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# EAA CHAPTER 32 NEWS

Jim Bower, Editor

January, 2001

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## **Message From Jim and Bev Cone**

To all of our friends in EAA Chapter 32

We just got our home theater hooked up and were able to view the video of the Christmas party. We were very touched by your kind words and the expressions of thanks for our efforts in support of the chapter. Thank you all for your thoughtfulness. We are sorry that we could not be there for the Christmas party to say one last goodbye to all of our friends. The only thing that we miss about Missouri is the many friends that we have made through our membership in the EAA Chapter 32 family.

We are proud to have worked with so many of you in support of aviation and the chapter's many programs. We regret that we could not be there at the actual start of the hangar project. We had hoped to be in the picture when the hangar was complete. We are confident that the hangar will be complete and will really be the Aviation Resource Center in the St. Louis area.

We really love our new home. We wake each morning with a beautiful view of the ocean, the Olympic Mountains, and the runway of our airport community. It is so neat to be able to flip a switch to open our hangar door at our home and just taxi the short way over to the runway and fly without ever even having to get into our car. If you liked my shop in St. Charles, you will love my new shop in Sequim. If we don't feel like flying, we can stroll along miles of National Wildlife Preserve Beach, again without every having to get into a car. This is such a lovely place.

We extend a genuine invitation to all of you to call us and arrange to stay with us if you are ever in the Northwest. We have a guest wing on our house and can accommodate several friends at the same time. There is a lot to see and do here and the weather is very mild year round. We would love to play tour guide for you. Our phone number is (360) 582-9111.

Again, thank you for all of your kind words and good wishes.

**INFORMATION HOTLINE**

**286-9932**

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

## **This Month's Meeting**

We haven't had a proper meeting for a few months now, and we hope all will be able to attend. Join us at the Old Country Buffet in St. Charles, on the south I-70 service road between 1st Capitol and Zumbahl (2867 I-70 Service Road). Please note: Courtesy dictates that you should plan to eat lunch at the restaurant prior to (or during) the meeting. They are nice enough to provide us with a room...we should be good customers. Hey, you gotta eat anyhow!

Jim Pitcher will give us a presentation and short film about soaring and flying gliders, and probably plug the Silver Creek Gliding Club:

<http://aerotow.ev1.uic.edu/silvercreek/sgc.htm>

## **The Grass is Always Greener...**

**Thanks to Phil Kitchen**

One fine, hot summer afternoon a little Aeronca Chief was flying the pattern at a quiet country airfield. The CFI was getting quite bothered with the student's inability to hold pattern altitude in the thermals and was getting impatient, at times having to take over the controls. Just then he saw a twin Cessna 5,000 feet above him and thought, "Another 1,000 hours of this and I qualify for that twin charter job! Ahhh..... to be a real pilot...going somewhere!"

The Cessna 402 was already late and the boss told him this charter was for one of the company's premier clients. He'd already set MCT and the cylinders didn't like it in the heat of this summer day. He was at 6,000 feet and the winds were now a 20-knot headwind. Today was the 6th day straight flying and he was pretty damned tired. Maybe if he got to 10,000 feet, the wind might die off....geeezzzz, those cylinder temps! He looked out the window momentarily and saw a 737 leaving a contrail at 33,000 feet in the serene blue sky. "Oh man," he thought, "My interview is next month. I hope I don't blow it! Outta G/A, nice jet job, above the weather..no snotty passengers to wait for....ahhhhhhhhhhh".

The Boeing 737 bucked and weaved in the CAT at FL330 and ATC advised the captain that lower levels were not available due to traffic. The captain, who was only recently advised that his destination was below RVR minimums, had slowed to LRC to try and hold off a possible inflight diversion, and arrange an ETA that would hopefully ensure the fog had lifted to CAT II minima. The company negotiations broke down yesterday and it looked as if everyone was going to take a damn pay cut. The F/O's will be particularly hard hit as their pay wasn't anything to speak of anyway. Finally deciding on a speed compromise between LRC and turbulence penetration, the captain looked up and saw the Concorde at Mach 2. Tapping his F/O's shoulder as the 737 took another bashing, he said, "Now THAT's what we should be on..huge pay packet.....super fast..not too many routes....not too many sectors...above the CAT. Yep! What a life!"

FL590 was not what he wanted anyway and considered FL570. Already the TAT was creeping up again and either they would have to descend or slow down. That damn rear fuel transfer pump was becoming unreliable and the F/E had said moments ago that the radiation meter was not reading numbers that he'd like to see. The Concorde descended to FL570 but the radiation was still quite high even though the NOTAM indicated hunky-dorey below FL610. Fuel flow was up and the transfer pump was intermittent. Evening turned into night as they passed over the Atlantic. Looking up, the F/O could see a tiny white dot moving against the backdrop of a myriad of stars. "Hey Captain", he called as he pointed. "Must be the Shuttle". The Captain looked for a moment and agreed. Quietly, he thought how a Shuttle mission, whilst complicated, must be the "be all and end all" in aviation. Above the crap, no radiation problems, no damn fuel transfer problems...ahhhhhhhh. Must be a great way to earn a quid.

Discovery was into its 27th orbit and perigee was 200 feet out from nominated rendezvous altitude with the COMSAT. The robot arm was virtually OTS and a walk may become necessary. The 200 feet predicted error would necessitate a corrective burn and Discovery needed that fuel if a walk was to be required. Houston continually asked what the commander wanted to do, but the advice they proffered wasn't much help. The commander had already been 12 hours on station sorting out the problem and just wanted ten damn minutes to himself to take a leak. Just then, a mission specialist, who had tilted the telescope down to the surface for a minute or two, called the commander to the scope. "Have a look at this, sir, isn't this the kind of flying you said you wanted to do after you finish up with NASA?" The commander peered through the telescope and cried "Ohhhhhhhhh yeah! Now THAT'S flying! Man, that's what it's all about. Geeezz, I'd give my left nut just to be doing THAT down there!" What the Discovery commander was looking at was the little Aeronca Chief flying the pattern at a quiet country airfield on a nice bright sunny afternoon.

## **Last Chance to Get Your Name in the Roster!**

Remember: the end of this month is the deadline for paying your dues for 2001. Your friendly editor will be compiling the chapter roster for the year, and if you have not renewed by that time your name will not be included. Please either mail your renewal to the treasurer (Gale Derosier, 28 Woodmere Point Court, St. Charles, MO 63303), or bring it to the meeting. For your convenience, there is a renewal form included in this newsletter. Please just fill in the information that has changed from last year, paying special attention to your area code. Thanks.

## **Editor's Corner - Welcome to the New Millennium**

Ok, I'm pretty sure it's safe to say we're officially in the new century/millennium, whatever. If this is really the 21st century, I want my flying car! Seriously, I hope all of you had a fun-filled and safe holiday despite the cruddy weather.

Myself, I'm looking forward to another year of aviation fellowship with Chapter 32. I would like to take this opportunity to say that I believe I have received much more from this chapter than I have contributed. I have made a lot of new friends, done some interesting things, and got some very expert help and advice for my own project. I can't imagine anyone taking on the task of aircraft construction without such a support group. Thanks!

My RV-6A project is moving along steadily. If you're interested, you can drop over to my house, or see new photos of it on our website periodically. Laura Million is doing a fantastic job of keeping up that award-winning site, and I am trying to do my bit to help her out. To that end, some of us will be visiting at least one project each month. We will then run an article and photos in the newsletter, and the photos will also be on the website. We think the builder will be happy to get the recognition he or she richly deserves, and hopefully will inspire others to start (or resume) a project of their own. If you would like us to visit you, and you haven't heard from us yet, don't hesitate to call. There are a lot of ongoing projects, and we want to see all of them!

One last thing: a shameless pitch for the electronic newsletter. As you know, our esteemed Postal Service has once again raised the price of stamps. I think they want to replace their postal trucks with Rolls-Royces! Anyhow, as of this writing, we are mailing 107 newsletters. Doing the math, it works out to over \$390.00 per year just for postage. I am sending 40 newsletters out electronically, so the chapter is saving almost \$150.00 per year. Not too shabby, but I think we can do better. There are a lot more people with e-mail addresses than are getting the newsletter electronically. It can be a pain, waiting for it to download, but the upside is that you get to see the photos in living color! Think about it, and if you want to give it a try, I will put your address on the list. You will still get a copy via regular post until you are satisfied with the e-mail version.

## **Treasurer's Report**

We have had a very active year in the money section of our Chapter. Total income from all the various means was \$27,294.03. Of course we also had a lot of expenses, with our new Aviation Resource Center now under construction. The expenses totalled \$33,164.50. That leaves a deficit of \$5,870.47. This amount came out of the Hangar savings account. This account generated \$655.03 in interest this year. We have a balance in the Hangar Account of \$17,793.53, and \$2,565.33 in checking. Now more than ever we need everyone's diligent effort to send in their pledges as promised. A total of \$2,245.00 was collected in 2000, but we have a \$5,664.00 in unpaid pledges. I will have to send each person a notice of past due which is time consuming and will cost the chapter postage etc. Please fulfill your obligation on your own. If any new chapter members would like to know more about our pledge program, I would be glad to answer any questions. Remember Chapter friends, this building is for all of us!! Thanks

*Gale Derosier*

NOTE: A pledge form is included in this newsletter.

## **World War II Trivia**

It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. The tracers had different ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet the tracers instantly told your enemy he was under fire and from which Direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go down.

**CONFIDENTIAL**

Yes, I can donate to the Chapter Building Fund. \_\_\_\_\_  
No, I can't donate any funds at this time. \_\_\_\_\_  
I will help with fund raising efforts for donations from outside the chapter. \_\_\_\_\_

Dollar amount for initial contribution: \$10.00 \_\_\_\_\_ \$25.00 \_\_\_\_\_ \$50.00 \_\_\_\_\_  
\$100.00 \_\_\_\_\_ \$250.00 \_\_\_\_\_ \$500.00 \_\_\_\_\_ \$1,000.00 \_\_\_\_\_ Other \$ \_\_\_\_\_

Dollar amount per month for continuing support and mortgage reduction: \$5.00 \_\_\_\_\_  
\$10.00 \_\_\_\_\_ \$25.00 \_\_\_\_\_ \$50.00 \_\_\_\_\_ \$100.00 \_\_\_\_\_ Other \$ \_\_\_\_\_

How many years will you continue the above continuing support? 1 year \_\_\_\_\_ 2 years \_\_\_\_\_  
3 years \_\_\_\_\_ Other \_\_\_\_\_

What building materials can you donate or arrange to have donated to the chapter?  
\_\_\_\_\_  
\_\_\_\_\_

What construction equipment can you arrange to let the chapter use for the construction?  
\_\_\_\_\_  
\_\_\_\_\_

What labor can you arrange to get for the chapter for free or reduced cost?

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What furnishings, such as electrical, plumbing, heating, etc., can you donate or arrange to get at reduced cost?

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What else do you know about or do you have that would help the chapter complete our new home?

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I am willing and able to be one of the signers for funds honored by the chapter. \_\_\_\_\_

Signature \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone Number \_\_\_\_\_

Mail pledge form to:  
Coby Duvener, Treasurer  
28 Woodburn Point Court  
St. Charles, MO 63043

## 2001 Membership Renewal Form

As you know, the deadline for membership renewals is at the END of January, 2001. Please fill out this form and submit it to the Treasurer ASAP.

Instructions: This form will hopefully make life easier on you, the treasurer (Gale), and the guy maintaining the club roster (that would be me). When you send in your dues, just fill in your name ***and only whatever information that changed since last year's roster.*** (Pay particular attention to your area code if it has changed in the last couple of years!) In case you forgot, a year's dues is \$24.00, payable to EAA Chapter 32.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Area Code \_\_\_\_\_ Home Phone \_\_\_\_\_

Area Code \_\_\_\_\_ Work Phone \_\_\_\_\_

E-Mail Address \_\_\_\_\_

Licenses and Ratings \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

EAA Membership Number \_\_\_\_\_

Other Aviation Affiliations \_\_\_\_\_

\_\_\_\_\_

Your Flying Planes \_\_\_\_\_

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Your Plane(s) Under Construction \_\_\_\_\_

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Projects/Interests \_\_\_\_\_

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Tools \_\_\_\_\_

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Skills \_\_\_\_\_

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Committee/Office \_\_\_\_\_

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## **Safety and Education**

**mr. bill**

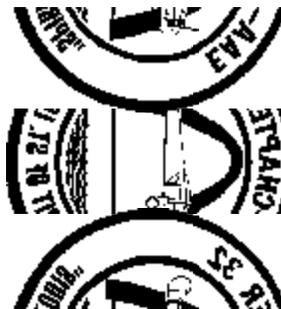
Ahhhh the New Year. The New Millenium. A time for change. In reviewing this column for the new year I hoped to continue to write about "Safety Issues" that I come across. I also hoped that I could be more educational in this area of paper too! Why? Because that is what Jim Bower is paying me to do. Only kidding. During the last 16 months I have been privileged to fly with some of TWA's newest co-pilots and some senior gentlemen and ladies too! Because of my work with these people and some "glowing" reports from my peers, I have been asked into the training department for TWA. I have been accepted in and trained as a -Line Instructor Pilot- for TWA. At first I thought what do I know ( I am glad that they did not ask any of my fellow chapter 32 "friends" what I knew because I can already hear your answers now). But after flying co-pilot for 9 years and captain for a year on the Douglas DC-9, knowledge has sunk in and stuck to me and now I get to share it with others. The down side is I will have to work more days and attend some meetings which will keep me from flying with those of you in the EAA group. In fact I am going to limit myself strictly to the airline flying. Actually with the new position I really do not do much flying but safety piloting for the new student captains. I receive proficiency trips to keep my skills honed. I appreciated the new title and the people I meet. I do hope one of our highly trained EAA 32 pilots will step out and up into the Instructors role to assist our up and coming pilots in this group to obtain some more Recreational and Private Pilot Certificates. Heck, I hear that the Sportsman Pilot Certificate is just around the corner. What ever happens, let's make this the year that we step out and up as a chapter and finish the Aviation Resource Center. This will help us and the community spread the good name of EAA. Let us also make it the year that we make our personal aviation dreams come true and go for that flight training. Thank you all for the valuable lessons that you have taught me and helped me to remember, my love of flying and the people who I share it with. The best of it being low and slow.

Give me an A. Give me another A. What does it spell. AA. What a difference a week makes. It is Wednesday afternoon and we're still up in the air about things. Tune in next month..... mr. bill



## Officers and Committees

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Young Eagles	Chuck Koviak	636-463-1327
Regional Young Eagles	Al Donaldson	397-2410
Library	Bill Jagust	636-926-0171
Hangar	Tom Sparr	441-3283
Flight Advisor	Jim Cone	636-928-8703
Flight Advisor	Al Donaldson	397-2410
Flight Advisor	Bill Jagust	636-926-0171
Flight Advisor	K. Z. Zigaitis	343-6853
Tech Counselor	Bob Jude	636-946-2282
Tech Counselor	Lee Lawson	636-281-3955
Tech Counselor	K. Z. Zigaitis	343-6853
Facilities & Ops.	Doug Killebrew	727-0640
Education	Gary Kobes	966-8437
Community Liaison	Phil Kitchen	938-6379
Special Projects	Jerry Geiger	741-0450
Safety	Dennis Schwandt	256-4963
Flying Start Coordinator	Chris Erkmann	532-6076
Membership Committee	Bill Nelson	469-6674
Membership Committee	Gene Angell	636-980-9224
Chapter Logo Merchandise	Gene Angell	636-980-9224
Fund Raising Committee	Craig Tiber	636-949-2860
Executive Committee Chmn.	Doug Killebrew	727-0640
Executive Committee	Bill Jagust	636-926-0171
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Check out our fantastic Web Pages at  
**[WWW.EAA32.ORG](http://WWW.EAA32.ORG)**  
 Laura Million, Web Designer

TO:

