
EAA Chapter 32 News

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

January, 2012

MEETING DATE CHANGE

Due to our attending the Midwest Aviation Conference and Trade Show (MACTS), we are rescheduling the January meeting to the 4th Saturday of the month (January 28).

Same time: 10:00 am. We hope to see you there.



It's not a Cardinal, but it IS a red bird! See the life story of this airplane inside.

DUES ARE DUE NOW!

November Meeting Minutes

Dave Deweese

November 2011's meeting began with the Pledge, Dave Doherty presiding.

New members or visitors? None today.

Art Zemon - see if you need a nametag.

Food cards - Ron has Shop & Save and Dierberg's, reminded us of the Schnuck's card program.

Re: fundraising, Bob Kraemer made a \$1,000 donation to the chapter. Note that Dave Doherty will match donations up to \$1,000.

B-17 and Trimotor applications: in to HQ, no status update.

Don gave the Treasurer's report, checking and savings balances, including outstanding bills. We're in good shape, here at the end of the year.

Holiday dinner, we're starting to take admission. Same place as last year. Jim Tecu is the guest speaker, author and Bill's flight instructor. Gives a presentation about the Wright Brothers. 50/50 raffle and gift exchange.

Elections last month, same officers as last time around. Speaking of which, Karsten is back in the States from Afghanistan, works at the same place as Dave. Doherty

Last year in January, MACTS event, we participated. Fee increasing this year for a table, roughly \$150. Should we be there again? Ron Wright suggests using the money to send mailings to all EAA members in the area. Will format be the same as last year? Probably pretty much the same. Rick moved to participate, Laura seconded, motion carried. We'll need volunteers to staff. Might want to consider a professional convention-type graphic.

Recent Completions - Jim Bower, Roger Mell (7), both RV's. (photo) Note: Roger's won't get warm enough, Jim's gets too warm. Mr. Bill met Richard VanGrusen, Jim has an autographed napkin framed.

Dave's Taylorcraft is flying with a new throttle cable.

Chapter hangar. Kim Nack is moving out. Tom Crosby's Grumman moving in. (Ron confirms it will fit.) Tim Finley's at Creve Coeur waiting for a spot at Washington. We don't know of any others waiting for a spot. It can be a problem to find three planes that will nest comfortably together.

Parkway school district has contacted Dave looking for ways to educate youth in trades. 11/30 (Wed) he'll be attending a meeting along with other corporate entities.

Thinks an airplane project is a good idea. Gale suggested contacting HQ for such projects. Art also suggests including the Art (!) department of the school to design a color scheme.

What do we want to do next year? Fly-out to Silver Creek. Tour Creve Couer aviation museum. Fly a chapter member program. Tour FAA radar. Host more seminars. President@eaa32 for any other ideas. (list per handout)

Don, RE tour of radar facility. Facility at Missouri Research Park, on a Saturday. December/January, sign-up sheet.

The airport has broken ground for the new hangars, concrete is poured. 5 facing east and 5 west.

Use tax on aircraft. DOR told people for years that they didn't have to pay for years, though now they are collecting and are asking for interest and penalties. Per Art, you can work with them to get the fees waived.

Meeting adjourned, short break to toast our project completions, then a presentation. Speaker: Alan Kirby RE Harold Hetzler, a B-24 Officer who flew on the first mission over Berlin.





Happy New Year to all!

We're changing our January meeting date to Saturday, January 28.

Mark your calendars.

The reason for this is to resolve a schedule conflict with **the Midwest Aviation Conference and Trade Show (MACTS)**.

The MACTS event includes a Super Safety Seminar on Saturday, January 21 and Sunday, January 22. By attending, you can earn FAAST WINGS credit. Along with the safety seminar is a trade show where aviation businesses and groups present their products and services. Our chapter will be there with our new display booth. An awards banquet will be held Saturday evening. Volunteers to staff the booth are needed. Speakers include Dr. Peggy Baty Chabrain, President and Founder of Woman in Aviation International and Mr. Gregg Maryniak, Director of Energy and Aerospace, Saint Louis Science Center

For more information, check out this web site:
<http://gslfia.com/macts.html>

This next year, we plan on improving our activities even, and stepping up our involvement in the community. Here are some things we will be planning for this next year:

We have set a schedule for various events. Here are some dates we're working towards;

- Young Eagles – Young Eagle events will be held on the second Saturday, from April through September. There could possibly be one or two in addition to those dates.
- Eagles program – This is a new program and it will be kicking off this year. The goal is to kindle interest in aviation not only to young children, but to adults too. More info will follow as Headquarters gets this one off the ground.
- Chapter 32 Fly-in - We haven't done this in a long, long time. Mark your calendars for June 19. EAA32 will be having an open house, pancake breakfast, and fly-in event. We need people to help plan and organize this event. There will be activities all day, capped off by the Movie at the ARC.
- Chapter 32 Fly-out – A field trip to somewhere will be upcoming. Stay tuned.
- Workshops – The Sonerei aircraft instruction aid needs some work. The plane will be used for hands-on training and experience in numerous construction disciplines. The goal is to make this aircraft a training aid and instructional tool. The plane

President's Corner

by Dave Doherty

can also be used as a display. It has been de-registered, and will not be a flying example.

- Seminars – Aviation Safety, Aeromedical, what it takes to start flying, weather, etc.
- B-17 event – We've applied for a tour stop and should know before too long whether we landed a stop or not.
- Ford Tri-Motor event – We've applied for a tour stop this year. Here again, we should find out if we get one soon.
- Social events – We're going to try and get more participation of spouses and family members by having:
- Non-aviation event. A night at the ballpark.
- Movie night at the ARC.
- Annual Holiday party – This year, it will be held on December 8
- Improvements to the Aviation Resource Center.
- Fundraising – We did well with the HeritageFest in O'Fallon last year during the July 4th holiday, and will do it again this year.
- Another event with the St. Louis Boy Scout Area Council. We'll be contacting them to offer our services
- Award a College Scholarship this year.

The above are events we have planned for the year. We hope there is enough there to provide something for everyone.

I'd like to remind everyone that this year's dues are now due. In order to have access to the ARC and the perks of being a chapter member, they need to be paid. Please don't forget. We need you.

Remember, the January meeting will be on Jan 28. At this meeting, Committee Chairpersons will be announced, and a calendar of chapter events & activities will be presented. Please come if you can.

Thanks to everyone for helping make Chapter 32 the true Spirit of Aviation in St. Louis. Let's make it all it can be.

Regards,

Dave Doherty

An Autobiography of a Small Plane

By Taylorcraft BC-12D Serial No. 8625

I was designed by a fellow named C.G. Taylor in 1938 after a falling out with the Piper Aircraft Company. Mr. Taylor also designed the Piper J-3 Cub, originally called the Taylor Cub. At the time I was designed, Mr. Taylor was determined to design a plane that would fly faster than the cub using the same horsepower. As a result, my design was born. I'm a two seat, high wing cabin monoplane with side-by-side seating, powered by a 65 hp Continental A-65-8 engine. My wing design and smaller frontal profile allows me to cruise at 95 to 100 mph depending on my load, which is about 20 mph faster than the Cub. I'm one of thousands built right after WWII.



Photo of a Taylorcraft BC-12D Seaplane



The adjoining photo is taken at Wadlow Field, which served as a Civilian Pilot Training center during WWII. The Plane is an early Taylorcraft which was used during that time period.

My birth date is June 13, 1946, scant months after the end of WWII. I was born in Alliance Ohio, and registered with the CAA on June 15 with CAA registration number NC96325. On June 20, 1946, I was purchased by the two owners of the Ill-Aero Sales & Service Co. My initial home was listed as Wadlow Field, Alton Illinois. In July of 1946 my tailwheel and landing gear were removed and I was converted to a Seaplane. We plied the waters of the Mississippi around Alton. I weighed 836 lb empty with a 1,278 lb max weight.. In April 1948 the flying service name changed to Marquette Flying Service.

Things changed for me on July 6, 1949. I was purchased by Ivan Brown. My landing gear was reinstalled and I was converted back to a conventional gear taildragger. A radio and generator were added. My empty weight was 774.6 lb., and the max weight was back at 1200 lb. I was flown out to the Napa Valley in California. There are MOUNTAINS out there! I flew higher than ever

before to get over those Rocky Mountains. On Nov 29, 1952, Mr. Earl Hill purchased me, and I spent time flying with him and his friends. I was recovered with Grade A fabric, all rust removed, and I was primed and painted. I had 416 hours on my airframe and engine. At some time in 1956, Mr. Hill died. Through his estate, my title transferred several times. I ended up moving with co-owners to Sacramento, CA in 1957. Eventually, Walter Boring bought the other owners out. I was recovered with Grade A fabric and painted. At that time, NC96325 became N96325. Walter kept me until April 1964. We spent many happy hours flying throughout Southern California.

Mr. Robert Mog then purchased me for \$1250.00 and I moved to Clements CA. I was recovered, this time in Ceconite in October 1964. Sometime in 1969, a windstorm blew me over and my wings were rebuilt with new front spars and a new left rear spar. Also, a rotating beacon light was added. In Sept 1975, Floyd Welch bought me and we moved to Stockton, CA. We flew in the area through several more owners in the area.

In March 1987, Duane Habenicht purchased me and we moved over the mountains to Shelton, Nebraska. In 1989, I moved to Portland, Oregon with new owners, Roy Rinard and Charles Dunn. There I helped teach Lee Paulson to fly. I was also recovered in Dacron in June of 1991. Lee Paulson eventually bought me after obtaining his pilot's license in 1993. By 1996, I had accumulated 1,800 hours tach time.

The Paulson brothers rebuilt me in 1996 and brought me to the configuration I am now. I got new fabric, my engine was replaced with a newly overhauled one, and I became a little red T-craft. With mountains in the vicinity, I had to lose weight to be able to fly over them and my interior was removed. The radio was replaced with a hand-held one, and I lost 36 lb. We visited numerous places in the west, and I even made it to New Mexico on a trip. In 2005, we moved to Los Angeles, Ca. and spent many happy hours flying in the congested airspace of the L.A. Basin.

In May of 2011, Mr. Dave Doherty found me on Barnstormers.com and I was purchased. I had 2,418 hours total time. The engine had about 270 hours since major overhaul. We moved back to the St. Louis area in July. Along with Don Jonas and Bob Kraemer, we showed him how to handle a tailwheel plane, got his BFR current, and Dave has been flying me ever since. He has plans for me. I have a brand new interior ready to install, and am glad to be back home where I started.



Here I am with my new owner. We'll see you in the area. Ask my owner for a ride. Chances are he'll take you up.

Safety Tip of the Month

Starting this month, Bob Kraemer will be taking over from Fred Immen as Safety Coordinator. Thanks, Fred, for your service!

After start up I always made my students test the brakes for proper action after a short taxi.

Insure correct, even pressure application without failing, or pulling in only one direction. You never know when a pad, brake line or other problem might occur that would prevent stopping the aircraft.

Bob Kraemer

Learning As We Go

“Last Year - This Year”

by mr. bill

Here I sit flipping through my 2011 pocket calendar reviewing the past year and preparing for the tax man. All in all it was a very good year. For me I am still gainfully employed but now with an airline that has filed bankruptcy. Though the checks are still coming in these economic times are still quite stressful for many others.

2011

Last **January** the Young Eagles Mafia had a dinner for the volunteers so we could thank them for their previous year of volunteering. We also did our planning for the 2011 year. Note: The YE planning meeting is going to be in the month of March for 2012. More information on the planning meeting next month!

February we received a call from EAA Headquarters asking us if we could have a Young Eagles event in March with some guy named Jeff Skiles. Supposedly he landed an Airbus 320 in the Hudson River. What a great Young Eagles event it was with Jeff, Rod Hightower (EAA CEO and President), and the people of EAA 32 providing a GREAT YE event. WE flew 101 kids that day in March!

By **March**, three of our fine builders had their first flights. Gale Derosier flew his Rans S-6 II on 1/20. Tim Finley flew his Zenith CH 601 on 2/11. Ron Burnett flew his RV-6A on 3/20!

The **April**, and **May** Young Eagles Rallies and Boy Scout Merit Badge Sessions went well when the weather cooperated.

The International Young Eagles Rally day in **June** was a windy one. Mr. Don Jonas flew kids in a brand new 2011 Carbon Cub he flew up from Florida. At one time while doing the Boy Scout Merit Badge preflight event on Chris Nesin's 1946 Piper Cub, Mr. Jonas pulled the Carbon Cub along side the 1946 Piper Cub. So there it was. The old and the new version! All was well until someone asked, what is the price difference was in the two planes? How about \$100,000! The Carbon Cub was FOR SALE for \$125,000 dollars! Thanks Mr. Don for letting me fly that modern day marvel with the old school instruments! Thirty-four (34) kids were flown in June.

July had the OSHKOSH AirVenture air show with all the latest gadgets. This year instead of buttons on those fancy glass cockpits screens they now had touch screen capabilities! Even cooler were the ultra new radio/navigation units that had voice commands!

The best airplane was the “green” man with an original Lazair twin engine Ultralite (with the original clear fabric sails) that was powered by two electric motors.

July also had Roger Mell accomplish his first flight in his fine RV-7

In **August** our newsletter editor took to the air in his Van's RV-6A. JimBo received an autographed napkin from Mr. “Van” Grunsven, the man himself, for his dedicated work on the plane. I now hear that JimBo has put on some Tennessee go faster stuff on his RV-6A this past month so he, I mean the airplane, should be moving faster now!



The Bower RV-6A with all the speed fairings in place.

September, October, and November, had several other accomplishments.

Willie's Wingless Wonder (WWW) found wings, ailerons, and is waiting on the windshield.

EAA 32 President Dave Doherty (DD #1) checked out in his Taylorcraft.

EAA 32 Treasurer Don Doherty (DD #3) has done some amazing clean up, fix up, getting the equipment all running and working very nice at the EAA 32 Aviation Resource Center (ARC.) **Thanks Don!**

Dave Deweese (DD #4) is holding out for the new and



Mr. Leonard Milholland in his latest design the “Cabin” Double Eagle

- We believe our very own EAA Chapter 32 member Mr. Fred Immen will be receiving his Master Pilots Certificate in January.
- Willie’s Winged Wooden Wonder should be flying by the spring and is planning a flight to OSHKOSH 2012!
- Our Boy Scout Merit Badge guy is working on a PowerPoint version of his Aviation Merit Badge Presentation.

Oh yeah! The tax man needs to know that I flew 825:25 hours and I was out of town 145 days in 2011!

Q? What airplanes number designation was changed so as not to offend?

A: The Gulfstream 250, a \$24 million, ten passenger replacement jet for the G200 was designated the “280.” This was prompted by the company’s sensitivity to the varied cultures of its international customer base. The number “250” can be translated into Mandarin as “stupid” or “idiotic.” The number “8” meanwhile is associated with good fortune.

improved version of the Double Eagle EXPERIMENTAL kit dubbed the Cabin Eagle!

December at the EAA 32 Christmas Party we had St. Charles Flying Service (SCFS) CFI Jim Tecu talk to us about the Wright Brothers. We also learned that SCFS Chief Flight Instructor, Dave Pressey, was named CFI of the Year for the FAA Central Region for 2011!

Dave McGougan had the Ridge Runner in the ARC for some upgrades in the paint department and a new windshield!

So that was 2011! Why don’t you drop this newsletter editor newsletter@eaa32.org or me a note at bsarj@cs.com and let us know **WHAT** you are working on in 2012. We may pay you a visit and check out your machine in your “man cave!”



Dave McGougan’s Ridge Runner with a spiffy new paint job.

Bye, bye, RV...

by Dave Domeier

Greetings Fellow Aviators -

An SWA flight touched down at Lambert last evening (December 2) at 6:10 pm and I was back in Missouri after a very interesting week of flying to Oregon via California. The purpose of the trip was to deliver the sold RV-7A to its new owner who lives just south of Portland.

It all started last Monday morning with a departure at 7:00 am under a 2000' ceiling and the temperature right at freezing, but the visibility was very good. I thought the cloud deck would end half way to Kansas but it did not until I crossed the border north of Joplin. By then I was quite cold as the primary heat source of any RV is the sun. There was a bit of ice on the canopy but it soon evaporated. Ground speed was good, running about 160 knots even at 2500' so the trip was on schedule.

(I had a time plan for the day - if I was ahead by Sedona, it was on to California)

The first planned fuel stop was Riverside at Wichita. Air-Guide gave it a good writeup with full service and it was an easy in and out just north of ICT and below the controlled airspace. But I did not call ahead to confirm the situation - that was the first major miscue of the trip.

The place was all but abandoned. The office was closed and an old fuel truck looked like a rusted hulk of an a beached ship. There were birds everywhere, lots of them probably migrating south, a few tied down airplanes, but no people. That was irritating and would screw up my time schedule as I had to have fuel. I took a quick look at the sectional and decided to head west to Kingman, KS as they appeared to be alive and well and was more or less on the way to the next planned stop in Tucumcari.

Kingman had self service fuel and a couple old geezers hanging out - just like Missouri. :)

I was in and out of there in about 15 minutes.

The rest of the day (Monday) went well. Tucumcari had live people and I used flight following at 10,500' across ABQ flying direct to SEZ (Sedona).

The tail wind Gods were with me, by Sedona I was 45 minutes ahead of schedule and felt pretty good although a bit punchy as I had been airborne well over 7 hours.

The trip to L18 (Fallbrook CA) was planned slightly south over Prescott and Drake VORs and south of Palm Springs to avoid some big time military areas and Palm

Springs control space. It too went well as overall it was a perfect day to fly across high ground, there was little or no turbulence.

Quite by coincidence, I went almost directly over the 12,000 year old meteor crater west of Prescott, that was neat seeing it just 2000' feet below.

The plan was to rest up on Tuesday with my kids in the Fallbrook area but a look at the forecast for rest of the week made me change the plan. It appeared if I did not get out of California on Tuesday, I would be there the rest of the week and that turned out to be correct. As you may be aware, the Santa Ana winds kicked in big time on Wednesday and were quite violent at about 100 mph in some areas.

Son Michael dropped me off at SEZ at 8am on Tuesday morning and I was out of there flying north across John Wayne airport headed directly to the LAX VFR corridor at 4500'. The airspace is very well organized in the LA basin; you can fly that route over everything at 4500' and not have to talk to anyone.

Once again, the weather was perfect and it all worked out well. I exited the corridor at Santa Monica and flew mostly west toward Oxnard climbing to 6500'. It was the only way to go as the interior valley was socked in with fog. Fuel stop was at Salinas, a beautiful place. Then it was just east of the SFO class B airspace across Livermore with fog on both sides at SFO and SAC but clear straight ahead.

Next stop was Redding just before crossing into Oregon.

The beginning of the next leg was beautiful flying by 14,000' Mt Shasta.

Again, it was clear and calm and from 8500' the surrounding country appeared almost surreal. But about 45 miles farther north I could see more fog in Oregon.

I was about 12 south of Medford and had to land at Ashland. It was about 3 pm and with sunset at 4:30 decided to stay over night and called Jerry Cochran in Sherwood to let him know what was going on. He suggested I consider detouring northeast to Bend, it would be an easy flight up and over the top in the morning whereas the Medford area would be fogged in for sure.

So, I took a quick look at the route to Bend and blasted off one more time, it was an easy 45 minute flight. It took me directly over Crater Lake.

What a neat sight that was, although all snowed in and closed for the winter.

I spent the night at the Phoenix Inn in down town Bend driving an old Mercedes complements of the FBO at Bend. The lady at the airport said to be sure to check out this micro brewery called Deschutes and I did. The place as an easy walk from the hotel and jammed with people while the rest of the area appeared very quiet. I sat at the bar, had a pork shoulder (like the guy next to me) and downed a couple Black Butte Ale's. It was a great lay over.

The next morning I blasted off at 11 am as the weather was breaking up in the Portland area. I had been in tele-phone contact with Jerry who lives about 30 miles south of PDX. The flight was at 8500' over a broken deck in bright sunshine just south of Mt Jefferson and looking north at Mt Hood glimmered in the sunshine. I finally touched down at the destination airport 2S6 (Sportsman Airpark) just before noon. The trip was completed!

I stayed with Jerry and his wife Susan Wednesday and Thursday nights and we had a great time drinking half a case of Oregon beer, some of it more Black Butte. I was concerned Jerry might not like the RV but he loves it. We took a short 8 mile flight to Aurora and visit Vans factory and had the tour. That was great. We also went to McMinnville and toured the museum where the Spruce Goose on now on display.

All in all it was an interesting trip. But I am glad to be home. I slept well last night, the first good sleep in about 10 days. I haven't decided what to do next with regard to another airplane. For now it probably is best to let things settle down. At the moment I like the RV3 and RV8, centerline seating and the first airplanes I flew many years ago.

dd

Super Hornet For Sale

"Super Hornet". They were made in Ramona CA but the company has gone out of business because of the economy. They let me build the plane myself in the factory with their equipment and help. I flew it from CA to KSET. It cruises at 110 mph with over 3 hrs of fuel on board and can hold a 492 pound payload with full tanks (600 lb useful load). It has a lot of extras and would have cost over \$70,000.00 if made in the factory in 2007. I'm asking \$30,000.00. Some of its equipment:

- SUPER HORNET E-LSA
- 100 hp Rotax 912s
- Two 9 gal fuel tanks (18 gal total)
- Electric pitch trim on both front and back sticks
- Two storage areas
- Two GPSs
- Alt + AS both front and back
- Hot mike intercom
- VHF radio (ptt on sticks)
- Mode C transponder
- Position and strobe lights
- Side doors
- Extra large tundra tires
- Deluxe seat covers
- Electric flaps
- BRS chute
- EIS1

I can be contacted at 314-265-6123 or at jeffmckee@earthlink.net

Jeff McKee





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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