting at 6:00 PM at the ARC. Movie time is roughly 7:00 PM. Bring a comfy chair. The steel seats we have get a bit uncomfortable after a while.

*Blue Skies to all,*

*Dave Doherty*



# Learning As We Go

## **“ANOTHER BUCKET LIST EVENT: OSHKOSH 2012!**

### **FAMILY, FRIENDS, (EXTENDED) FAMILY, FELLOW WORKERS, FUN, AND FROLIC”**

by mr. bill

This bucket list thing is really getting to be fun. Though I have been to the Oshkosh AirVenture airshow for the last 32 years I realize how lucky I am to be able to get the time off and have the health to make it there. It was sad to hear EAA 32 member and long time Oshkosh volunteer Vince and (wife) Lee Morris were not able to make the drive this year. Vince was EAA 32's President back in the 1970s.

**FAMILY** A quick stop during the drive to Oshkosh on the south side of Chicago to have pizzano with da' sisters had the nephew and a bro- in-law wanted to visit Oshkosh 2012 too! The nephew is obtaining his Airframe & Powerplant Certificate along with his Private too! Bro-in-law wants flying lessons too!

**FRIENDS** The camping friends of the last 20 years were scattered about this year due to medical needs. There are more camp sites now with electricity so some can run the air conditioning for their asthmatic conditions. Did I mention that it was HOT up there? Our very own Jim Ha & Southsider Steve held down the ole 12th and Sunset camping site that we all had camped out at for the last 18 years past. Thanks guys!

**(EXTENDED) FAMILY** This would be Mr. Paul Poberezny and his lovely wife Audrey. Thank you both for still being so active, kind, and caring about this Family Reunion that you help put on each year. Paul always says, “It is not about the airplanes, it is about the people!” The celebration Tuesday night of Oshkosh thanking Paul and Audrey for their 60 years of EAA service was very touching. In the video clips that were shown about this GREAT couple, this writer had his 15 seconds of fame. It was the Aviation Merit Badge presentation at the EAA 32 Jeff Skiles Skycatcher Tour of March in 2011. What a cool family to be in!

**FELLOW WORKERS** The Barron Boyz were there, Grandpa, Son, and grandson! G-Pa brought the Red Cessna 195 and

G-son brought his dad and HIS Cessna 170 that looked like he just took it out of the box. It was a restoration project that G-son has worked on for years and it is a beauty. I flew with G-Pa at TWA, where his son and I were captains. They have a neat facility up at Hannibal, MO airport y'all need to check out that restores C-195s, has a glider flying operation, a charter operation, and there is a BEAUTIFUL (bucket list) Beech 18!



**The Barron Family Cessna 170 and Red Cessna 195**

**FIELDS OF FUN** What is a fly in without a Piper Cub? What is it when 50+ show up? I do not know the number of Cubs that flew into AirVenture but if 50 Cubs were there, and most had 1,000 hours on their airframes, with over 75 years of flying, there are definitely a million stories these old airplanes could tell about the pilots that flew them. With training and some pilots without training!

There is the story of an old farmer that had the Piper Cub delivered to his farm and he just figured it would be a simple thing to learn. He did survive the self teaching!



**FROLIC** Well, I mentioned that Barron Aviation has a Beech 18 that I hope to take for a little spin in the fall for my birthday. Heck, I might even jump in the Schweizer 2-22 glider they have up there in Hannibal and see if I can still fly a motorless aero machine!

New at Oshkosh this year:

- More black top areas that were gravel before.
- More concrete around the shower houses so you could walk to the blacktop or gravel road.
- New groovy green sink bowls in the shower houses instead of the long trough that everyone shared.
- A new “old school” grass runway next to the west side of the runway 36 taxiway. With the Piper Cubs coming up from the south it was easy for them to land in the grass and taxi right on to the west parallel taxiway for runway 36 and taxi to a spot in the “fields of Cubs.”

Last but not least was the “new school” way of displaying your aircraft, or maybe it was just a bad tattoo on the side of this machine:



**Here was Chris Nesins' Piper Cub that made the trip!**

## Safety Tip of the Month

This safety tip will address slipping when landing. Those of us that do not have flap equipped aircraft, many times have to slip to dissipate altitude, or require a better view of the proposed landing area. Wind direction is the prime determining factor in which way to slip. Always you want the wing down into the wind by applying aileron into the wind with opposite rudder. All too often I see aircraft with their wing high into the wind, which is incorrect. Try forward slips at altitude by alternating first one wing down and then the other while applying rudder. See if you can maintain a somewhat straight line over the ground by providing enough power. Then practice a side slip to landing by reducing the power and you will lose altitude, and correct to wings level at the altitude you pick to be the pseudo runway.

Flap equipped aircraft can also be slipped, but consult your owners manual at what setting the flaps should be, and if slipping is allowed.

Remember you can never spin an aircraft in a slip, but can in a skid....

*Bob Kraemer*



## Join the Yahoo Board Today

If you are not already a visitor to the Yahoo discussion board, you should be. It's a great place to start or participate in a discussion about our chapter, the EAA, or aviation in general. (We do try to keep away from politics or things not related to aviation.) Log on to the chapter's website at [www.eaa32.org](http://www.eaa32.org) and look on the left side of the page for the big Yahoo Groups button. Click the button and just follow the screen prompts. You will have the option to get e-mail notifications of discussions, too.

For Chapter 32 news  
and information:

**YAHOO!**  
**Groups**  
Join Now!

## Super Hornet For Sale

"Super Hornet". They were made in Ramona CA but the company has gone out of business because of the economy. They let me build the plane myself in the factory with their equipment and help. I flew it from CA to KSET. It cruises at 110 mph with over 3 hrs of fuel on board and can hold a 492 pound payload with full tanks (600 lb useful load). It has a lot of extras and would have cost over \$70,000.00 if made in the factory in 2007. I'm asking \$30,000.00. Some of its equipment:

- SUPER HORNET E-LSA
  - 100 hp Rotax 912s
  - Two 9 gal fuel tanks (18 gal total)
  - Electric pitch trim on both front and back sticks
  - Two storage areas
  - Two GPSs
  - Alt + AS both front and back
  - Hot mike intercom
  - VHF radio (ptt on sticks)
  - Mode C transponder
  - Position and strobe lights
  - Side doors
  - Extra large tundra tires
  - Deluxe seat covers
  - Electric flaps
  - BRS chute
  - EISI
- I can be contacted at 314-265-6123 or at [jeffmckee@earthlink.net](mailto:jeffmckee@earthlink.net)

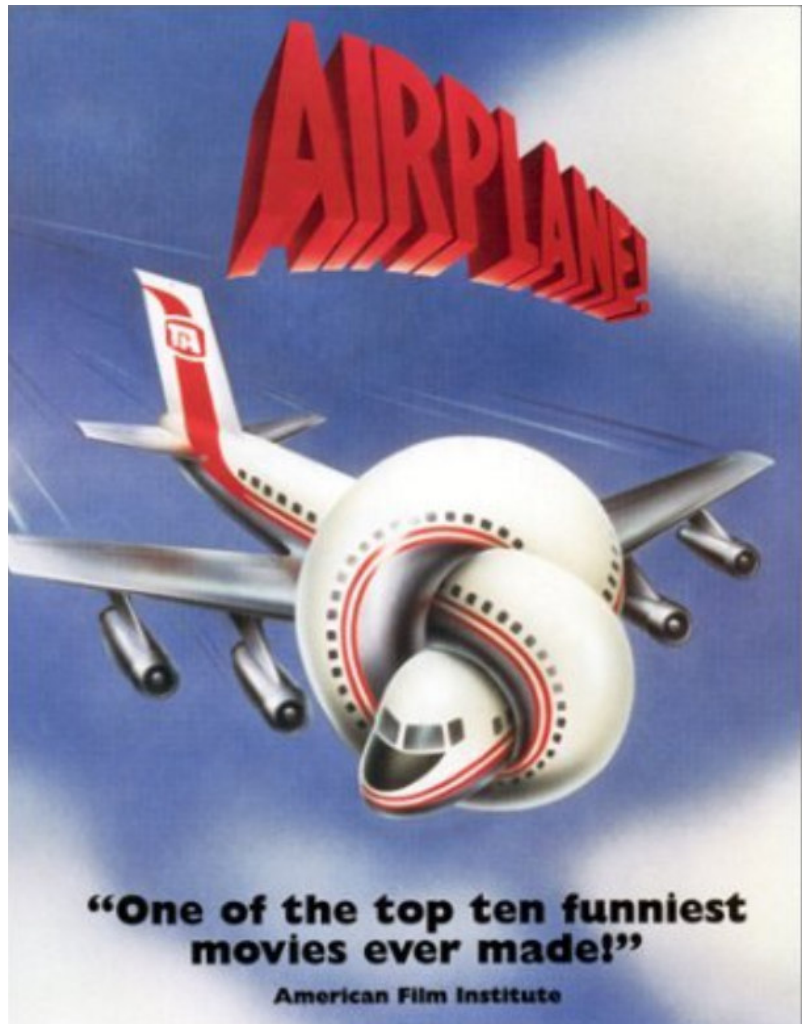
Jeff McKee



MOVIE AT THE ARC  
EAA Chapter 32  
Proudly Presents for August:  
**AIRPLANE**

Ex-fighter pilot and taxi driver Ted Striker (Robert Hays) became traumatized during an unnamed war, leading to his fear of flying. As a result, he can't hold a responsible job and his wartime girlfriend, Elaine Dickinson (Julie Hagerty), now a stewardess, leaves him. To win her back, Striker overcomes his fear and boards a flight from Los Angeles to Chicago that she is serving on (and leaving the taxi he was driving behind with a man inside). But during the flight, Elaine rebuffs his attempts.

After dinner is served, many of the passengers fall ill, and fellow passenger Dr. Barry Rumack (Leslie Nielsen) quickly realizes that the fish dinner gave some passengers food poisoning. The stewards discover that the cockpit crew, including pilot Clarence Oveur (Peter Graves) and co-pilot Roger Murdock (Kareem Abdul-Jabbar), have all come down with food poisoning, leaving no one aboard to fly the plane. Elaine contacts the Chicago control tower for help, and is instructed by tower supervisor Steve McCroskey (Lloyd Bridges) to activate the plane's autopilot, a large inflatable doll named "Otto", which will get them to Chicago, but will not be able to land the plane. Rumack convinces Striker to fly the plane, though Striker feels unable to handle the pressure and the unfamiliar aircraft.





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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