EAA CHAPTER 32 NEWS

Jim Bower, Editor

May, 2006

We hope to see all of you on Sunday, May 28 at 1:00 (potluck bbq) or 2:00 (meeting).

Meet one of the 108 happy kids who were treated to an airplane ride on May 13 in Washington. See the article inside for more details.

EAA Chapter 32 Meeting Minutes
March 26, 2006

The April meeting began at 2:00 with the Pledge of Allegiance. Despite the beautiful weather and the start of the barbecuing season, the meeting was quite sparsely attended.

President Karsten led off with a vote on the proposed bylaw changes that were published in the March newsletter and discussed at that meeting. The changes were accepted.

Laura Million announced her web page workshop coming up in May. If anybody is interested in learning how to do a web page, contact her for details.

Dave McGoogan updated the B-17 information. He had a supply of posters and flyers for people to post in businesses and their workplaces.

The Young Eagle rally on Saturday April 22 was a great success, with about 80 kids flown. George thanked all who participated. A huge Young Eagle rally is coming up in Washington (Missouri) on May 13. The folks out there have been publicizing it heavily, so please participate if you possibly can.

This month's visitors were recognized.

Jim Hann gave the treasurer's report.

Ron Burnett had some extra food coupons for sale, and he announced that Gary Kasten is helping him with food coupon sales. The food coupon fundraiser is a great deal, because everybody has to buy food. The chapter gets 4% of sales from the coupons, so you can help the chapter without any expense to yourselves.

The meeting was adjourned for a welding presentation and demonstration by representatives from Lincoln Electric.

Mr. Bill Builds a Flying Machine

Freed at last from the onerous task of being the Chapter 32 Vice President, airline pilot, CFI, teacher, and all-around good guy Bill Jagust labors fiercely so that he too might have an aerospace vehicle to wow all his pals at a future meeting!

In his own words:

Well it is May 15th, taxes and gas relief day. The money you make after this date is yours to keep!!! Due to the chilly weather the project has slowed down. The studio (garage) is insulated and the temperature needs to be above 65*F for the gluing and the applications of the poly-brush coatings. Enclosed are two photos of the "wing and prayer" method of attaching fabric.

From the President's Desk

I cannot believe it is already May. Chapter 32 has seen an active year so far.

Last Saturday the Young Eagles crew set new records with over 100 Young Eagles flown out of Washington Airport.

Thank you for all the dedication and hard work!

The rewards of your activity was nicely described by Ernie on our Yahoo group:

“I talked to a little blond girl, eleven years old, about her flight. Thru a huge smile, She said she loved airplanes, had built several from balsa. This was her first airplane flight as her family could not afford flying. The YE’s reached a kindered soul on this one. Made my day!”

Our chapter is making a difference in St.Louis and you, the volunteers, are making it happen.

Thank you.

The B17 is still on schedule to come to us in July and the Smartt open house is even closer in June.

Please support these events, we have a great group here and besides the great dynamic we are definitely making a positive impact on how general aviation is perceived in our area.

I am looking forward to seeing you at our meeting and on the 10th of June.

Karsten

Sometimes, it pays to get down on your knees and humble yourself before the miracle of fabric covering!

Look ma! Airplane partz!

Editor's note: Rich is a fellow EAA'er based in Washington, MO. He has spoken to our group in the past on several topics, one of which was his involvement with the original BD-1 (which evolved into the Grumman AA-1A). He can always be seen flying kids at our Young Eagles events.

An Opportunity for Someone to Get in the Aviation Business!

My name is Richard Jimenez and I am a retired aerospace engineer who has a small mom and pop aerospace business called Aircraft Development run from our home that I use to supplement my Social Security income. In essence I am semi-retired with this activity. Sometime in the not to distant future I will go into full retirement and am now giving thought as to what to do with this business when that time comes. When I first started this business it was my thought that I would just let the business die when I went into full retirement. The business has steadily grown over the years and I have come to realize that this business is valuable to the aviation community and would be valuable to someone else that might use it in the same way that I am using it. Plus, to let the business die would be throwing away valuable assets that took years to accumulate and has potential to create wealth for years to come. I would like to take this opportunity to first make a thumbnail description of the business and describe the attributes of a person who would succeed with this business.

The business holds about 25 STCs and about the same number of FAA design approvals. All of the products that are FAA approved products are also PMA'd. For those not familiar with these processes an FAA STC is a document the FAA issues that shows that the aircraft modification that the STC covers has been shown to comply with all the FAA regulations for airworthiness for that particular aircraft. The STC (which stands for Supplemental Type Certificate) does not give one permission to sell the kit to the public. To sell the kit to the public one must also have a FAA PMA. PMA stands for Parts Manufacturing Approval. These kits for the most parts are sold through dealers. A couple of our better known dealers are Aircraft spruce & Specialty Co, and Wicks aircraft. Many of the kits that are approved for FAA type certified aircraft have similar kits in the homebuilt and ultralight aircraft fields, as what works for certified aircraft also works for homebuilt and ultralight aircraft. There are about 50 other products we sell that do not require any type of approval such as placards like "No Step", etc.

I personally do not make most of these products but instead have subcontractors manufacture them. For all of the fiberglass products I have set up people as subcontractors to manufacture these items. For the most part these people are retired, and were looking for some part time work to fill in their time and make some money to supplement their Social Security income. They go through a training period and I get them qualified to manufacture FAA approved aircraft parts.

As for the person who would succeed with this business, first I would want that person to be very interested and active in general aviation. That person would have to be younger than the people currently involved with this business, as we are in our 70s. I will continue to be involved with the business for some unspecified period of time, so the people currently involved will be going into full retirement with me or before me. I am going to list below attributes of what the person that can succeed with this business should have. These attributes will be in the order of importance with the first one being most important and the last one being least important. I recognize that no one person will have all of these attributes, however, they are listed so that an individual can see and compare their attributes against the list and determine for themselves how they stack up. Some people making fiberglass parts will probably be going into full retirement soon and will have to be replaced. This would be an excellent opportunity for someone to start on the ground floor of how this business operates and get to eventually see the entire operation without having to invest a penny; in fact they could make some money while getting familiar with the business. I know of no other business that would allow a person to get to see the entire operation from top to bottom before any comment is made. If after that person gets intimately familiar with this business and is interested in taking over the business at the time I get ready to go into full retirement I will be wiling to negotiate an attractive method by which that person can acquire the business. For the right person I would be willing to transfer the company at below market value.

Attributes for Success

- Have a positive outlook regarding life,
- Have the ability to enthusiastically tackle projects and see them through to completion,
- Have the patience to wait to take over the business until I go into full retirement,
- Enjoy being with and around aviation people,
- Have an engineering background,
- Have a manufacturing background,
- Have a woodworking or aircraft building background with a range of tools,
- Have a working knowledge regarding fiberglass,
- Have an A&P background,
- Be comfortable with operating computers and computer programs,
- Be a pilot.

If this opportunity fits your capabilities and you are interested contact me:

Richard Jimenez 636-528-4967

Engine for Sale

Subaru EJ22 normally aspirated. Two boxes of components. Engine computer and harness. About 1997 model. First owner said it had 60000 miles on it.

$500.00 James King 636-724-1864

Spray System for Sale

Turbine HVLP paint system. Includes four tips/needles. $250.00 OBO.

Call Jim Bower

314 869-8971 or 314 750-1613

Learning As We Go
"Transitioning to Gliders"

mr.bill

Some of the neatest times flying is going back to the basics of gliders. We must remember that Wilbur and Orville were glider pilots who had flown 1,000's of flights before they mounted the trusty and all powerful 12 horsepower engine to their glider.

My introduction to soaring came right after finishing college in 1982 (after 5 ½ years) where I earned my flight ratings. I was ready to take on the world. My college roommate was now in his second year of law school in Chicago and I had just moved back home in Chicago to pay off those college debts. The economy was still slow from the 1979 lack of oil situation.

After reading an article about the "Introduction to Soaring" in the April 1982 issue of AOPA, it was learned that the featured Schweizer SGS 2-33A glider was based at Hinckley Soaring just 100 miles west of Chicago. How cool that we could actually fly the very ship that graced the pages of the magazine. Well, time was a wasting because Daddy A (code names here because I am talking about a lawyer) had already visited the Hinckley Soaring school and gave it two thumbs up. So we picked a great week day afternoon and met up with Chuck to learn about this sport.

Well, after a little ground school and three training flights the unthinkable occurred. Let us review the day.

Flight one: Take off is with the control stick full back until the elevator pitch control starts to become effective then it is placed slightly aft of neutral until the sailplane lifts off the ground. Then we try to stay in the same horizontal plane as the tow plane. Depending on the towing aircraft the glider may have to wait for the tow plane. The Decathlon, Citabria, Cessna 182, and Cessna 150-150 (sporting a 150 horsepower engine) are the normal towing machines! When towing behind a Piper Pawnee you will find yourself still on the ground rolling while the Pawnee is heading upwards. Hang on!

Today we are flying behind a Decathlon and things are occurring at a good pace. We try to stay slightly high keeping the tow plane on the horizon. While in the turn we point the glider's nose toward the outside wing of the tow plane Turns are a shallow 10 degrees. One unique maneuver on tow is called "boxing the wake." The wake is from the tow planes propeller wash and we try to practice up flying skills on tow by flying around the prop wash of the tow plane. Then for practice we fly through the prop wash from the bottom up just so we know what it feels like. The old Schweizer 2-33A is slow to respond because it is a training aircraft.

Flight two: Well, things are going well. We now review all the on tow maneuvers to our 3,000 feet above ground level (agl) tow and when we pull the red handle to release the tow line we, the glider will do a 360 degree turn to the right while the tow plane WILL do a slow turn to the left. This 360 degree turn completes the requirement for the flight in the FAA's eyes. The aero tow speed was between 60-80 miles per hour but upon release we will fly at 40 mph solo and 45 mph with a passenger. After reviewing slow flight, steep turns, and stall recognition and recovery again it is time to head to the traffic pattern.

In the traffic pattern we lower the nose to fly at 60 mph on downwind until we are abeam the touchdown point. There we deploy the spoilers/dive brakes handle (spoilers are the panels on top of the wing and the dive brakes are the panels under the wing) to one half of their extension. It is just one handle in the cockpit on the left side. We constantly watch and evaluate our altitude above the touchdown zone. If we are high in the traffic pattern then we deploy more of the spoiler/ drag brakes. If we are low closing the spoiler/drag brake handle eliminates the big drag. If we are really low just turn right for the touchdown zone.

Flight three: The rope break. In position on the runway we do the A - BB - CC - DDD checklist:

A = Altimeter which is set to 0 feet.

B = Belts-Check

B= Ballast-Check (If you are less than 80 pounds soaking wet you need some lead weights in the nose of the glider).

C = Canopy-Closed

C = Controls-Checked up & down & left & right

D = Dive brakes Closed

D = Data (clock started)

D = Direction of the wind-Check.

The theory is at 200 feet above ground level and 60 mph airspeed you are in the safety zone at this time in flight on the tow. The instructor pulls the red release knob and you call rope break and turn into the wind

and land downwind or fly the whole or abbreviated traffic pattern back to the field. Sharp guys can do it at 150 feet above ground level! Wow! This was all way to cool!

What next?

How does a solo flight sound? Us??? You boys are current with three take offs and three landings so here is the sign off. Go and have some fun. The lift is very strong so you will have fun! Well, Daddy A and Dr. J saddled up their trusty gliders and we both waited for our turn to be towed aloft. In no time we are rising vertically at 1,000 feet a minute over the black dirt farm fields that are radiating strong heat thermals rising upwards. This IS soaring!!! The lift was so strong that the dynamic duo gaining over 4,000 feet of altitude from the release point and we were still gaining altitude with the spoilers/speed brakes out. How cool was this? One hour and thirty seven minutes later we landed and were grinning ear to ear.

What we did not realize was that we would not have another flight like this for another two years. That spring day in April we had a flight that many people wait years to have flight conditions like that.

Pins or Badges are issued for flight accomplishments in the soaring community. We soloed (A badge), stayed aloft for 30 minutes (B badge) and gained 1.000 feet altitude above release altitude (C badge) and gained silver badge altitude for the 3,200 feet altitude gained above release altitude achieved this day. Our flight 2 years later in Phoenix had us going to 13,300 agl for a total time aloft was 4 hours and 50 minutes on a plywood seat. The affects of the flight had Daddy A tossing one dollar bills out the back window of our Schweizer 2-33A. Can you say hypoxia (the lack of oxygen)?

Now at the airlines all the talk is being like glider pilots to save on fuel costs. Glide as much as you can. Do y'all want me to turn the engines off and glide??? So those early days are paying some dividends today.

For more local information check out the two local groups for soaring

www.stlsoar.org

www.silvercreekgliderclub.com

The longest sailplane flight ____ miles over a ___ hour time period with the average speed of ___ miles per hour. In a sailplane!!!

1736 miles over 11 hours with average speed of 150 miles per hour.

Washington Young Eagles Rally was a Huge Success

Chapter 32 pulled off another great Young Eagle rally at the Washington (MO) airport on Saturday May 13. Despite frigid winds and threatening skies, 108 youngsters got their first taste of aviating at the hands of EAA members. As usual, the kids and parents out at Washington were super polite and appreciative. These are the nicest bunch of folks we ever do YE flights for, and it is a pure pleasure! Even the FBO operator was happy to have us there, because we bring familes out to his facility. If you have never worked a YE rally before, consider helping us with next year's event. Of course, you will be spoiled!

Naturally, we thank all the pilots and ground crew who helped. (I'll try and remember everybody's name.) George Stephenson (C-172), Ron Burnett (C-172), Don Jonas (C-170), Gary Unruh (C-172), Bob Jude (Lancair), Joe Sargent (RV-9A), Rich Jimenez (C-172), Dave Lucas (J-3 Cub), and Bill Schmitz (Piper Warrior).

Crew Chiefs and Line Security folk were Gary Kasten, Gale Derosier, Laura Million, Rich May, and Ernie Buzard. Dave Deweese did a great job providing all the kids with their certificates, and your friendly editor got to do his favorite job, registration and dispatch.

Did I mention it was cold? Geez...I had to keep looking at my calendar to remind myself it was May instead of late March. A fairly good-looking morning turned into a day of grey skies and gusty northerly winds. I was really envious of the pilots, who at least had heat in their airplanes! (Well, maybe not the J-3.) Everybody had fun anyway, and we can't wait to do it again.

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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