
EAA Chapter 32 News

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

June, 2016



See our very own mr. Bill demonstrate the effects of spatial disorientation.

We will see YOU at the ARC for the June meeting. June 18, 2016 at 10:00 am.

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

May Meeting Minutes

Dave Deweese



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

No objections to April's minutes as written.

Don Doherty gave the Treasurer's report including savings and checking account balances.

Bob Kraemer, Bud Cole, Howard Henderson will all be on the Oshkosh memorial wall. The total fee was \$1050, partially paid for by our memorial fund.

David Warapius is visiting, an EAA member who has not been active in a local chapter. Allan Reeves is visiting, he's the president of what used to be chapter 1394 at Creve Coeur, and helped out in the construction of the ARC. In January they were asked if they'd be interested in converting to a vintage aviation chapter, so they have become VAA 39. They're planning on a fly-in and pancake breakfast in August. Requirements for local membership include EAA and Vintage Aircraft Association memberships. Meetings are held at 1:00 pm on the 2nd Sunday of the month, lunch provided for a nominal fee.

Rick May reports that we flew about 30 kids at our Young Eagles event Saturday. The next event is two weeks away, coinciding with International Young Eagles Day. This may be the day the two millionth Young Eagle flies. Dave's planning on promoting this through various media channels, meaning that this will be require a big effort.

The week prior to YE was the Spirit Air Show. Bill Doherty worked behind the scenes. He described how efficiently the Blue Angels swapped out jets when one had an issue. He also received a Challenge Coin from the F-22 team.

The RV-12 is in the painting phase, the back quarter of the ARC is occupied by the paint booth. It's a fairly complex theme with three colors and sweeping curves, though the group is saving quite a bit by doing the work themselves. Avionics are nearly installed as well. They are about to apply for the custom N-number. Hopefully the plane will be ready by July.

Fundraising. Bill has the food cards from Ron Burnett. We're also doing a can drive, exchanging our aluminum cans for money.

Chapter members who have not paid past dues will have their access codes deactivated. If, for any other reason, your lock code does not work please see Bill Doherty.

We need a chairperson for our membership committee. Duties include orienting new members, giving them a packet. Jon Thayer volunteered.

We may have a buyer for our BD-4 project: he had to abandon a Long-EZ project after becoming sensitized to fiberglass.

June activities: we'll have a board meeting on the 4th at noon. On the same day in Highland Illinois the glider club will have a pancake breakfast. Young Eagles will be June 11. The Waco Fly-In will be the same weekend, 11 and 12. June 18 is our next chapter meeting. In the afternoon (around 3pm) there will be an event at Creve Coeur in memory of Bob Kraemer. The program will be audience participation, reviewing events of Bob's life.

The movie will be shown on June 26.

Libby notes that a book is coming out detailing the history of Lambert and of aviation in St. Louis.

The chapter will try to stake out a campground at Oshkosh this year.

We'll be electing President and Secretary this year and need a nomination committee.

Safety Tip of the Month

Joe Miano

Preflight Weather Safety

"Well, it looks like it is going to be another great day to go flying" you said to yourself as you left the house this morning. Are you certain of that? How do you know? Did you just stick your head outside to look for cloudy weather or strong wind gusts?

Fellow pilots, good weather judgement and making the correct decision to launch on a flight is a very serious safety factor to consider. I truly believe that we are spoiled by the Midwestern weather that we are blessed with here in the plains states. We do not lie on the coastal areas that bring in great weather systems from the vast oceans with fog and rain. There are no towering mountain ranges nearby to usher in turbulent winds and storm fronts from the upper elevations. No, here in the Midwest, we have ample time and warning to study the weather and know of any approaching IFR conditions. Our major weather concerns here in Missouri seem to be large thunderstorms with high winds or tornados in the summer months to severe snowstorms that dump large amounts of the white stuff with icing conditions aloft at low to mid altitudes in the winter time.

So now, back to our preflight. Did you, as a pilot-in-command, check the local weather conditions and forecast for the day? You want your passengers to enjoy their time aloft with you in your plane with pleasant memories of the day's flying adventure. Please do not end up scaring the living daylights out of them or yourself because you did not check the weather as part of your standard preflight preparations. Also, remember that if you are only a VFR rated pilot, it should be standard practice for you to make sure that you do a thorough weather check. You do not want to end up flying into IMC conditions and call up ATC to declare an emergency because you are not instrument rated. You may then end up needing assistance to find a VFR condition airport to land at before you run out of fuel.

Is today's flight going to be at or near your home airport, say within 20 or so nautical miles? Maybe just some pattern work to practice your takeoffs and landings? If so, then you would want to check your airport's current METAR weather conditions and the next segment of the TAF or Terminal Aerodrome Forecast. The TAFs are updated four (4) time a day, or every six (6) hours starting at 0000Z local. I find them to be very accurate as to what the weather conditions are going to be in the very near future at your local airport. Please remember that the TAFs only cover the airport reporting area plus five (5) nautical miles radius.

If you are flying cross country, again please check the METARS and TAFs at both your departure and destination airports. Also do not forget to obtain a weather briefing from any of the aviation weather service providers that I will list at the end of this article. This is a very important step in your cross country preflight operation that you should accomplish. In very simplified terms, the briefer that you talk to will tell you about the weather to expect during your flight's route. He will also alert you to any TFRs, convective weather alerts, active military operating areas en route, any AIRMATS, SIGMATS, and/or any airport notices or closures that may apply to your flight. The weather briefer will also have a record of your personal briefing that you received on your planned flight route for the FAA safety records. You can obtain your weather briefing by phone or online and it is a free service that costs nothing but your time.

Checking your preflight weather is just as important as preflighting your aircraft before flight for any mechanical issues. With all of the currently available sources of aviation weather information that you can access today, there is no excuse for not obtaining a weather check before flight. So, please fly smart and always remember to check the weather before you take off on your next flight.

All aviation weather services are listed in your Pilot's Handbook of Aeronautical Knowledge published by the FAA.

* 1-800-WXBRIEF: Automated Flight Service Station (AFSS)

* NWS: National Weather Service

I-Pad Apps: Foreflight & Area 796 among others

FAA Website - www.FAA.gov

NOAA: National Oceanic and Atmospheric Administration

Direct User Access Terminal Services (DUATS)
www.duats.com

* METARS, TAF - Terminal Aerodrome Forecasts

* = can be found in the A/FD Airport/Facility Directory



Friends and fellow aviation enthusiasts,

The big show at Oshkosh is just over a month away. It's time to start planning. Who's going? As in the past few years, we're going to try and have a Chapter 32 area in the campgrounds. At our next meeting, we would like to make arrangements and get an idea about who would like to camp in the chapter 32 area. This year, EAA is offering chapter camping area. We'll go over the requirements at the meeting. We also have some people volunteering during the week, and they may have full camping passes. How we set up the camping will depend on if we have enough full passes or would like to get a chapter camping area through EAA. It'll be a topic of discussion at our meeting.

Last month, your chapter had a number of volunteers at the Spirit of St. Louis air show. We had a large area at the show, including a theater where we held seminars about getting your pilot's license and building your own aircraft. Zenith Aircraft had a display in the area, as did St. Charles Flying Service. Our chapter display was staffed by many chapter members, and I think we all had a good time. Volunteers came in free, and we were treated to great airshows on Saturday and Sunday. They were a nice perk for our chapter members. Many thanks go out to all who participated. It was a lot of work, but well worth it.

Last Saturday, we held our third Young eagles event. The day started out on a sour note, as the air conditioner at the ARC failed to start. It was eventually fixed. Also, the air at the airport terminal building had to be started in the morning, and it took a while to cool the restaurant area down. Then things started going more normally. We had a nice turnout with 32 Young Eagles flown. For such a hot day, I think we did well. The kids I flew all enjoyed the flights, and it's really gratifying to see the smiles on the kids' faces during and after the flight. One family came all the way from Rolla Mo to give their kids the experience. To all our members who braved the heat, Thank You! Everyone went home happy.

The RV-12 project the Spirits of Aviation Flying Club is working on at the ARC is nearing completion. At last month's meeting, the temporary paint booth was in place, and we were in the process of painting parts and assemblies. The week before our Young Eagles event, we were working on the fiberglass parts. They required additional work to fill the pores and get smooth for paint. With the paint scheme we have, three colors are

President's Corner

by Dave Doherty

involved. That means masking and painting parts multiple times, and it was a time consuming laborious task. On Thursday, the last color coats were applied. On Friday before Young Eagles, the paint booth came down and was disassembled. We're now working on final assembly of the plane. Avionics are installed, and the engine has been mounted. We're finishing the engine installation, and the Dynon Skyview software will be installed during the week before our chapter meeting. It's really taking shape now! We think we'll be ready for taxi tests in a couple weeks. Come on out to our next chapter meeting and see the progress we made. It's an impressive looking plane, if I do say so myself.

Fund raising – here's a chance to Save Your own Can ... We're collecting aluminum cans to recycle and help fund our chapter. If all our members save their cans, it should add up to something over the course of the year. Funds will go toward helping our chapter to continue promoting aviation in a variety of ways. Things like the Spirit Air Show, Young Eagles and community outreach efforts cost money. Dues will not cover all we want to do, and we're looking for painless creative ways to raise funds.

Our regular monthly Chapter 32 meeting will be held on June 18 at our Aviation Resource Facility (Chapter building) located at Smartt Field (KSET), 6410 Grafton Ferry Rd, Portage Des Sioux, Mo. 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 it looks like we'll continue that tradition again this year.

For our guest speaker at the June meeting, Chapter 32 member Bob Murray. His presentation will be: ADS-B: The End of the Radar World As We Know It - The Past, Present, and Future of ADS-B (but not necessarily in that order). A quick technical overview of ADS-B. We'll look at its history, some details of how it works, including an explanation of ADS-B In and Out, TIS-B (traffic), and FIS-B (weather, et al). This is coming, folks. We all might as well get to know what it's all about and take advantage of what's offered.

Movie at the ARC – June presentation - “Those Magnificent Men and Their Flying Machines or How I Flew From London to Paris in 25 hours, 11 Minutes”. A humorous look at early aviation with the story line being a 1910 international air race from London to Paris with the prize being 10,000 pounds, British Sterling money

(equivalent to 920,000 lb - \$1.3 million today). Look for the movie promo elsewhere in this newsletter.

This is a dinner and a movie event, with social hour and dinner before the movie. As usual, the dinner is pot – luck format. Everyone brings a dish, and meat is provided by the chapter. Social hour starts around 6:00 – 6:30 ish with the movie starting after dinner. We all have a lot of fun. If you haven't gone to one of these, try it. Sunsets at the airport are usually magnificent. You'll have a good time. Come on out, bring your other half. They need to get out too. And, I've noticed the mosquito population is much less this year than it has been in past years.

We're doing our best to keep EAA Chapter 32 one of the very best in the area with something for everyone. I think we're succeeding, and I'm excited about the possibilities! Thanks to all who help make it happen.

Please come to our May meeting on June 18, 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



Learning as we Go

SPATIAL DISORIENTATION

“So, Do You Know Which Way You Are Going?”

One picture is worth a thousand words! I was in the back seat of this airplane at 11,500 feet when.....



Do you see the ground? Neither did we! But the guy in the back had an Instrument Rating and is highly trained professional. How do we know? Watch this video?

https://www.youtube.com/watch?v=f_TMIRe4gR4

This video was taken at a FAA Safety Seminar and shows that even a highly experienced ATP/CFI guy can get “the leans” of spatial disorientation under the hood. Usually the FAA man will wait a whole minute before taking off the eye covering to allow the body and brain to get in sync. Because of my instrument training skills the mask was removed quickly and for a few seconds I was “off balance.”

Others in a test program done by the University of Illinois-Urbana, Champaign lasted 178 seconds before they had lost “control.” How do I know? The guy in the front seat of the airplane was in that test group. The guy in the back finished the whole aviation program.

Less than three minutes to lose control of the airplane was the best any non instrument rated pilot could do to prevent the airplane from losing control.

Do NOT get caught in this situation. Do the 180 degree turn and exit the bad situation you got into!

What Our Members Are Doing in Their Spare Time

Part 1. Dave McGougan

Spare time...what a concept! I've heard of such a thing but I don't have any. One of our longtime members, Dave McGougan, has a small single-seat airplane called a Ridge Runner (sometimes called a Ridge Dodger). Dave's airplane has been getting by with the engine cylinders sticking out in the breeze like a J-3, but he would like to get a little heat in the cockpit. So he fabbed up a cowling. In his own words:

Not many of the guys in the chapter know that I have been working all winter replacing my wide open cowling with a new closed one. I started in January with measurements and drawings, then went through a period of paper and tape (mock up), then finally traced it out on aluminum and started cutting metal. It has come together very slowly and looks amateur built, but I suspect it will work as well as the expensive ones. It still needs to be painted and that will occur in the fall. The nose bowl is fiberglass, the rest is aluminum. It is basically finished as of last week, but now I cannot get the engine to start. I think sitting for 5-6 months without a start up has gummed up my carb.

Presumably, he's gotten it started by now.



Photos courtesy of Dave McGougan

What Our Members Are Doing in Their Spare Time

Part 2. Chris Ward

Chris Ward is one of our newer members, from Jefferson City. Chris and his wife Victoria participated in the "One Week Wonder" at Oshkosh in 2014, the same year they began building a Zenith 750 Cruiser. EAA Chapter 429 helped build the tail assembly at the Zenith plant, and, along with 250 cub scouts, helped build the wings.

In 2015, Chris and Victoria worked on the six sets of wings given to various EAA chapters at Oshkosh.



Photos
courtesy
of Chris
Ward



MOVIE AT THE ARC THIS MONTH

Those Magnificent Men and their Flying Machines

or

How I flew from London to Paris in 25 hours, 11 Minutes

When? Saturday, June 25

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

6410 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)

Prologue

A brief narration outlines man's first attempts to fly since the Stone Age due to inspiration by a bird's flight, seen with footage from the Silent Film Era, and man being represented by a "test pilot" (Red Skelton) encountering periodic misfortune in his attempts.



An air race from London to Paris provides the premise for this marvelous comedy, which features thrilling aerial photography and

some stupefying stunt flying. It's set in 1910, when the (lovingly re-created) airplanes of the period were likelier to sputter and crash than they were to go in a straight line.



The international contest requires an international cast, including Stuart

Whitman as a cowboy American interested in the ladylove (Sarah Miles) of an English ace (James Fox). Alberto Sordi and Gert Frobe represent the Italian and German nations; Terry-Thomas plans



frightful sabotage for race day. From the jaunty opening song and the great opening-credits drawings by Gerald Searle onward, the movie has a

pleasingly breezy tone that sits well with the meticulous flying sequences.



Release date: June 16, 1965

Director: Ken Annakin

Running time: 138 minutes

Pot Luck Dinner and Social Hour 6:30 ish PM

Movie starts after dinner, around 7:30 more or less.





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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