
EAA Chapter 32 News

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

July, 2016



A “missing man” formation of Stearmans was held at Creve Coeur airport to honor our friend Bob Kraemer.



We will see YOU at the ARC for the July meeting. July 16, 2016 at 10:00 am.

Note: Unless otherwise indicated, all Young Eagle photos are by Lisa Miano



Friends and fellow aviation enthusiasts,

We're almost there! AirVenture is this month, and a lot of Chapter 32 members are going. Nearly half those going will be volunteering. I'm going to try my hand at it this year with KidVenture. Mr. Bill will be doing the weather & nav classes early in the week (afternoons), and I'll take over for the end of the week. Others will be parking planes, doing KidVenture, and a myriad of tasks necessary to make the event a success. I believe our chapter can be proud of the numbers of volunteers taking part. Many others will be vacationing amongst a couple hundred thousand friends. It should be a great week. Chapter 32 will have an area for campers all staked out. Any members who would like to camp in the compound are welcome. There should be room for everyone who wants to camp there. In addition to comparing notes between and after activities, we'll show movies, BBQ, and have great fun. It's my hope we'll have a lot of chapter campers in the area. We've done this a number of times in the past, mostly to everyone's satisfaction. We'll post the location of the campground as soon as we can get it staked out. We'll also be doing our annual chapter picture this year at the Brown Arch. I forgot to write the date and time down at the last meeting, and don't have that information available, as I'm writing this article in Wisconsin late at night. Sorry about that, Chief. We'll be sure to get it posted on our website, and also distribute it to our newsletter faithful.

Our next Young Eagles event is July 9. It'll be here before you know it. Our Young Eagles program has matured over the years, and is very robust. Lots of Chapter members make it work. It takes a lot of that for a successful event. The ARC needs to be made ready, food purchased, and a number of other things before we open the doors to the public. During the event, we have volunteers staffing the sign-in and administration, a safety briefing for pilots, sign-ups for the young folks, escorts for people going to/from planes, a photographer taking pictures, cooks and administration of the BBQ set-up, and pilots doing their magic making heavier than air objects go up in it. It's all amazingly coordinated. Every volunteer has a task to do, and they do it with such enthusiasm it's magnetic. Come on out and help with the next one if you haven't done it yet. We all have a lot of fun.

The RV-12 project the Spirits of Aviation Flying Club is working on at the ARC is getting very close. Among the many small tasks that need to be done to complete the plane, here are a few we've accomplished:

President's Corner

by Dave Doherty

The painted surfaces need to be polished to a fine luster. This task is close to completion. We have one side of the wings left to process.

Cables linking the rudder to the pedals need to be properly tensioned. That was accomplished the last week of June.

The fuel system needs to be checked for leaks. After finding a single leak and sealing the fitting, we can check that one off the list.

The canopy is installed, and seals have been applied to their proper locations per the plane.

Placards with self-adhesive are being placed in each of their respective proper locations.

Here's a big one – The engine has been test run to find any loose connections or leaks. There is a video one of our members took of the initial start-up. We'll show it at the next chapter meeting.

Paperwork – we're checking every task of every page in the instructions manual to make sure we don't miss anything. Proper papers to be filed with the FAA once some key data points are documented are nearly complete. At the time of this writing, all we have open is the empty weight and the Weight & Balance info. plus, of course, completing the airplane.

There's more, but I think you get the idea. We're really close, folks. Come on out and see what it looks like. We're all really proud of it. It might be finished by the time our meeting rolls around. Then again, it might not. We're not going to cut any corners.

Above all, safety is the big issue. To that end, several of the members of the Spirits of Aviation Flying Club have gone to Wisconsin to obtain transition training in a RV-12 S-LSA. In fact, we're up there now (at the time of this writing). So far, John and Dave have logged 1.0 hr dual instruction each in the RV-12. Another session is scheduled, and we're feeling more and more confident we can handle the little beast. It's a very responsive aircraft, a real joy to fly. We're having lots of fun, and are both trying to learn all we can about the glass-paneled avionics. I predict we'll have tons of fun flying the little bird.

Our regular monthly Chapter 32 meeting will be held on July 16 at our Aviation Resource Facility (Chapter building) located at Smartt Field (KSET), 6410 Grafton Ferry Rd, Portage Des Sioux, Mo. Meeting time is 10:00 A M We'll be discussing regular chapter business and Airventure. Our chapter has had a fairly large contingent of volunteers at Oshkosh in the past, and we'll work on final plans. After the meeting, we'll BBQ hot dogs & burgers and do a little hangar flying. Come on out!

I was happy to read the articles written by some of their members about their projects. We need more of that. How about it guys? Perhaps engine cooling is a baffling subject, and someone can relate the problems encountered and solutions to said problem. Or maybe someone has pointers on welding, or sheet metal. Or maybe there's an expert on Dynon Avionics who'd like to share some of their discoveries about making it work better. It's gratifying to

me to see the stuff in print, as it shows we're sharing what we find out with each other in an open format. Thanks to our contributors!

Please come to our net meeting on July 16, 10:00 AM at our Aviation Resource Center, 6410 Grafton Ferry Rd, Portage Des Sioux, Mo (Smartt Field), see what we've been doing, and what our plans are for the next few months. Bring a friend. Get involved! We're all having tons of fun...

Blue Skies to all,

Dave Doherty



Photos courtesy of the RV-12 mafia.

June Meeting Minutes

Dave Deweese



June 2016's meeting began with the Pledge, Dave Doherty presiding.

We approved May minutes as written.

Don Doherty gave the Treasurer's report including checking and savings account balances. This includes last week's expense for fixing the air conditioner.

Jim Hall is visiting today, he lives in Town & Country and has been taking light sport lessons at St. Charles Flying Service and has previously brought his kids to our Young Eagles events. Bob Miller is getting back into aviation after a hiatus. He's a chapter 64 member and flies an RV-6. Bob also has an interest in STEM activities in relation to Young Eagles.

Rick May debriefed us on last weekend's Young Eagles event. We flew 33 kids and 9 parents with 6 pilots. YTD we've had 58 kids over 54 flights. Volunteer participation is way up. Our next event will take place in July. If you're a pilot Rick can give you your exact numbers.

The Spirits of Aviation LLC Flying Club is close to finishing the RV-12. Gale's going to check it over today as they approach time for final inspection. Dave Doherty's preparing to head to Wisconsin for transition training. The club has scored their custom number: N32YE.

We have 2 current fundraisers: food cards, see Ron Burnett. We're also collecting aluminum cans, so if you drink soda or beer bring in your empties.

Jon Thayer is our membership coordinator. See Bill Doherty for lock codes if you are a new member, or a current member who has lost or forgotten their number.

The Cavalier is still for sale, \$500 obo. We almost had a buyer for the BD-4 but he has been unable to unload his Long-EZ project. He gave that up due to sensitivity to fiberglass.

Oshkosh is coming up soon. Traditionally the chapter has had a campsite, and would like to do so again. We had a show of hands and there appears to be plenty of interest. Mike Young has a room available at Day's Inn, contact Ron Wright if you're interested, details are also on the Yahoo Board. Chapter picture is usually taken at the chapter house with all our attendees. Jeff suggests early evening as a time in consideration of volunteers. Dave proposes Thursday at 5:30 p.m. Since the chapter house is gone so the brown arch will be the new location.

This month's (June) movie is Those Magnificent Men In Their Flying Machines.

Bob Kraemer's remembrance is today at Creve Couer airport's main hangar. A formation of Stearmans will do a flyover around 5:00.

Zenith is holding an open house in Mexico, Missouri today.

Next Saturday Chapter 16 in Effingham, Illinois will be holding a pancake breakfast from 8 to 11.

Chapter 64 is looking for Young Eagles pilots for Friday, July 15, they have about 20 kids coming out of an aviation-related class at Rankin Technical.

On October 1 Jefferson City's chapter will have an open house. They're offering free breakfast for anyone from Chapter 32, plus free lunch for pilots.

Following the meeting Bob Murray will present regarding ADS-B.

Safety Tip of the Month

Joe Miano

Inflight Emergency Safety

How safe do you feel when you go flying? What I mean is how confident are you at being able to handle any inflight emergencies? I'm not talking about having a sudden urge to land to get to the bathroom or forgetting your spouse at the last fuel stop but a true inflight emergency. An emergency that requires help from ATC and squawking 7700 on your transponder code. Could you perform the proper sequence of events without freezing up or panicking in the pilot's seat?

First, let's examine some inflight emergencies as listed in the Pilot's Operating Handbook for my airplane. These emergencies are all universal and are not unique to any specific make or model of aircraft. The list includes engine failures during takeoff or during flight. Emergency landings with a flat main gear tire or nose wheel is another. Also listed are more emergency landings without engine power or partial engine power. Ditching the airplane into a water landing is another drill to become familiar with. Next we get into the emergency fire listings in the handbook. Examples are fires during engine starts and/or ground operations, engine or electrical fires during flight, and the dreaded cabin fire or wing fire during flight.

Now the operating handbook begins what is referred to as miscellaneous inflight emergencies. While some of these emergencies still require swift decisive action to correct, others give you a little time to troubleshoot and determine the best course of action to enable landing as soon as practical. This miscellaneous emergency list includes inflight icing, static source blockage, low vacuum, and low vacuum pump failures. Also listed are fuel flow fluctuations, power surges, and landing without flaps or elevator control. Last on the list are electrical failures with both alternator and battery failures. Other mechanical inflight emergencies not listed in the handbook but come to mind are retractable gear malfunctions, constant speed propeller failures, engine oil leaks, cabin pressurization and oxygen malfunctions and finally, stuck or partial engine throttle failures. Consider some inflight emergencies that are not of the mechanical nature or type which include bird strikes, fuel exhaustion, and weather related and any medical emergencies with the pilot or passengers.

Fellow aviators, it is not my intent to scare anyone or discourage someone from flying, but instead to become aware of the many different types of emergency situations that may occur during any flight. Aside from being blown out of the sky by an F-16 for violating a Presidential TFR zone, I think that I have listed the majority of inflight emergencies that could occur to us while flying. We all, as professional pilots, must act accordingly to any emergency situation when the shit hits the fan during any phase of the flight. So again, we must ask ourselves how is the best way to handle any inflight emergency? Begin by studying your pilot operating handbook's emergency procedures chapter every three or four months to become familiar with what to do. Sit in the cockpit and practice the emergency steps on the ground with all of the aircraft systems off. Try to memorize or at least have a general idea of what to do and where all of the important key switches and controls are located. Not knowing how to handle an actual inflight emergency while fumbling with the pilot operating book to look up information might not yield a happy outcome if time does not permit it. Lastly, please demonstrate to your non-pilot passengers how to operate the radio to contact ATC on 121.5 frequency to summon help when needed. You can always use the extra help in a real inflight emergency situation and a little peace of mind can go a long way. Fly Safe!!

Joe Miano

Learning as we Go

“Why We Check the Things That We Do”

mr. bill

Good morning class! Lately we have been digging into why we pre-flight, how to pre-flight, and what happens when we do not check things. When we deal with weather it is ALWAYS a major thing. How about this storm cloud that showed up on the Friday before the first weekend of Oshkosh last year. It took down 80% of the port-a potties on the airfield and one Husky tail dragger on a display stand in the aircraft display area! This is a bow wave cloud that indicates only one thing, “Many Buffalo and the horizon Kimosobie!” In aviation terms it means find an enclosed hangar, pay the BIG price to get your machine inside it, close the door, and head for the Tornado shelter.

During a recent Condition Inspection of the landing gear legs of a Van’s RV-7 revealed that one was a little bent. Can you tell which one?



Here is a 13 inch Titanium tailwheel rod from a Sonex that is bent. I am not an engineer but you gotta wonder what kind of force could do that to the tailrod. Any answers, class?

How about this from May of this year in Colorado!



So the Sonex has under gone a thorough tail compartment inspection and all is well! It is now being prepared for the flight to Oshkosh to go visit the rest of the Sonex family planes.

So, PLEASE, do yourself and the aviation community a favor, check your airplane over and make it right. Check the weather for your flights. Check the TFR- Temporary Flight Restrictions in the area because with all the campaigning going on you never know when a little BLUE circle could pop up showing that

there is a VIP in the area making it a TFR protected by some military jets and government officials.

It is a FREE phone call to 1-800-WXBRIEF

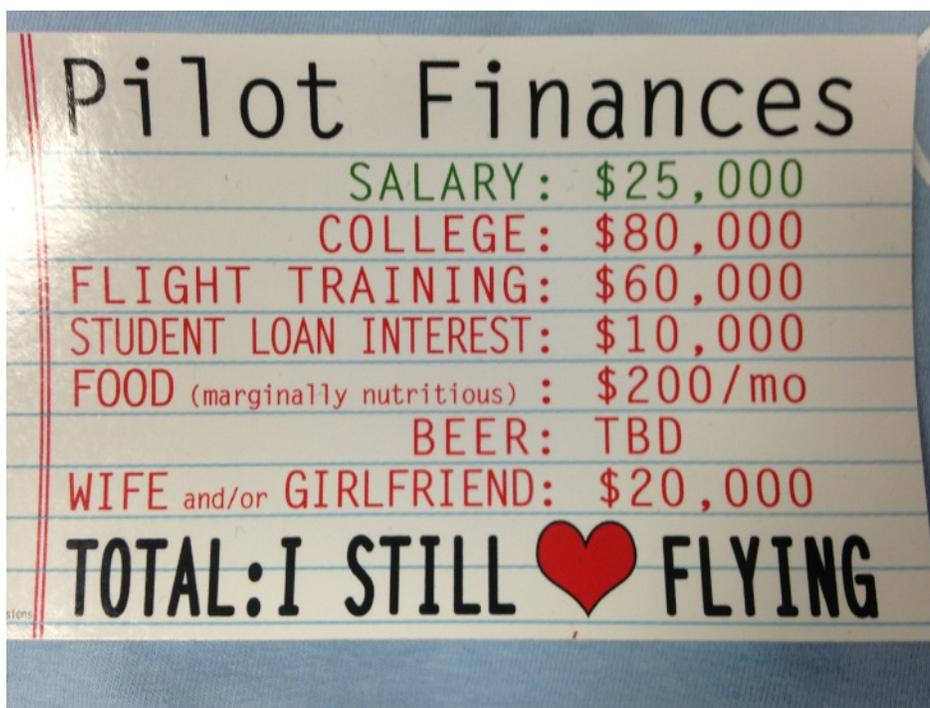
In conclusion class, one of the statements I heard mentioned that if coal is done away with, and with 1/3 of our electricity produced by coal, then our electric bills will increase 54%. The man also mentioned that ALL fuel costs will rise and that hurts. Just when we were getting comfortable with the low or reasonable cost of 100 Low Lead gasoline and automobile fuel. Next month we will review Oshkosh and talk a little about the pilot shortage.

Safe flying. Download the OSHKOSH Notam and remember to tell the controllers over FISK that you

want the runway (18 or 27) which you feel best landing on. No sense dinging up a wing tip at the greatest airshow ever and in front of all those cameras because the summer wind at Oshkosh was past your comfort limits!

P.S. Get your popcorn ready for the movie "Sully" which comes out in September. "So ya want to be an airline pilot."

Pilot Shortage Explained





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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