



# EAA Chapter 32 News

Jim Bower, Editor



**August, 2009**

**Don't forget the meeting on Saturday, August 15 at 10:00 am!**



Jeff Stephenson took a ride in a helicopter at Oshkosh...he liked it. Somewhere down there an EAA Chapter 32 member is slogging along the road, dodging Gators and trying to assimilate all the aviation on display.

# June Meeting Minutes

by Jim Bower (for Dave Deweese, Chapter Secretary)

The meeting commenced at 10:00 am on July 18, 2009. We met at the Fly Girls Diner (formerly Kilroy's) due to a problem with the ARC's septic tank

On the subject of the full septic tank, we decided to inform the membership that when the "full" alarm goes off, **CALL THE FREAKIN' GUY TO GET IT PUMPED OUT**. Continuing to use the facilities with a full tank will have the expected effect, and won't be pretty. Fortunately, this didn't happen just prior to a major event. Karsten will contact the correct individual, and post the contact number so that anybody can call for this service.

As previously announced, the major topic was the arrival of EAA's Ford Trimotor in September.

Dave McGougan stepped up to the plate and took on the job as tour stop chairman. Gale Derosier will assist him, as well as being the public relations liaison with Oshkosh. Numerous members volunteered to staff the tour stop during the Trimotor's four days (September 10, 11, 12, and 13). More volunteers may be sought at the August meeting.

Chris Seto announced that he has set up a Facebook page for Chapter 32.

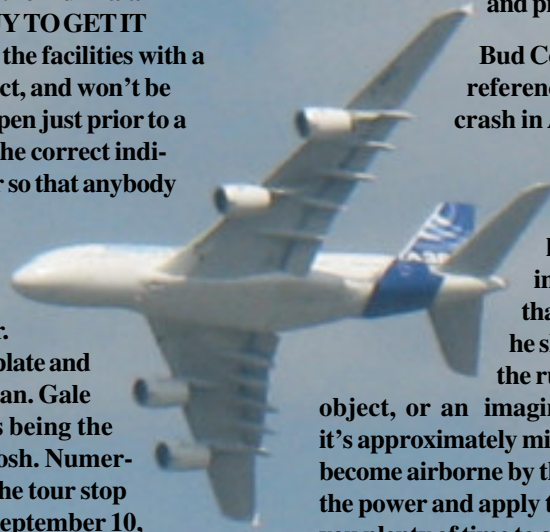
Ron Burnett distributed the grocery store cards.

Rick May reminded everyone about the upcoming Young Eagles rallies on August 29 and 30 (Smartt Field open house), and September 12 (Silver Swallows). Despite its being on the same day as the Trimotor, we anticipate little problems with securing ground crew and pilot help.

Bud Cole offered some advice with reference to the recent fatal airplane crash in Arkansas. This accident occurred due to a combination of high density altitude, a grass runway, and an aircraft that was loaded over gross. Bud said his instructor impressed upon him that before applying takeoff power, he should pick a spot halfway down the runway. This spot can be any

object, or an imaginary point in space, just so that it's approximately midfield. If your airplane has not become airborne by the time you reach that spot, chop the power and apply the brakes. Period. This allows you plenty of time to get stopped and turned around. You can do this repeatedly (presumably you will have burned off enough fuel to take off at some point during these attempts). Doing this will ensure you live to fly another day, rather than become a smoking hole in the ground at the end of the runway.

The meeting adjourned at approximately 10:45 am.



# Oshkosh 365

by Laura Million

Oshkosh 365 is a new social networking site that allows members to connect to other members throughout the world. To keep that "Oshkosh spirit" going all year long, Oshkosh365 has online community features where you will be able to post pictures, establish a network of your aviation friends, join special interest groups, and share information through forums and message boards. There's no better place to connect with other aviation enthusiasts online than Oshkosh365!



You will have immediate access to exclusive content like:

- EAA Sport Aviation magazine - the digital edition - read it online a full week before your copy arrives in the mail (the August edition is now available)
- Personalized aviation news
- Comprehensive aviation weather - at a glance
- More than 50 years of EAA Sport Aviation archives
- The world's largest aviation events calendar

Go to <http://www.oshkosh365.org> to sign up. It's free.

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# Oshkosh '09

by Chris Seto

Attendance at Oshkosh this year was amazing. During the first few days, there didn't appear to be any blank spots in homebuilt camping, where I was camping with two of my LongEZ friends. The canard row was totally filled by the time both of them got in, so we were put in row 319 surrounded by RVs and a mix of a few Kitfoxes and others. My LongEZ friends and I set up our tents, and then went to the beer tent to meet up with some of the other canard folks.

Most of my time at Airventure was spent walking around, looking at airplanes, and just observing everything going on around me. I also attended lots of forums on everything from LED lighting to alternative aircraft fuels. A good amount of my 'blank' time was spent at the gas welding shed, where I was able to get some good hands-on experience with gas welding, to the point where I could practice by myself, and determine if what I was doing was right or wrong. Big thanks to all the great people who volunteered their time and effort to teach people like me such a valuable skill.

Weather was always interesting. During the opening day concert (Doobie Brothers), it was raining, so I had to run to the EAA warehouse in search of a poncho. Unfortunately for me, they didn't have ponchos for sale, but they did give me a large plastic bag which I 'homebuilt' a poncho out of with my knife. Other days were either a mix, or just sunny. Luckily for me, evenings/mornings were pretty chilly, so my tent was always a reasonable temperature when I was in it.

Last year, I had a really tasty burger at one of the stands, and I wasn't sure if it really was as good as I had remembered it, or maybe I was just really hungry that day. On my first full day at Airventure, I went in search of the burger stand to see if their burgers were really that good, and I was surprised to find that I had remembered it exactly as it was. I think the Zaugs burgers are one of the things I will always look forward to at Airventure. All of my dinners were either at the beer tent, or at Cozy/canard gatherings, one of which I got to meet and talk to Mike Melvill and his wife Sally for a little while. Both of them are very friendly people.

To wrap it up, I had a great time this year, and can't wait for next year!





## Smartt Field Open House

This year's open house takes place on August 29 and 30 (the last weekend of the month). Among other activities, we are having a Young Eagles rally and desperately need pilots (with airplanes) and ground crew. If you can help, please call or e-mail your friendly Young Eagle coordinator (Jim Bower) by one of the methods listed below. In addition to the flyers, we're looking for people to register the kids, escort them out to the planes (crew chiefs), ramp safety specialists, and any other task that we need.

Remember this is a 2-day event, so if you can help both days that would be great, but we need to get enough folks involved to avoid excessive burnout.

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# Learning As We Go

## My Real Summer Vacation

mr. bill

In realizing that not everyone gets a vacation and also noting that not everyone has or goes to the Oshkosh-AirVenture Airshow, I feel privileged to do both. Though there are many who say I do NOT work, please remember, someone has to fly that Mad Dog MD-80, I am glad I was picked to do the job!

Well, with the Volksplane II still in the EAA 32 ARC (thanks guys for the stay. I have once again helped many others to get to Oshkosh this year soooo next year WILL be MY year!) I have some more taping and ironing on my left wing to make it perfect and ready for painting which WILL start next week.

EAA headquarters can rate the attendance of the show by how full the hotels are 50 miles from the show. To say that the hotels 150 miles away were FULL let EAA know that this was going to be a BIG show.

This is from my small view of this BIG airshow. I again spent most of my time at Kid Venture with the Young Eagles First Logbook Program and it was another big success! Though I had to leave Thursday morning in the rain to work Friday, the simulators were always busy with the future pilots of tomorrow filling their logbook with FAA-approved simulator flight time.

When I did get to the flight line there was the massive Airbus A-380 that people stood in long lines for hours to walk through this massive machine.

On the other side of AeroShell Square was the White Knight 2 sitting waiting for those passengers who have paid their \$200,000 dollars to take a ride into space and let their M&Ms fly so that they know they are in weight-less-ness!

Another cool photo that was there for the taking was the "low and slow" four cylinder plane with the fastest four cylinder homebuilt aircraft. In this photo in the foreground is the Polen Special which is a single seat homebuilt with a Piper Comanche engine and cowling well faired making it the fastest four cylinder airplane. In the background was a Pietenpol Aircamper with a Continental A-65 (65 horsepower) engine! Arguably, the slowest four cylinder machine but probably the coolest to fly.



**Yellow Pietenpol with the red Polen Special**



In the "WHAT WILL THEY THINK OF NEXT" category....Last year Monnett had the E-flyer which was a battery powered Sonex which could fly "green" on its batteries for 1.5 hours. Well, this year Sir John put a vacuum cleaner on the back of the airframe and called it the ..Sub Sonex! Get it??? Not sure if it has flown but it was ready to!



**Monnett Sub Sonex on display at Oshkosh 2009**



**Closeup of the jet engine powered Sub Sonex.**

In the passing the torch category: a man, the man, Mr. Carl Unger, designer and builder of the URL Breezy who has flown it to Rockford in 1965 (early Oshkosh days) until now, has passed the torch to a young man who built his own Breezy and who now occupies the "Breezy spot" on the front line at Oshkosh. Thanks to Mark Y. for keeping the keeping the tradition going!



**American Eagle Ace and Breezy Pilot Mark Y.**

Well, this is a quick newsletter for the editor. I have to get up early and put in my 7:54 hours of flying tomorrow! I just wanted to let y'all know what I was able to see at this year's EAA AirVenture 2009! It was a great year! But anytime you can gather 2,000+ show planes and another 12,000+ planes that flew in for this GREAT aviation event, it is a GREAT time! Thank you Paul Poberezny for all of it. Thank you Tom for keeping the dream alive! Thank to ALL who volunteer at EAA AirVenture and through out the year.

Now back to reality and the EAA 32 ARC to get my project done. Thanks again for the space in the ARC. I truly appreciate it. Ninety five percent done with hopefully 50% to go!

**INFORMATION HOTLINE**  
**314-286-9932**  
 CALL THIS NUMBER FOR INFORMATION ABOUT  
 UPCOMING EVENTS



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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