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# ✈️ EAA CHAPTER 32 NEWS ✈️

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Jim Bower, Editor

June, 2001

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## Guess What?!?

Our June meeting is at the normal time and place! Wow, what's up with that? Anyhow we hope to see all of you out at our hangar on June 24th around 2:00 pm for another fun-filled meeting. **AND REMEMBER:** No newsletter or meeting in July, because of Oshkosh.



This face says it all! Another satisfied customer blasts off in Bob Jude's Lancair at the May 12th Young Eagles Rally. See inside for more photos and info.

### INFORMATION HOTLINE

**286-9932**

CALL THIS NUMBER FOR INFORMATION ABOUT  
UPCOMING EVENTS

## This Month's Meeting May, 2001

The May meeting was called to order at 2:00 pm with the pledge of allegiance. President Steve Miles introduced new members Ken Christian and Rick Galati, and also visitor Christine Busch.



**Hangar Update:** A new lease has been worked out with help from Steve Miles, Dave Domeier, and Ron Wright. Some controversy over the amount of land we were leasing was worked out, and upon signing and paying, we will have a zero-time lease. Stan Crocker reported that we are ready to pour two frost walls. A big

thanks to all involved, and extra thanks to Dave Domeier for working during the week.

**Air Fair Update:** Doug Killebrew made a call for new people to give presentations at workshops on airplane construction and "how to get a pilot's license". We need one each on Saturday and Sunday of the presentations. Monday will be for the Scouts (this is being organized by Chris Erkmann). Lots of volunteers are needed!



**Young Eagles:** The Young Eagle Rally held at Spirit on the 12th was a great success: well over 200 children were flown. Thanks to all involved.

The airport folks and the people who came to the rally were really impressed, and everybody wants to make it an annual event. Steve Miles gave recognition to those who put it together. We will have another Y.E. rally June 9th at Smartt. We are expecting around 75 children (the Boy Scouts plan to camp out). We need about 6 airplanes. Flying will be from 9:00 am till all are flown.

**Other News:** Laura Million has set up a newsletter mailing list on e-mail...check with laura or visit our website. Mike Wynne, Bob Jude, and Ron Wright moved the rest of the steel from our hangars. Steve Miles purchased an electronic propeller tachometer

for checking your onboard tach. Steve offers it to anyone who needs to use it. Steve also has the old windshield out of his Sundowner for anybody wishing to practice working on plexi.



Steve Miles suggested that everybody helps the chapter picnic by contributing \$5.00 to the pickle jar, or just a couple dollars if you bring a dish.

The meeting adjourned to the food tables at about 2:30 pm.

## **Chapter Website Goes Tango Uniform (For a While)**

A billing glitch caused our award-winning Chapter 32 website to go offline at a very inopportune time. "Murphy" reared his ugly head and took the website into left field while our fine Web Designer (and self-styled "goddess") was recovering from minor surgery away from her work computer. Therefore, it was several days before Laura was aware anything was amiss. In the meantime, several folks were kind enough to let some of us know there was a problem, but we couldn't fix it until Laura could call the web server. The problem was straightened out and we are back up and running.

While it's bad enough our website was unavailable to our members and others, this is the time of the year when EAA headquarters is looking at websites in general and last year's winner in particular.

## Young Eagles Rally (May 12, 2001): A Tradition is Born!

Jim Bower

7:00 am came early on this fine May Saturday, but we didn't mind because we were going to be around airplanes and Young Eagles! (Other than some thermals, it turned out to be a superb day for flying, too.) I would like to take this opportunity to express his heartfelt appreciation for the fine people from MO Pilots who basically did all my work for me! All I had to do was answer questions and run around fetching things. Those wonderful folks did all the rough work of signing up the kids and their families.

This event was extremely well coordinated and planned out, and we had plenty of help from Missouri Pilots and other local organizations. (We even had a visit from a Young Eagles guy from Oshkosh!) Logistically, everything ran so smoothly it was scary. Ted Boerding and Laura Million used laptop computers, printers, and a special program developed by the EAA to print out Young Eagles certificates. The only fly in the ointment was the fact that a great number of kids who had signed up failed to materialize. We attribute this to the fact it was on Mother's Day weekend. We actually had pilots waiting to grab kids to take them flying. I don't think anybody had to wait for a ride. That's the way to do it, right? We eventually wound up flying about 240 kids (see the tally on another page), which is pretty impressive. The best part was that everybody had a terrific time, and Spirit Airport has a lot of happy neighbors who (hopefully) are much more sympathetic and understanding toward aviation. This very well could be an annual event!

In addition to the rides, there were static displays, exhibits, "ground school" classes, and Flight Service tours. A great way to make friends and even influence future airline pilots!

### Cool static displays...





**A friendly and well-trained staff is waiting to serve**

**The ground crew gets briefed. (Note the sporty orange vests.)**



**The static displays were a big hit**



**Eagle flights ready for boarding!**

**Hey, how'd that 4-wheeled ground-pounder get in there?  
(A neat little Hummvee replica based on a VW)**



## **Safety Thru Education**

**mr. bill**

Aviation. Just the word can start an endless conversation. Many dream of some aspect of this vast field. Maybe the low and slow of banner towing or pipeline flying, or the night freight check hauling work on the “other” side of the clock. WAIT!!! Who dreams of this?!? AHHHH, Yes the left seat of a Boeing 747 at 35,000 feet heading to Hawaii, yea now that is the ultimate dream..... Last month two good friends (yes they called me friend and yes they wanted something) called to say they wanted to leave their present positions of Lawyer and Sales Manager to join the ranks of flying fools. Yes there is a hiring boom now and it will be easy to get a job? Right? I always try to encourage people about flying. To the young people I tell them about the civilian and the military route to licenses. The 40’s group I mention the civilian route and the TIME and money of it. Usually at this point in their lives they have more money than time. Other major points I discuss are the following:

**MEDICAL** -Those considering the aviation field I would first recommend them to obtain Aviation First Class medical check to determine if the body has any flaws that would prevent one from obtaining the first class.

**TRAINING** - Most airports have a flight school that will provide flight training under Federal Aviation Regulation (FAR) Part 61 or Part 141. Schools with Part 141 Certification have an approved flight program that can get you your Private, Commercial, Multi-engine, or Instrument Ratings/Certificates in less flight time than Part 61 programs. Another good idea would be to try on a Cessna 152 and take a ride in the “little” airplane to see if it is really what you thought it would be.

**TIME** - Time is important because you will spend 20 hours with an instructor (called dual). You will also spend 20 hours flying the airplane solo (called solo). These are the minimum times to get a Private Pilot Certificate. The more times you can fly in a week the faster you will learn and retain the skills. The national average time to get a Private Certificate is 63 hours. This does not include ground school study time required to pass an Federal Aviation Administration (FAA) written exam for the Private Knowledge test. It consists of 60 multiple-guess questions selected from the 738 questions that appear in the study guide book. They give you the answers but you must understand WHY that is the answer. The ones you miss are the ones that the examiner WILL ask again in your oral part of your flight test. One must pass the written, oral and practical (flight) test for your certificate.



INSTRUCTOR - Your instructor probably won't have gray hair. After obtaining your Private in 63 hours you can start working on your Instrument Rating (To fly using sole reference to the flight instruments.) That rating requires more dual instruction and 125 total hours of flight time. The next goal is the Commercial Certificate which is flying precision maneuvers in the airplane and learning some high altitude flight operations. This certificate can be obtained with 250 hours of flight time. (199 hours in a FAR Part 141 flight school.) The next goal is the Certified Flight Instructor (CFI) rating which allows one to teach flight training. The pay is minimal usually \$8 to \$10 per flight hour you can fly. Not included is the :30 minutes of preflight talk and :30 minutes of post flight debrief that you will spend with each student. On rainy days you do not fly so you do not get paid. Nowadays it is common to have several instructors because instructors want to build time fast so they can get to a commuter airline. At the commuter airline they will get the 1000 hours of multi-engine time needed to get that major airline interview.) If a job towing banners, or flying pipeline (that is over the gas pipeline looking for leaks) or hauling cancelled checks at night should arise, the starving instructor usually takes it so he can build flight time. Remember you can only log 8 hours a day of flying!!

MULTI-ENGINE TIME - Multi time is the key to the Jet jobs. The Multi-engine Rating is about \$2,000 to get 10 hours of dual instruction and 0.5 of solo. At the rate of \$160 per hour to rent a multi-engine Beechcraft Duchess one can see that it is costly. The commuter airlines will hire you with 300 hours of multi-engine time. Leaving you with the dilemma of how to build multi engine time??? Legally!!! If your instructor has a multi-engine rating and the "charter multi-engine airplane" is leaving before your flight lesson chances are that your instructor WILL be on that airplane in the co-pilot seat logging multi-engine co-pilot time and you WILL NOT be getting a flight lesson that day.

This has been a brief over view of the aviation road map and some of its bumps that can occur. What I do say about my aviation jet job is that no two days are the same. No two flights are the same. And where else can you see so much in so little time and get paid for it.

## **Young Eagles Rally (June 9, 2001)**

Since your friendly editor was out of town, he can't really report very well on this event. I understand that the Boy Scouts cancelled out, so the turnout was pretty low, but it was a nice flying day, and everybody had fun.



**A young eagle learning from the master**



**One of the fine aircraft from the Ron Wright collection**





**Hey, neither one of those guys looks like a YOUNG eagle!**

**Lots of airplanes and eager flyers!**



## **The #1 Item in the "10 Best Tools" List**

Thanks to George Stephenson

DUCT TAPE: Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in con-course competitions, but in the real world everything from LeMans - winning Porsches to Atlas rockets - uses it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.

## May 12 Young Eagles Rally Tally

Here are the final counts of Young Eagles Flown (from counting the registration applicaions):

Chris Erkmann .....	25
Dave Domeier .....	17
Bill Nelson .....	16
Al Donaldson .....	14
George Stephenson .....	14
Davie Woodliff .....	14
Dennis Baker .....	12
Bill Orrill .....	12
Valerie Osborne .....	10
Michael Cantwell .....	9
Gary Fitzgerald .....	9
Harold Dugan .....	8
Bob Jude .....	7
Richard Jumenez .....	7
Gary Kobes .....	7
Stephen Lyle .....	7
Gale Derosier .....	5
Philip Cuvar .....	4
Mike Ziegler .....	3
Hubert Looney .....	2
Ron Wright .....	2

## Treasurer's Report

Gang, We are at a lull in our income. It's time to help out by contributing to our fund raisers, and or catch up on your pledges. We currently have approx \$3,200.00 dollars in checking, and \$18,089.98 in the hangar fund. we recently spent another \$900.00 on concrete and supplies. This eats up the funds quickly. If we want this project to get up and get finished this year, we need your help financially and physically. We are near the point of the building to start going up. Please offer your support in what ever way you can. The finished project is for each of us, so let's get together now. Thanks.

*Gale Derosier EAA 32 Treasurer*

## Editor's Corner

While cruising the 'net for articles to put in last month's newsletter, I found a website whose newsletter has numerous ads. Curious, I wrote to the newsletter editor, and here is her reply:

*Hi Jim:*

*Sorry for taking so long to answer—I've been out of town. Basically, we do charge for our newsletter ads: \$50/year for a business card sized ad. It seems to work fairly well. I don't really go out and solicit advertising, and most of our advertisers are themselves chapter members, so it is a way for them to help out the chapter as well. However, my husband runs a machine shop and advertises in the newsletter, and gets a reasonable amount of business through that ad, so it pays for us to do it. Hope this helps!*

**Pat Crisenbery**  
**EAA Chapter 1129 Newsletter Editor**  
***crisen@mosquitonet.com***

Now I know how annoying ads can be in the newspaper and all, but if we ran a few of our own every month, we could go a long way towards offsetting the costs of printing and mailing the newsletter. The printing company we have been using just doubled our cost (we have been getting a real bargain for the last 2 years, but it's still a shock ...like buying gasoline). Here's how the newsletter costs will break down each month:

Printing (140 copies):	\$50.00 (was \$25.00)
Mailing (100 copies):	<u>\$34.00</u>
Total:	\$84.00

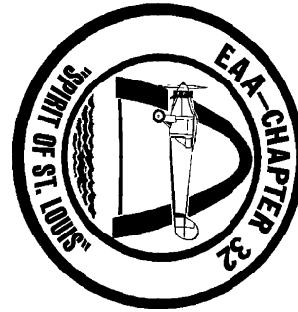
Since we don't send out newsletters in July (Oshkosh) and December (Christmas), our yearly cost is \$840.00, of course depending on how many copies are mailed. This could be more, but for the folks who are getting the newsletter via e-mail.

Please think about whether you would mind a few tasteful ads (hopefully aviation related - but anything would do) scattered around the newsletter if it would put a few bucks back in the treasury. If you have a business and would like to advertise, maybe you'd like to give this a try. I will ask our esteemed president Steve to bring this up at the meeting (guess I just did that), and hopefully you will all have some constructive input. Lastly, don't take Chapter 1129's rates as gospel. We can charge anything we want. Thanks for listening.

***Jim Bower***

## Officers and Committees

President	Steve Miles	636-946-5090
Vice President	Lee Lawson	636-281-3955
Secretary	Tom Baker	636-240-4993
Treasurer	Gale Derosier	636-928-0574
Newsletter Editor	Jim Bower	314 869-8971
Young Eagles	Gary Heining	618-467-2484
Young Eagles	Chuck Koviak	636 463-1327
Regional Young Eagles	Al Donaldson	636 397-2410
Library	Bill Jagust	636-926-0171
Hangar	Tom Sparr	636 441-3283
Flight Advisor	Al Donaldson	636 397-2410
Flight Advisor	Bill Jagust	636-926-0171
Tech Counselor	Bob Jude	636-946-2282
Tech Counselor	Lee Lawson	636-281-3955
Tech Counselor	Gale Derosier	636-928-0574
Facilities & Ops.	Doug Killebrew	314 727-0640
Education	Gary Kobes	314 966-8437
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Flying Start Coordinator	Chris Erkmann	636 532-6076
Membership Committee	Bill Nelson	314 469-6674
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	314 727-0640
Executive Committee	Bill Jagust	636-926-0171
Executive Committee	Tom Baker	636-240-4993
Board Member At Large	Dave Domeier	636 537-3729
Web Designer	Laura Million	618-288-7099
Telephone Hotline	Ted Boerding	636-949-0993



EAA CHAPTER 32 NEWS  
 Jim Bower, Editor  
 10350 Toelle Ln.  
 Bellefontaine Neighbors, MO 63137

Check out our fantastic Web Pages at  
**WWW.EAA32.ORG**  
 Laura Million, Web Designer

TO: