
EAA Chapter 32 News

The official publication of Experimental Aircraft Association Chapter 32 - St. Louis, MO (Jim Bower, Editor)

November, 2017



Sorry kids...Christmas will be a little sparse this year!

We will see YOU at the ARC for the November meeting. November 18, 2017 at 10:00 am.



President's Corner

by Dave Doherty

It's getting cold outside. We're past the peak in fall colors and leaves are dropping from the trees. I had a

couple flights this fall looking at the fall colors, and they were really colorful this year. Now we have winter and what it brings up next. I already miss the warm weather. On the positive side, we don't have to worry about high density altitudes when we go flying. Our planes will become airborne much more quickly.

Looking back on the year, I think we had a lot of fun. I was able to go visit Sun & Fun this year, and actually enjoyed the ninety five degree days while there. We camped by our RV-12 for a few days. I stayed with Kim Nack in his mobile home for a couple more. We found the biggest drawback in camping with our plane was the fire ants. They're all over the place. I had ants in my tent one morning, but fortunately didn't get bitten. The flight back was against strong headwinds, and landings for fuel stops were all of the crosswind variety.

Our chapter as a group flew many Young Eagles. This was the 25th year our chapter has participated. I personally flew 20, all one at a time. Our RV-12 was on display inside the new Chapters Building (AKA Blue Barn). In order to get the plane inside, we had to remove one wing to get it through the door. No problem, it was an RV-12 with wings that can easily be removed. We had a lot of visitors asking about forming a flying club and starting a new chapter. It was quite informative.

Last month, Smartt Field had an open house. Our chapter made it into a fundraiser and served food. We cleared over a thousand dollars! St. Charles Flying Service had their ninth annual pumpkin drop competition. Several chapter members participated in the drop competition and the CAF carpet dropped pumpkins with their B-25 and TBM bombers. It was an interesting experience. All of us there enjoyed the activities. It would have been nice if the weather was a little warmer, but it is what it is. I haven't been successful in changing the weather thus far.

This is the 60th year for our chapter. We're one of the oldest chapters in EAA, and we can be proud of that. Our chapter has a very nice Aviation Resource Center, something most chapters don't have the luxury of having. Membership is stable at 70 – 90 people, and we're always trying to find interesting guest speakers and projects. Another thing we do well is share what we know about aviation to anyone interested. Thanks to everyone for helping make our chapter one of (if not the best) chapter in the greater St. Louis area.

A new flying club is in its initial stages, and its five members are building a Vans RV-6A purchased from the estate of Bob Pratt. The project was nearly complete when purchased. We added a two axis autopilot recently and are



nearly finished with the control panel. We have to get the transponder certified and then we'll close up the avionics bay with the top cover. After that, all avionics will be ac-

cessible from underneath since the front windshield of the sliding canopy option will be permanently attached to the front of the aircraft. The next stage is finishing up the myriad of details, and sending it to the paint shop. We hope to be flying our plane by next spring. At some point, we will do the wing attachment and final assembly at the ARC. The project was recently moved from Creve Coeur Airport to Smartt Field.

There are a number of other aircraft under construction at various chapter members' homes and hangars. I'd like to hear from each of them, and put an article together with pictures of their various stages of progress. If you are a chapter member and are building a plane, please send me a photo or two of your project for this article.

I heard from one of our former Young Eagles the other day. Nicole Schneider attended Air Academy this year, and is now in college at St. Louis University in an aviation curriculum. She's learning to fly! She says she absolutely



loves it and is learning a lot. She just passed her first round of flight exams with flying colors. She's flying a Diamond DA-20.

John Cournoyer has been involved with Creve Coeur Airport and restoring many rare and antique aircraft for a long time along with Al Styx. John passed away last Friday (Nov 10). He will be missed by many. We all send our sympathy and thoughts to the family and friends of John. If you get a chance, tour the museum at Creve Coeur Airport. Much of John's effort is on display there.

The Chapter 32 annual Holiday and Awards Banquet will be on Dec 9, 2017 at Creve Coeur Airport (1H0) this year. It will be in the main administration building's Banquet room. The main building is the first building you'll see at the end of the parking lot. The venue has been reserved by our Holiday Banquet Chairman and committee. A fine meal will be catered by Valenti's Catering Service. See the reservation form in this newsletter

The next chapter 32 Regular Meeting will be held on Nov 18, 2016, 10:00 AM at our ARC located out at Smartt Field (KSET). Meeting time is 10:00 AM. This is our election month, and Vice President & Treasurer will be elected. See the ballot in this newsletter.

Thanks to all for all the help everyone's done to make this a chapter we can all be proud of! I'll do my best to continue our great legacy as the best EAA Chapter in the region with more and better programs and activities.

Blue Skies, my friends,

Dave Doherty

Reservation form for Awards and Holiday Dinner Banquet:

Date - December 9, 2017

Cost - \$25.00 per person

Location - Creve Coeur Airport

14301 Creve Coeur Airport Road

Maryland Heights, Mo 63146

I will attend (signature) _____

I will be bringing (____) guest(s). Please give name(s) for nametags





October Meeting Minutes

Dave Deweese

September's meeting began with the Pledge, Dave Doherty presiding.

August minutes in the newsletter and approved.

Don Doherty gave the treasurer's report including

checking and savings account balances.

Rick May reported on this month's YE event: we only flew 17 kids but had a full complement of pilots. We have 211 total for the year.

We have a buyer for the BD-4.

The 6-Alpha flying club is working on Bob Pratt's plane that he started before he passed away. They hope to have it finished early next year. It may make an appearance in the ARC in November.

October 14, we'll attend a vintage aircraft event along with EAA chapter 39, we'll have our YE event at Creve Coeur next month. This will be a big event so we need volunteers. Rick will be at EAA32 on the prior Friday around noon to bring up supplies and transport to Creve Coeur. We'll set up our tent between the terminal building and the gas pumps. The airport is trying to get tenants to open their hangars to show off aircraft, and the museum will be open as well.

October 28 is the Pumpkin Drop. The actual drop takes place around around 2, and we'll sell food up to then. We'll provide parking support, food prep and sales, ramp security near our building (it'll be a hot ramp so we'll need some wing walkers). Channel 4 and several radio stations have been invited.

Dave has a number of ID badges that need to be picked up.

Ron Burnett has food cards: Shop & Save and Dierberg's.

We've got a welding class going on, currently full.

Our holiday party will take place in December at Creve Coeur at the banquet building. Bob Murray reports we've got the same caterer as last year.

New business: as the weather improves Dave is thinking again about "EAA32" on the roof.

Nominations were requested (none) then closed for this year's elections.

MPA Poker Run takes place October 7.

Dave would like to combine the fuselage hull we have in the ARC with the flight simulator for next years Young Eagles' events.

This month's movie (9/30) is A Guy Named Joe.

Victoria read some thank-you notes to Chapter 32 from Kyle and Nicole.

The annual CAF Hangar Dance is tonight, doors open at 6 and music goes from 7 to 11.

Chris is going to bring his wings in for a week during December. Anyone who wants to come and help is welcome, he hopes to fly his project to Oshkosh in 2018.

Following the meeting Christopher Hinote gave a presentation describing the flying club he's starting, built around LSA-class amphibious seaplanes.





*All EAA Chapter 32 members, both past and present,
and their family members and friends, are invited to the*

2017 Holiday and Chapter Recognition Awards Banquet

Saturday, December 9, 2017

6:00 pm

Creve Coeur Airport


14301 Creve Coeur Airport Road, St. Louis, Missouri 63146-2032

In the airport office building at the end of the entrance road

\$20 per person in advance (by December 2nd) / \$25 at the door*

(includes dinner, desserts, soft drinks, iced tea and coffee)

Business casual holiday attire

6:00	Check-In	Receive your name tags Sign up for the 50/50 drawing: 1 ticket for \$1 and 6 tickets for \$5 50% to winner and 50% to the Air Academy Scholarships fund Receive a ticket for the gift exchange Please bring a wrapped gift to place under the Christmas tree. Select a gift when your ticket number is called. Gifts are typically in the \$10 - \$15 range.
6:00	Social Hour	Stop by the beverage table for Soft drinks, iced tea, ice water and coffee Wine glasses and bottle openers for your convenience (BYOB) Chapter Activity Slide Show
7:00	Dinner	Roast Beef Au Jus with Roasted Potatoes or Chicken Spedini with Pasta Con Broccoli; salad, vegetables, rolls and butter, assorted desserts, by Valenti's.
8:00	Evening Program	 Young Eagles Report and Awards; Chapter Awards
8:30	Guest Speaker	TBD
9:15	Drawing and Gift Exchange	50/50 drawing Select a gift from under the Christmas tree when your ticket number is called.



Save the Date!

*Early sign-ups help both our planning and the caterer.

Questions? Ask Bob Murray 314-591-6321

bobmurray101@charter.net

Hope to see you there!!



Learning as we Go

“The ‘Thank You’ Issue”

mr. bill

As we wind down another year in our lives it is time to say THANK YOU to so many for a GREAT year. So I say THANKS to:

- The good Lord above us for letting us get this far in life healthy and safe.
- Our newsletter editor, Mr. JimBo, for taking his time to do this newsletter.
- Rick May and the YE Mafia for the Young Eagles Program. EAA 32 is listed as number 21 out of the top 25 EAA Chapters for this program. Yeah!!!
- Ms. Laura for bringing in the YE's with the Merit Badge Program.
- Our staff, Dave (Prez), Bill (VP), Dave (Sec), Don, (\$man), for keeping this machine running.
- Mr. Dennis W. for letting us have these and other programs at this awesome County Airport. Where else could you see a North American B-25 bomber drop pumpkins out of the bomb bay doors.
- Thanks to Dennis B. and the great people at ST. Charles Flying Service for their YE support and rental fleet. Where else could these knuckleheads get a plane and some pumpkins to drop on a disabled airplane and NOT get in trouble with the FAA?

Well the October Pumpkin Drop got television air time and the crowds were great! The winner of the pumpkin drop was a little four year old girl who just tossed her pumpkin out the window and it landed 1 (ONE) foot from the target. Luck beats skill every time. Oh...our pumpkins, with 40,000+ hours in airplanes between us, we bounced all six of our pumpkins off the main wheel



and missed the target every time. The flight was topped off by me asking Dave the last time he landed a Cessna 152. His answer was, “Thirty-five years ago.” We survived his high flare and firm touchdown.



Two ATP/CFI's in a Cessna 152. What could go wrong?

Dave and I also got to defy gravity this year out at St. Louis Soaring in Highland, IL in sailplanes. More about those days next spring when I hope you all take the one hour drive out there for an intro flight. After that continue down highway 70 and take an intro ride in a powered parachute. So much fun in the St. Louis, MO area.

Two final concerns: One doctor stated that the Age 65 retirement for airline pilots will find “half” the guys and girls not making it to 65. I see evidence of that monthly with my peers who for some reason cannot renew their FIRST Class Medical. Of my five amigos, two are gone and two just came back after a lengthy “off” period. I was given another six months last Monday. I have lost 25 pounds to get my body back into shape. Yes, round is a shape too! But I am less “rounder.”

Looks like there is a push for going past age 65 in the commuter world. One would guess that when that passes and is accepted then they would let the big airlines try it. No new pilots.

Lastly, I cannot say enough about a pre-purchase inspection of an aircraft and **ITS LOGBOOKS!** For as long as I have been in aviation it is amazing WHAT you will find on airplanes and in the books. Seems like a bunch of mature people have money and want to upgrade their ride with the new BasicMed. Their current machine has been in the back of the hangar neglected and now they want a new and faster machine. In order to get rid of the old and slow the seller gets an A&P to “write a glowing story” about this plane. Trouble is if a buyer is not wise he or she could be buying a whole lot of trouble. One example was an East coast Piper Cherokee that was “hangared.” It did not reflect that in the paint and general condition of the airplane. A pre-purchased inspection found that the wing attach bolts were extremely corroded and the price for new bolts to replace the bad ones.....\$8,000 dollars! Hello.

We also learned earlier this month that United flew its last Boeing 747-400 flight out to Hawaii.

Nobody wants to renew the lease on the first Airbus 380. Seems like the four engine passenger jets are slowly fading away.

Even the FAA is changing stuff. The old Flight Standards District Office a FSDO is now called a Flight Standards Office, FSO. Please make that change in your phone’s contacts!

Happy Holidays to one and all and let us have another GREAT and SAFE New Year!

IF you think you should NOT do it, then DO NOT do it. Hold my adult beverage and watch this, usually does not end well! Especially in airplanes like that Icon A5. Be safe out there.



mr. bill

List of Nominees for 2017 Chapter 32 election

As per the Chapter 32 By-laws, a List of Nominees must be included in the November newsletter or sent by mail for the election to be official. Below is the official List of Nominees for election of officers. For 2017, Chapter Vice-President and Chapter Treasurer are to be elected. The List of Nominees below is the official list for election of officers at the November Regular Chapter 32 meeting. At the end of the November Regular Chapter Meeting, nominations will be closed. Until then, additional Nominees may be nominated.

Chapter 32 Officer Election - Official List of Nominees - 2017

Vice-President: ☐ William Doherty

Treasurer: ☐ Don Doherty

Write in Name: ☐ _____

Write in Name: ☐ _____

2017 Chapter #32 Young Eagles Season Overview

NEW RECORD COUNT ACHIEVED: 292 YOUNG EAGLE FLIGHTS

Well the numbers are in and you all should be prouder than ever of the success our chapter has had this year with the Young Eagles program. For the last 5 years, which is as long as I have been tracking flights, we set a new record for kids flown for a calendar year. I am not sure about totals for previous years but as for 2017 we flew 292 Young Eagles during the year, compared to, 245 in 2016, 250 in 2015 and less than 200 for 2014 & 2013. I truly want to thank all of the participants, many of you who come back month after month and year after year to help continue to grow our chapter's expansion in making more and more young adults get this great experience, and perhaps foster even more interest in aviation and the joy of flight. The chart below breaks the year down in more specifics by the individual dates of the events. Also, a big shout out to Mother Nature as well as again for the 2nd year in a row we were able to fly kids at all of the scheduled events for the year.

	April 9th	May 13th	June 10th	July 8th	Aug. 12th	Sept. 9th	Oct. 14th
Pilots	11	11	11	11	8	11	9
Aircraft	9	8	7	8	5	7	8
Flights	34	28	23	23	24	18	39
Scouts	3	15	15	2	12	4	9
Adults	3	3	1	10	1	3	2
Total Y.E.'s Flown	55	38	32	23	47	18	79

Other notes of interest, throughout the year we made a total of 194 individual flights. This was achieved during the year with 17 different pilots flying 15 different aircraft (I think). But in addition to the flying that was done, we could not have had the successful program we have if it were not for all the ground crew individuals that keep things moving as smooth as they do. To clarify this issue in a more understandable way, during the 7 events, we had the services of 17 different pilots in the air, many of these individuals, return month after month and keep us in the air. But in addition to those 17 individual pilots, at the 7 events, we had the services of an additional 28 different people (also many coming back month after month) also on the ground. You could think of it, as for every 1 volunteer in the air it takes 1.5 volunteers on the ground, but hey, that's better odds than the crew of an F-18. My point is you all make our program so successful and that is why it works. I enjoy the opportunity each month to spend time with all of you and share in the mutual joy we all have for what we do. You also make my responsibilities so easy to accomplish, our growth and smooth operation and I appreciate it greatly. I hope you all can attend the upcoming chapter Christmas party, December 9th where we can

recognize your achievements for the year regarding Young Eagles as we typically do. For those who may not be able to make the party below is some further information on our year in review. I hope you and yours all have a Happy Holiday Season. Thanks again to all.

Rick May

Young Eagle Coordinator



Additional Individual Participation & Recognition

PILOT INFORMATION			
Pilot Name	No of Events	YE's Flown	YE Flights
Don Jonas	7 of 7	71	35
Eve Casecella	3 of 7	26	13
Ron Burnett	6 of 7	25	16
Joe Miano	5 of 7	23	12
Jeff Stephenson	7 of 7	22	9
Dave Doherty	7 of 7	20	20
John Huebbe	7 of 7	19	19
Joe Sargent	6 of 7	14	14
Jim Hann	2 of 7	13	13
Charles Miano	3 of 7	13	13
Pat Donovan	3 of 7	12	7
Bill Jagust	3 of 7	10	10
Gale Derosier	3 of 7	8	8
Bob Murray	5 of 7	8	8
David Allsop	1 of 7	5	2

Young Eagle flight counts are as of 11/7/17
additional year end flights may still be added

GROUND CREW INFORMATION		
Volunteer Name	No of Events	Typical Position
Dave Deweese	7 of 7	Ground Crew
Jim Hall	7 of 7	Ground Crew
Paul Smith	7 of 7	Ground Crew
Laura Million	7 of 7	Boy Scouts
Lisa Miano	7 of 7	Photographer
Bill Doherty	6 of 7	Food Service
Bill Wehmeier	6 of 7	Food Service
Chris Ward	5 of 7	Asst. Coordinator
Victoria Ward	5 of 7	Asst. Coordinator
Ron Davis	5 of 7	Ground Crew
Kyle Hanson	5 of 7	Food Service
Ron Nicholson	5 of 7	Food Service
Don Doherty	5 of 7	Maint. / Finance
Pam Hanson	4 of 7	Flight Status
Katie Gorman	3 of 7	F. S. Certificates
Kim Nack	3 of 7	Ground Crew
Rich Emery	3 of 7	Food Service
Patrick Rebert	3 of 7	Safety & G.C.

9 additional volunteers with 1 or 2 event participations

TOTAL VOLUNTEERS BY EVENT DATE

	April 9th	May 13th	June 10th	July 8th	Aug. 12th	Sept. 9th	Oct. 14th
Pilots	11	11	11	11	8	11	9
Ground Crew	18	27	22	14	14	15	22
Totals	29	38	33	25	22	26	31

Safety Tip of the Month

Aircraft Heating System Safety

Flying in the cold climates during wintertime can be a very chilling experience for both pilots and passengers if your aircraft heating system is not operating properly. For this safety article, I will not be writing about turbine bleed air systems or fuel fired heating systems found in large cabin class twin aircraft. I will discuss the common exhaust heating system that almost all general aviation light aircraft utilize as their heating source. The exhaust heating systems installed in most light general aviation aircraft is a very simple set up with no moving parts or thermostats. All aircraft piston engines generate heat during operation and expel the hot engine gases and heat through the exhaust system into the slipstream. The objective is to capture the heat from the hot exhaust system and to safely transfer it into the cabin as your heat source during the wintertime or high altitude operations.

Aircraft engineers designed what is called a heater muff to capture that heat from the engine exhaust system to heat the cabin with. A heater muff is a round metal can assembly that fits around the outside of the hot exhaust pipe and muffler of the airplane's exhaust system. The heater muff assembly will capture the heat energy from the outside exhaust surfaces and vent it out through a hole in the muff assembly. A large diameter heater hose connects from the muff assembly and carries the hot warm air to a valve body on the airplane's firewall. This valve body has a door that the pilot can open with the heater control to allow the hot warm air to enter the cabin and heat the interior and also defrost the windshield. This is a very simple system, but it does have its limitations. The larger six cylinder engines will produce more heat exhaust plumbing or have dual mufflers with two heat muffs as opposed to just one muffler and one heat muff assembly.

There are a couple of operating techniques that you can do to produce more heat energy. One is to lean out the fuel mixture slightly to raise the engine's operating temperature. Another is to close the adjustable cowl doors to the engine compartment to minimize engine cooling during cruise. It would also be a good idea to inspect the large diameter scat hose or hose assemblies that the warm heat flows through coming off from the heater muff assembly. Look for any tears, holes, or loose hose clamps that would allow for any leakage of warm air before it reaches the valve body to the heater

vents. The scat hose is not very expensive and is very easy to replace as necessary.

Our last major concern with any aircraft heater system is carbon monoxide poisoning. Because the heater muff assembly clamps directly onto the exhaust muffler and pipes to capture the heat energy, any small holes or cracks will leak exhaust gases into the hot air flow and then into the cockpit. Part of our pilot training is to be able to recognize the signs and symptoms of carbon monoxide poisoning during flight. The effects of carbon monoxide poisoning include headaches, blurred vision, dizziness, loss of muscle control, and loss of consciousness. If you should smell any exhaust odors or experience any of these symptoms, turn off the heater system, open the fresh air vents and windows and use supplemental oxygen if available. Disposable and inexpensive carbon monoxide detectors that can alert the pilot of the presence of carbon monoxide can be purchased and mounted in the aircraft. I have been thinking about the idea of putting a smoke detector with the carbon monoxide warning inside the cabin of my Skylane for a while now. What do you think about my idea? It could save your life.

Anyway, I hope that your airplane's heater system keeps you nice and warm this winter season while you are out flying. So, stay safe and have fun!!

Joe Miano



Dave McGougan's Kitfox Project

Dave keeps working away on his Kitfox. In his own words:

"I am now working on the topside of the right wing, the bottom side being completed last week. The cold weather will be working against me, so things will soon begin to slow down. I should have the wing finished next week and the week after start the fuselage."

Dave



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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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