
EAA CHAPTER 32 NEWS

Jim Bower, Editor

November, 2002

As Gomer Pyle would have said: "Surprise, surprise, surprise!" The October meeting was not our last one for the year; we're going to have a bonus November meeting!

(Usually, the fourth Sunday of November falls within the Thanksgiving weekend, thus no meeting. This year things are different and you're the winners.)

So make sure and attend at 2:00 pm on November 24th. There will be a meeting of the executive board at 1:00 in the pilot's lounge.

INFORMATION HOTLINE

286-9932

**CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS**

Last Month's Meeting Report

October, 2002

Shamelessly stolen from the website (again)

PLEDGE OF ALLEGIANCE

WELCOME NEW MEMBERS

OLD BUSINESS

Entertainment books are still available, and must be sold by the end of November. Give the money to Ron Wright by December 3rd.

AT-6 rides are still available for \$320 for 1 hour (tach time).

Food coupons: See Ron Burnett or Ray Kennedy. Other store and restaurant coupons and gift cards available. Makes a great Christmas gift.

HOLIDAY PARTY

The Chapter 32 Holiday Party will be on Saturday December 14th. Gather and Cocktails at 6pm and Dinner at 7pm. Bob Jude has donated the PA system, and the Dohertys will provide the music. Tom Baker has been busy scraping and painting the chapter chairs.

Still needed for the party:

About 20 more chairs

17 more tables

Christmas decorations

Christmas lights.

Propane heaters

If you have anything to loan, please bring them to the November Meeting so we have an idea of what is still needed.

For the Holiday Party, everyone is asked to bring:

A small gift for the door prizes.

An ornament to decorate our tree.

NEXT MEETING

Since the fourth Sunday of November is not during Thanksgiving weekend (like it is most years) and the Holiday Party is a week later than most years, it was decided to hold a November meeting. Same Bat Time, Same Bat Place (am I dating myself?) Sunday, November 24th, 2pm at the ARC. Executive meeting 1pm at the lounge by Kilroy's.

ARC UPDATE

Insulation is going up on the walls. Most of the block walls are up. Next will be the roof over the restrooms and fixtures.

NEW BUSINESS

Gerry Geiger has donated a tool cabinet. Feel free to use the tools, just please return them to the cabinet. A fork lift was donated. It does not have brakes. Ed Ashby will look into fixing the brakes.

TREASURER'S REPORT

Approximatly \$44,000 has been spent on the building so far. A little over \$9,000 was spent this past year.

INCREASE IN DUES

It was reported on the web page last month and in the October newsletter * that the dues would be inceased to \$48. I was wrong OK! The dues will actually be increased to \$60 due the increase in costs of the ARC. I apologize for any inconvenience. Chalk it up to getting older and the memory failing.

Meeting was adjointed to eat barbecue thanks to Doug Killebrew's expert grilling.

* *Don'tchya just HATE it when you act on somebody's say-so and you end up wrong? Not as bad as getting a Cessna 172 stuck in wet grass, but hey... (ed.)*

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked". Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah", the pilot remarked, " the dreaded seven-engine approach".

Something Special in 2002: The Annual Chapter 32 Holiday Party

Everything is on track for our very first Chrisamas Party in the ARC. Al Donaldson is going to have the inside and outside of the building decorated with lots of Christmas lights. There will be candles on our tables (hopefully not to augment the heating), and a donated Christmas tree.

We are asking that everybody bring an ornament to donate so that every year your own special ornament will appear on the tree. In addition, don't forget to bring a gift for the door prizes.

This year, our catering will be provided by Lori Cotton from Kilroy's restaurant. Anybody who has eaten there will attest to the high quality of the food and the generosity of the portions. We will be treated to not one, not two, but THREE entrees, with plenty of side dishes.

The party will take place on Saturday, December 14th. Be there around 5:30 to 6:00 for drinks and fellowship. Dinner will be served around 7:00, after which will be the speaker. This year, our speaker will be Mr. John Housley, who will give us a talk on the Reno Air Races. Sounds like an exciting topic! Then awards will be forthcoming (wonder who gets the bent prop this year). All this good stuff for a mere \$18.00 per person.

Our folks need to know how many people plan to attend, so please send your checks ASAP to Gale Derosier, 28 Woodmere Point Court, St. Charles, MO 63303.

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" Our hero the Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

2003 EAA Calendars Are Available

The EAA "World of Flight" calendars for 2003 are available now. To get yours before the end of the year, call Gene Angell at (636)294-0922, or see him at the November meeting.

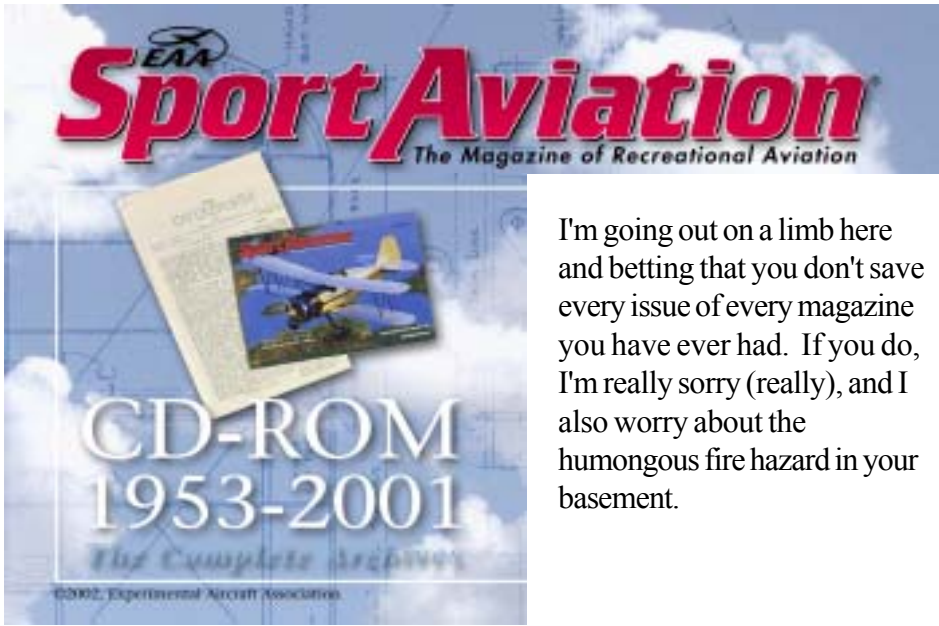
Message From Chef Doug

We will continue with the indoors buffet concept for this meeting, so bring a side dish. If you want to bring something hot, we have a Microwave available. Doug Killebrew says he he won't burn the brots this time, and will add back barbequed brisket.

Regards, Doug Killebrew

Product Report

Jim Bower



I'm going out on a limb here and betting that you don't save every issue of every magazine you have ever had. If you do, I'm really sorry (really), and I also worry about the humongous fire hazard in your basement.

Even worthy publications like *Sport Aviation* must sooner or later hit the dumpster, unless you have more space than the Library of Congress.

Since its inception in 1953, there are around 600 issues of this fine journal, which started life as a crude newsletter called "*The Experimenter*". A periodical that's dedicated to the hobby/lifestyle we find ourselves in is quite valuable for reference (had I known when I joined the EAA in 1992 that someday I would be building, I might have hung on to a few more issues).

Now you can have every issue through December of 2001 in a handy package about the size of a hard cover book. The good folks at the EAA have undertaken to archive everything onto a set of 28 compact discs (plus one installation disc). Not content with merely scanning every page of every issue from cover to cover, the magicians in Wisconsin have provided a searchable database as well. Are you looking for info about that Whizbang 1000 that you dimly remember from 20 years ago? Just type in "Whizbang", and every article that ever mentioned it will be at your fingertips.

As previously mentioned, a team of elves meticulously scanned in every page. You will see every cover, every advertisement, every article, and every stain (probably) that appears in the original magazine. Some discs cover multiple years, but the later ones are so big that there's only one year per disc. All 28 are nicely packaged in a vinyl zipper case (like the ones you use to take your CDs on the road). And there's extra room in the case for all the discs through the year 2020. They also thoughtfully provided a subscription service by which they will e-mail you when new archival discs come out. I assume they are just about ready to bring out the 2002 disc, and I'm ready.

There are a couple of downsides, however. The search feature can take a long time. I think I know why that is, however: Everything is done in .pdf (Portable Document File) format, and so the search engine has to scan all the .pdfs rather than a digital database. I could be wrong, but I think that's the reason. Nonetheless, it's a dang sight faster than thumbing through that stack of 586 magazines in your attic, right? Likewise, the images are a mite slow to appear (depending on your computer's speed, of course), and I think the same reason applies. The pages are stunningly good, and all the text is quite legible.

One more downside is that I'm having trouble finding stuff about Chapter 32. I typed in "chapter 32" and saw stuff about chapter 323 (or some such). The search engine is sort of literal, and won't look at a space after "32". Oh well, I have time.

You can have all this for a mere \$150.00 plus shipping. Too expensive you say? Well, that depends on what 50 years of your favorite publication is worth. Meanwhile, if there is an article you really really want to see, let me know.

Learning As We Go

mr. bill

It is one of the greatest sights you can see as you are flying along. The overcast cloud cover below your airplane in the winter months always looks like a big thick blanket covering the planet. The sun shine seems brighter because of the reflection off the cloud tops. This blanket is usually no higher or thicker than 5,000 feet in the winter months. Your hope is, as you descend to the earth is that air traffic controllers (ATC) will give you the altitude that will allow you to level off right above the clouds. It is truly at this time that you realize how fast you are moving as you skim the clouds. Hey, 250 knots is 288 miles per hour right above the clouds. What a feeling. It should be stated that whether "we" are going to level at the cloud top altitude or not "we" will try a "cloud landing" right before we settle down into the clouds. It is one of the really great flying "highs" and pleasures of winter flying. One must also remember that as you have spent the entire flight on top of the clouds in the bright happy sun shine. The earth campers may not be happy because they may have spent days below those clouds not seeing any sunshine.

Ahhh but now we are in the clouds and if the surface temperature is 32 degrees F. or colder we know that somewhere in this visible moisture there is ICE.

In my early days of night flying the airplanes of choice were the Piper Lance and the Cessna 210. The "other" pilots flew the C-210 while the "real" pilots flew the Piper PA-32R-300 Lance. The thick winged Piper Lance airplane did not have any anti-ice or de-icing equipment except a heated Pitot probe. (We will cover this later.) Some definitions are in order. Anti-ice means that the highly trained pilot has to put on the ANTI-ICE protection before entering into the icing situation. On the expensive single engine airplane this was usually a hot plate (electric wiring between two pieces of plastic- one being the windshield) on the windshield in front of the pilot. Another system was some isopropyl alcohol that was squirted out of tubes that were tie wrapped to the leading edge of the props. On some airplanes alcohol could be squirted out on the windshield also. ANTI-ICE measures must be working BEFORE the airplane gets into icing conditions. Once ice is on the airframe the ANTI-ICE MAY NOT REMOVE THE ICE BUILD UP!!!

DE-ICEING equipment is usually on the multi-engine birds. These planes can produce enough electricity to electrically heat the propeller leading edges and the windshield sight plate. The use of pressurized air, either from a vacuum or pressure pump, is used to inflate the mini inner tubes (boots) that were glued to the leading edges of the wing and tail components of the multiengine airplanes. This system provides the pilot with a way to DE-ICE or remove the ice built up on the airplane. One must wait until the ice has really started to adhere to the wing, about 1/4 of an inch or so, before hitting the DE-ICE button or you may just push the ice away from the wing and it will freeze out away from the wing instead of shedding itself to pieces. (Time to get out the Mag-lite and start chipping it off.)

An electric heater is used to DE-ICE the Pitot probe to assure accurate airspeed indications.

The "poor mans" ant-ice system was Lemon Pledge (Lemon up the Lance was the saying) that was sprayed on to the leading edges of the wing and tail. A quick climb was then executed to get above the clouds. In winter time the clouds are usually only several (3 to 5) thousand feet thick. A quick polishing (that is polish not Polish- the Polish protection method was the other saying) of the wings and tail with our trusty spray can and then up, up and away into the cold blue yonder.

Included in this "poor mans" anti-ice package was the constant reminder that if icing conditions were ever encountered START TO CLIMB! Somewhere up in that cold blue yonder there was warm moisture or rain and that is where you want to be. Above the freeze level which varies quite a bit. Climb early while you still have that option and you still have power. If the wing is icing up the carburetor inlet may also be restricted. If you must descend then descend at the airplanes Vy speed which is best Lift over Drag. Do not get slower than this . We also know that the stall speed is higher because the contaminated wing and tail. Also land at a higher than normal speed because of the wing contamination and the extra weight of the ice.

Iced up airplanes tend to porpoise as they fly so make small flight control inputs.

As for the Pitot tube icing up we must think about what type of air is trapped in the pitot tube. First, the Pitot tube (called this by the French because if they could not be the first to officially fly the aeroplane then they were going to name all the parts: pitot, aileron....) is a tube usually mounted under the wing (except on the Thorp T-18 - it is mounted above the vertical tail) in an area of clean undisturbed air flow and measures airspeed. If the airship will fly in the clouds it must have a heated pitot tube. In the next column we will review what happens when the pitot tube becomes clogged or iced up and what happened to a Boeing 727 airliner that encountered this situation.

P.S. The new e-mail address is BSARJ@CS.COM

Knucklehead Knowledge

larry

Hey Moe! Hey Curly! The FAA has come out with an revised Federal Aviation Regulation they now require us to carry along with your pilot's certificate, you must carry a government issued photo identification card that has a picture that looks like you! This comes into play with the younger, pre-drivers licensed, 14 to 16 year old crowd.

Letter received November 07, 2002

Dear Flight Advisor: This letter is sent to inform you that EAA's new insurance manager, Falcon Insurance, is requiring the use of the EAA Flight Advisor program for all NEW HOMEBUILT AIRCRAFT AND PURCHASED TESTED HOMEBUILTS.

If you have any questions about Falcon's policy, you can call Falcon Insurance at 1-800-880-4545 for more details.

As announced at the Flight Advisor/Technical Counselor Forum this summer at Oshkosh certain qualified Technical Counselors can now be designated airworthiness representatives (DAR's). Read more about it in the Sport Aviation magazine.

Wants and Disposals

Roger Moore is still selling the engine out of his RV-4 so he can upgrade to more power! You've all seen Roger's airplane fly, so you know this is a good, running engine. Here are the particulars; for more information call Roger at 636-532-5713.

Lycoming O-320 (160 hp), conical mount - 710 SMOH

Harmonic balancer

Marvel carburetor

Lightweight starter

Bendix mags

Wood (Warnke) propeller with 4" extension

\$7,000.00 takes it all, (availability November 2002)

Editor's Corner

Last month I floated a trial balloon regarding folks reading the newsletter on our fine website rather than getting it via snail mail or direct e-mail. Twenty of you answered the call, and for that I'm grateful. Hopefully, you are reading this after you received my head's up e-mail that the newsletter is available online.

As for the rest of you, I hope you consider this method. It represents a potential savings to the chapter just at the time we need it, not only in postage, but in possible printing cost savings.

To prove my point about e-mail changes, I got bounce-backs from four e-mails I sent, including one from our esteemed treasurer, whose mailbox was so full his ISP wouldn't take any more.

So write me at jimbower@hotmail.com, call me at 314 869-8971, or bend my ear at a meeting and let me know you are willing to give this a try. Ask those who are currently doing it; they're happy!

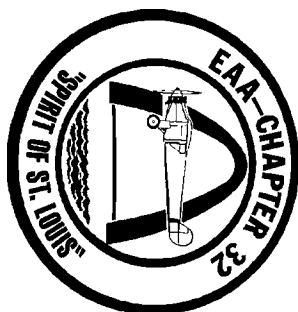
A passenger piled his cases on the scale at an airline counter in New York and said to the ticket agent, "I'm flying to Los Angeles. I want the square case to go to Denver and the two round ones to go to Seattle."

"I'm sorry, sir, but we can't do that," said the ticket agent.

"Why not? You did it last time without my even asking!"

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