



EAA Chapter 32 News

Jim Bower, Editor



July, 2011



Why does this guy need his seat cushion dry-cleaned? See mr. bill's article in this issue for the answer. Hint...if yer not flying by the time yer halfway down the runway...ya probably ain't gonna make it!

We'll be looking for you at the July meeting (Saturday 7/16/11).

June Meeting Minutes

Dave Deweese

Our June meeting began with the Pledge, Bill Doherty presiding.

We approved last month's minutes, then Don gave the treasurer's report, including checking and savings account balances.

There were no new members or visitors to recognize this time around.

Old business started off with a report on the International Young Eagle's day event. We had a request to see insurance papers; Art Zemon took care of this. We flew 34 young eagles, including 16 attending the merit badge program. Several parents also flew. Our next event will take place on July 9, Mr. Bill will be in training. We're hoping floodwaters will not be a factor.

Art Zemon brought some examples of our new, laminated nametags. These could either pin to a hat or hang from a lanyard.

We revisited flood preparation. Both rivers are up, the Mississippi is at 25 feet. At 31 feet it's in our facility. In the case of evacuation we'd attempt to call the entire membership in order to recruit enough volunteers to move the equipment out. As in the past meeting we discussed the PODS system as an alternative for temporary storage. Jim Hann moved to authorize up to \$1,000 expenditure if necessary; Don will post pricing on the Yahoo board after researching. Bill requested emergency authorization for the officers to, if necessary, use their discretion in deciding how to proceed. The move was seconded and passed.

The clean water issue has taken a twist. The Missouri Department of Natural Resources is investigating wells in response to new clean water standards from Washington. Tracy received word that they have to approve all wells. Wells on airports such as KSET are getting extra scrutiny. Although they are looking for information on our on well we do not currently have documentation and are looking for members who were involved in this project.

June 25 is the EAA32 movie night, "30 Seconds Over Tokyo", preceded by a potluck at 6. This is preceded by a car show at the CAF.

This year's July 4 event at O'Fallon is scaled back a bit, menu-wise. We're planning to work in shifts on July 2, 3, and 4, and would like 5 to 7 people at any given time. A special meeting is coming up to discuss plans and supplies needed. We'll be using gas grills versus charcoal and will use the chapter's grill plus a few more borrowed units. Other needs include tubs for cooling drinks, big fans, a tri-fold pamphlet to hand out, and a vehicle with a trailer for hauling. Bill presented an estimate of the outlay and asked for authorization to spend from \$1,300 to \$1,500. Art moved for \$1,500 and Jim seconded, the membership voted and the motion passed.

Bill Wehmeyer, our CAF contact, reports that the B-29, "Fifi", will be at the Spirit of St. Louis airport August 1 through August 3. They'll be selling rides; around \$900 in the back compartment and \$1,200 up front. The three planes based here at KSET will be there as well.

Oshkosh is next month. Attendees from Chapter 32 will meet there, we'll hold an unofficial meeting here on July 16. Our next official meeting at the ARC is on August 20.

The CAF hangar dance takes place September 17.

Chapter 64 will host the Tri-Motor September 23 through the 25th. They're looking for volunteers.

October 8 is the Gateway to Youth Aviation Day at Parks College.

After the meeting the Sonex-flying Huebbe family gave some hints and guidelines for filming your aircraft, and then putting your video together in a professional manner.

Following the Huebbes' presentation several members attended the open house at St. Charles Flying Service.

President's Corner

by Dave Doherty



We celebrated the birth of our nation earlier this month. EAA Chapter 32 held its second fundraiser at the O'Fallon Heritage and Freedom Fest in O'Fallon Mo. Our fundraiser started off on Saturday, July 2 with setting up the booth, and selling meals from 5:00 PM – 9:00 PM. We had plenty of volunteers to man the booth. Temperatures were in the high 90's throughout the day. Sunday, July 3 started out very hot and humid. There was a threat of rain in the mid-afternoon. That threat was realized in the form of a thunderstorm and 60 mph winds. Our chapter took the tents down and ran for shelter at the only permanent building in the fairgrounds, It was a building with a big porch and restrooms, set in the middle of 4 baseball fields. We watched as winds tore through the fairgrounds, flattening several vendors' tents. It continued to rain throughout the evening, so we buttoned things up and went home. July 4 started out drizzly, but cleared up before noon when the fair opened. Your chapter was there, and the crowd kept growing bigger and bigger. This year, the event made a nice tidy profit. We learned a lot from last year, and ran out of food just about when the fireworks started. We turned a nice profit, which we'll use to make improvements. At the meeting on July 16, we can talk about what we are in need of, and what would be nice to have. Special thanks need to go out to those who volunteered their time in the blistering heat, storms, and crowds during their holiday weekend. The chapter can't thank you enough.

The next 'Young Eagles event is July 9. This year, you can mark your calendars for the second Saturday of the month being a Young Eagles day. It's always a lot of fun to watch and participate. This is an opportunity for members to give back to the community. The kids nearly always leave the airport smiling and talk about their ride in a plane for weeks or months. It's up to us to fire their imagination about aviation. I'd like to ask our pilots to participate in providing rides to America's youth. Opportunities to become involved in flying are becoming fewer as time goes on. We need to stoke their interest every way we can.

At the last meeting, the new nametags were displayed. If members would like anything more than their name on them, they need to come to the meeting or let us know what they'd like on their name tag. Sign-up sheets will be passed around at the meeting..

As promised, Chapter 32 has a new brochure. They were available to the public at the July 4 fundraiser, and I personally talked about our chapter with a number of people who were interested. Hopefully, some of them will come to our next meeting.

Airventure is held during the last week of July. At our meeting, we'll open discussion about having a common area in the campgrounds. Our traditional Chapter 32 picture will be taken on Saturday at high noon. If you're at Airventure on Saturday, be sure to come to the chapter building and be in the picture.

With regard to my Taylorcraft, it's started its journey to KSET. It's presently in Amarillo Texas. High winds blowing through the panhandle have kept the plane grounded. I sent the ferry pilot home, to wait for the winds to die down. There was a plan B with my instructor flying it home from there, but circumstances are preventing that. Plan C is to bring the former owner back to fly it in from there. I feel much more comfortable having its former owner fly it rather than a ferry pilot for hire. It'll get here in its own time, after conditions are right, and my pilot has time to do it. I've waited a long time to get back into flying. A few more days or weeks won't make that much difference.

At our next meeting, we'll have several guest speakers. A representative from the CAF will discuss their planes, and we also have a veteran who will share some of his experiences flying a C-47 during WWII. It should be a good meeting. Please plan on attending.

Thanks for participating in our chapter. Together with the other area chapters and aviation organizations, we are the Spirit of Aviation in St. Louis. United we stand. Let's make it all it can be.

Dave Doherty

August's Movie Event

Flight Command (1940)

No movie this month because of Oshkosh, but stay tuned because next month's show will be great!

A rookie flyer, Ensign. Alan Drake (Robert Taylor), joins the famous Hellcats Squadron right out of flight school in Pensacola. He doesn't make a great first impression when he is forced to ditch his airplane and parachute to safety when he arrives at the base but is unable to land due to heavy fog. On his first day on the job, his poor shooting skills results in the Hellcats losing an air combat competition. His fellow pilots accept him anyway but they think he's crossed the line when they erroneously conclude that while their CO Billy Gray (Walter Pidgeon) is away, Drake has an affair with his wife Lorna (Ruth Hussey). Drake is now an outcast and is prepared to resign from the Navy but his extreme heroism in saving Billy Gray's life turns things around.

Watch for Red Skelton in a (probably serious) role as Lieutenant "Mugger" Martin.

Dinner and social hour – 6:00 PM Movie Starts at 7:00 PM more or less



Safety Note #4 - Crash Worthiness

Fred Immen

The FAA wants designers of general aviation aircraft to provide crew and passengers with a “cocoon of protection” in case of a minor crash. Quoting from CAR3 (and CAM3) para. 3.386, , “the fuselage shall be designed to give reasonable assurance that each occupant ---will not suffer serious injury during minor crash conditions as a result of contact on any vulnerable part of his body with any penetrating (wheel, stick?) or relatively solid object (instrument panel?), although it is acceptable that parts of the fuselage may be damaged. The CAR goes on to say that the crew and passengers shall be restrained, assuming proper use of seat belts and (shoulder) harnesses against a 9g ultimate forward acceleration crash pulse.

The CAR identifies “Head injuries as the principal cause of crash fatalities”. They list suggestions for design features more benign to the pilot:

- Eliminate objects which present a hard surface of large mass
- A flat or curved (instrument?) panel which will dent.
- Eliminate heavy transverse braces---behind light (soft) instrument panels
- Control wheels should be designed with broad areas of support for the chest

AND MORE!

I don't know how a major manufacturer satisfies this very vague regulation.

For amateur builders of kit planes, I would suggest you ask the kit designer what features he designed into his creation for crashworthiness. Ask him to put his answer in writing then store it in your safe deposit box.

For amateurs designing one of a kind creations, study the FAA regs and try to build in as many crashworthy features as you can. Give a copy of your analysis to your next of kin for possible litigation. If you do have a nasty crash with an innocent aboard, hope you are the first to go.

The more current FAR Part 23, para 23.561, has the same crashworthy criteria but of course more stringent: “Items of mass within the cabin that could injure an occupant, experience the static inertia loads corresponding to the following ultimate load factors: 18g forward.”

PS: Does that mean that a rear seat passenger's body should be restrained to 18g to keep it from rocketing into the back of the pilot??

Project for Sale

Zenair Zodiac CH601 HDS. The S stands for tapered speed wing. It's a 2 place side-by-side, all metal, low wing tail dragger kit fabricated in Mexico, Mo. It uses approximately 8500 aircraft quality 1/8 and 3/16 pop rivets for construction. All welding and bending has been done at the factory. Kit includes all parts except engine, instruments, engine cowling and upholstery. Construction is approximately 50% complete. Feel free to contact me if you have any questions or want to see the aircraft.

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Learning As We Go

“Betchya Can’t Do That Again”

by mr. bill

This you tube TM thing is great! There are thousands of video clips that just make you wonder, “What were they thinking?” After looking at this clip sent to me by one of my friends I had to ask, “When did they stop thinking???”

www.youtube.com/watch?v=6BoKzLw-dzU

A year or two ago there was the horrible story of the Piper Lance that took off from an airstrip and did not make it out of ground effect. This caused the aircraft to smash up at the end of the airfield and fatally injure most on board.

Also floating around on the Internet is the Beech Bonanza trying to get out of the airfield it landed in with some sad results also.

This video clip is quite unique because of this person’s hell-bent determination to get out of the strip he obviously got into. Please watch and we shall review class.

Well, class what were some things you noted?

- 1) That the pilot did not use the whole runway.
- 2) That the pilot was a little shaky after the tail wheel was raised up.
- 3) That the pilot was halfway down the runway and not off yet.
- 4) That the pilot was all the way down the runway and still going
- 5) That the pilot was over the road and still going...
- 6) That the pilot chose to use gravity and go down the hill to pick up speed.
- 7) That the pilot used almost everything in front of him to get this aircraft airborne.

I say almost everything in front of him. The last option was to fly over the water looking for the ground effect over the lake to gain additional air-speed. I am assuming that this was his own airplane

(not sure you can rent a Stinson anywhere) so he should have know exactly what runway length his airplane need runway-wise to get off the strip! The Code of Federal Regulations states a few words concerning these things.

Well class let us check the Density altitude these days so we know just exactly what conditions we are dealing with on hot, humid summer days?

What condition is more detrimental on the aircraft performance? High humidity or low humidity for take off in our aircraft?

High humidity will cause a longer take off roll.



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 Laura Million, Web Designer
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 Chapter happenings!

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