



EAA Chapter 32 News

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

February, 2014

Tanks for the Memories



Sorry...couldn't resist. The all-important propane tank needed leveling, so some of the usual suspects stepped up. Left to right, President Dave Doherty, Dave Case, and Ron Wright. Tanks...I mean thanks, guys!

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on February 15, 2014.**



January Meeting Minutes

Dave Deweese

The first meeting of 2014 began with the Pledge, Dave Doherty presiding.

Don Doherty gave the treasurer's report, including checking and savings balances. We're currently pretty solvent, thanks to recent fundraisers and our food coupon program. Ron Burnett was not around but made sure cards were available at the meeting.

Brian Johnston, a new member, attended today. He was at the November meeting and has always been fascinated by aircraft. After learning that aircraft ownership was not as expensive as he thought he's decided to pursue flight training and build a kit.

Chapter 32's recharter needs to be completed this month. Our insurance forms are now online and that will be done in the next few days. HQ also requests a list of members, Jim Bower and Don Doherty are taking care of this.

Our Christmas party was last month. Libby Yunger gave an interesting presentation on Pancho Barnes. Everyone had a good time, though Dave would like to see more participation in the future, maybe a change of venue would help.

Projects for 2014 include converting the Sonera into an educational exhibit. We've had our Fly Baby for about a year and hope to get it flying. Don fixed up our big compressor in 2013, and we've got a few more changes to make this year.

We're paying rent on our flight simulator. Rick May feels a 6 month lease might work better since we use it for our Young Eagles events. Jeff pointed out that we use it at other events. He also feels that someone who could attend every YE event, show people how to use the simulator correctly, and set some time limits, would be a good addition. We discussed asking Mike out to train some members to perform this role. We also need a new operating manual. Gale points out that we have a certified flight simulator as well, though it doesn't have the impressive, multi-screen display of the one Mike built. Renegotiating the rent to a rent-to-own arrangement was another idea. Jim Hann feels that, though our yearly investment is not trivial,

spending the money to attract younger members who gravitate towards simulators is worth it. Jackie Melugin suggested that a grant might be available, considering the fact that we're an educational organization. Motion made and voted on to pursue renegotiation of our flight simulator lease.

New business. We're collecting dues for 2014, get your dues in before a week from today to be on the roster we're sending to Oshkosh. A lifetime membership is now available. Dave's located a source for a nice fleece-lined jacket with our logo embroidered as part of the deal.

We held our elections last month. Most of the officers remained the same, though we've doubled all the salaries. Flight advisor changed from Bill Jagust to Tim Finley. We have an opening for a Member At Large to attend our quarterly board of directors meetings. Tom Crocco volunteered. Our next board meeting is Saturday, 2/1/2014 at high noon.

Our 2/15 meeting will include results of the Board of Directors' meeting plus a financial presentation from Don. We'll continue to have the movie of the month starting with the last Saturday in March, running through October. Dave asked for suggestions. Membership mentioned Planes, 7 Days / 6 Nights, original Flight of the Phoenix, World's Fastest Indian, Avro Aero story, Cloud Dancer.

Paul Poberezny passed last year, and Dave noted how he made social events an important part of EAA. We'd like to go and see a Rascals game. Jim Hann suggested after Memorial Day when most kids are out of school. Jeff S. reminded us that the St. Charles Chill hockey team plays at the Family Arena and the tickets are only around five dollars.

Jim Hann brought in some examples of fabric covering. Dave Doherty would like to see us do some workshops in the coming year. There will be more post-meeting presentations, and we'll try to host another FAA presentation at the ARC.

We're participating in the Missouri Aviation Conference and Trade Show on 1/25 and 1/26 in Maryland Heights. Last year we got a lot of interest and gained a few members. We need volunteers to answer questions and for set-up and take-down. Set-up will start Friday evening, loading up a truck to drive down.

Dave will miss next month's meeting, but of course, has two brothers to act as substitutes.

Jim Hann spoke briefly about his recent building adventures. He's left Alaska and went to KY, also leaving 747s for Airbus 300s. He spent around two months living in a hotel in Louisville. First he finished his online CFI course, then got on to fabric work for his Pacer. Turns out every bit of stitched fabric on the plane needed to be recovered. He's using the Stuart's water-based system, and highly recommends the \$20, 10 dvd set that describes the procedure.

May is the Spirit of St. Louis Air Show. We'll be attending and doing some programs and presentations. There's interest in a history of aviation presentation of some kind, likely involving older aircraft. Dave's talking with Oshkosh about what might be available, the Spirit of St. Louis being one idea.

Tom Crocco mentioned a document he received from HQ entitled "Guidelines for Deducting Out-of-Pocket Expenses Incurred in Connection with Volunteering at EAA Headquarters". It's on line at http://eaa.org/news/2014/releases/2013-01-16_memo-to-volunteers.pdf

Ron Wright put up a poster for Sun 'n' Fun, a "laid-back version of Oshkosh". He recommends sunscreen.

Motion to conclude the meeting was made and seconded.



President's Corner

by Dave Doherty

Friends and fellow aviation enthusiasts, 6 more weeks of winter!! This winter seems like it will never end. As I sit here writing this article, snow is coming down, and the forecasted temperatures don't get above freezing for the next ten days. I don't know about you folks, but I'm getting a severe case of cabin fever...

Regardless of the weather, we've been working on making 2014 a great year for our chapter. Your Board of directors all got together on Feb 2 (delayed a day due to bad weather), and worked for hours on the plan for this year. I'll discuss some of what we have planned for Chapter 32 a little later in this article. I think our membership will be pleased.

This year's officers, committee members, and other positions were elected and selected. According to our by-laws, they need to be announced to our chapter early in the year. They are all designated members of the Board of Directors (Chapter President has the option to appoint additional Board members). They are:

- President – Dave Doherty
- Vice President – Bill Doherty
- Treasurer – Don Doherty
- Secretary – Dave DeWeese
- Flight Advisor – Tim Finley
- Tech Counselor – Gale Derosier, Tim Finley
- Newsletter Editor – Jim Bower
- Web Master – Laura Million, Art Zemon
- Young Eagles Coordinator – Rick May
- Safety Advisor – Bob Kraemer
- Chapter Membership Coordinator – Jeff Stephenson
- Board of Director Member at Large – Thomas Crocco

Our Board meeting started off with Don Doherty discussing the state of the Treasury. We had a decrease in funds of about \$1,200. There were various reasons for this. Increased prices for fuel and LP gas increased our expenses, income was less this year, mostly due to a windfall from a 2006 B-17 check that was discovered and cashed in 2012. There are a myriad of factors playing into the finances. I think we're still in good shape, but we need to be careful in our expenditures.

We discussed some business going on with HQ. Our Recharter forms were delayed in submittal (my fault), but we're getting back on track with them. It appears the EAA B-17 will be making an appearance at the May 2-3 50th anniversary Air Show at Spirit of St. Louis Airport. EAA32 has an area for a pavilion, and we've been asked by the Spirit committee to put on some aviation related seminars. It's unknown if the B-17 will be selling rides, although I suspect they won't want to pass up this opportunity. If they are, EAA32 will host the proceedings. The Spirit Air Show Committee is also working on getting the replica Spirit of St. Louis in town. Status of this endeavor is unknown at the time of this writing.

I was approached by the Fair St. Louis (FSL) committee, enquiring if EAA32 would like to have a display area at the Forest Park Fairgrounds, where the fair will be held this year. Of course, the answer was "Yes, we'd very much like to participate.". The FSL committee is also working on getting the EAA Ford Tri-Motor to come to town for the fair. It would be based at Creve Coeur Airport. More on this as time progresses.

We discussed EAA32's Young Eagle program, and decided to extend our Young Eagle events into October. Dates will be every second Saturday from April through October. Specific dates are as follows: April 12, May 10, June 14, July 12, Aug 9, Sep 13, Oct 11. Our YE events are very successful as long as the river stays in its banks. We discussed the serving of food during these events, and need to work out timing of serving the food. It needs to be earlier than it has been, and we need a dedicated person to handle the food/beverage activities. Volunteers make this a success, and we have been fortunate to have wonderful participation from many of our chapter members. One of our Young Eagles goals is to fly around 75 young people at each event.

This year, EAA32 is sending a young man, William Frye to Advanced Air Academy in Oshkosh. His tuition has been paid for by Young Eagle credits from 2012 & 2013, plus a generous donation from one of our Chapter members. I'd like to send two more people to Air Academy. To do this, we'll need approval from our chapter membership. In order to help with the tuition, I David Doherty, pledge to match the first \$500 in donations or chapter funds. We'll discuss this item at our February Chapter meeting.

Eagles flights were discussed at our Board meeting. We're looking to try an Eagles Day at our facility. Jeff Stephenson and Rick May are spearheading this event.

Regarding our ARC and the maintenance and improvements program, Don Doherty plans to complete the work on the Air Compressor improvements, and the cutaways of the Chapter's VW engine display. Also on the list are educational enhancements to the Sonerai. We also need to decide what we're going to do with the Kiosk trailer.

One of the difficulties we've had with our chapter is getting the word out about activities going on. We plan on doing a better job regarding posting and advertising of events. This includes collaborating with other aviation groups at our airport as well as surrounding areas. I'm working on getting the aviation community more organized in the St. Louis and surrounding areas. Thus far, I've heard only positive comments about making this happen.

We discussed a number of other things at the Board meeting, such as utilization and agreements of the leased hangars, how to accommodate mother nature when the river rises and a fair way to put planes in our ARC during flood emergencies. Also needed is an evacuation plan when floodwaters really get out of whack.

Our Chapter needs a fundraising chairperson. We're looking for a volunteer to fill this position. It's a vital part of our organization, and can get busy at times. Hopefully, someone will step up and volunteer.

The Board also worked on defining subject matter and guest speakers for upcoming meetings. Some of the subjects may be moved from one month to another due to speaker availability, but here's what we have now:

February 15 – Financial review and State of the Chapter. Various chapter officers will discuss plans for the coming year.

- Mar 15 – Aviation Weather
- Apr 19 – Planning for the Spirit Airshow and a presentation on Aviation Insurance
- May 17 – Aviation Law
- Jun 21 – Aviation Medical
- July 19 – Proper Procedures for flying into AirVenture by an FAA ATC AirVenture Volunteer
- Aug 16 – Pancake Breakfast & Fly-In
- Sep 20 – Fly-out – Destination TBD
- Oct 18 – TBD
- Nov 15 – TBD
- Dec 6 – Holiday Banquet and Chapter Awards – Tentative guest speaker – Flying the SR-71 Blackbird

EAA32 will also be having our Movie at the ARC on the last Saturday of the month, starting in April, through October (except July). The lineup of movies should be presented at the February meeting.

A reminder to all is that **Chapter Dues** are Due this month. If not paid up, please do. In order to make it to the Chapter 32 Roster, dues need to be paid no later than the February meeting. Dues are \$36.00 per year. This is the last call prior to publishing our 2014 Roster.

Along with renewing chapter membership, we need to know any changes, such as address, phone number, e-mail address, project / status, etc. We need this in order to keep our data base current. Membership applications are available online at the chapter website under 'downloads' should the need arise. **(Please send these to Jim Bower at newsletter@eaa32.org).**

I'm more excited than ever about the new year and programs our Chapter has in store. After many years of working for a living, I'm finally free of the chains and have retired from that part of my life. That gives me much more time to do what I've always wanted to do – be a Professional Airport Bum! I can't think of a better way to do that than take a more active role in our own EAA Spirit of St. Louis Chapter 32. To find out more about what we do and how you can get involved, come to our next meeting on Feb 15 at our ARC facility at 1610 Grafton Ferry Rd, Smartt Field, St. Charles County. Meeting time is 10:00 AM. A Pot Luck lunch will be served following the meeting. For anyone interested in participating, bring a dish. A meat entrée will be supplied by your Chapter President. It's his way of saying thanks, in advance.

Blue Skies to all,

Dave Doherty

Safety Tip of the Month

Proper pre-flight and attention to detail is VERY important !!

An incident/accident that can happen and does is: tow bars left on that can damage a prop, airplane parts, and even result in personal injury.

Inspect and ensure that ALL engine mount bolts are secure. I had a Stearman pre-buy inspection that revealed one engine bolt sheared internally even though the head was safety wired. I felt the head as it looked suspicious and sure enough I could twist the entire bolt !!

Check fuel line clamps, and attachments. Some years ago a vintage WW2 Dauntless dive bomber went down in a field. It was found that the fuel line connections were loose, so the fuel went overboard. Thank goodness the plane landed in a field with considerable damage, but no personal injury.

Is the cowling secure, and the nacelle attachments tight?

Check proper operation of all control surfaces, especially after a major check. Also do they operate in the proper direction. Rudder horns: are there visible cracks? Do elevators and ailerons move in the proper direction?

Is there anything in the cockpit or flight deck that might jam your controls? In turbulence, mundane things such as portable radios can be thrown around and lodge in critical places. Two experienced pilots had a portable GPS lodge in the controls, whereby the plane ultimately crashed with loss of both their lives.

Ensure wheel covers/pants bolts are tight.

Do all struts have the minimum separation and are not down on their stops?

I can go on and on about all the "gotchas" to check and inspect, but suffice to say look at some of the things that you take for granted and you may discover potential problems.

Bob Kraemer

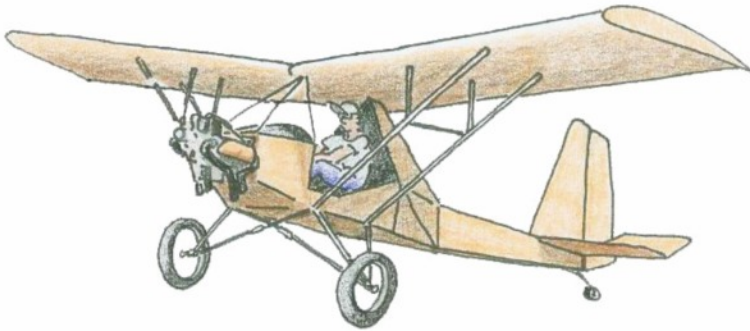
Please Turn the Pump OFF!!

When you visit the ARC and use the bathrooms you need to turn the pump ON so they will flush. Please do not forget to turn it off. The constant pressure erodes the valves in the toilets until they leak. The resulting water then fills the holding tank, which costs \$275.00 to empty. Don Doherty notes that in recent weeks it has been left on twice. We thank you in advance for your consideration. **IT IS WORTH NOTING THAT WE RECENTLY HAD YET ANOTHER INSTANCE OF SOMEBODY LEAVING THE PUMP TURNED ON. COME ON, GUYS, IT'S NOT THAT HARD!**

Status Update

by Dave Deweese

It's been a while since your Chapter Secretary contributed anything to Mr. Bower's newsletter but meeting minutes. That's what you elected me for, so it hardly



constitutes going above and beyond. When the designer of the plane I was working on announced a cabin version, the Double Eagle ground to a halt while I waited to see how the Cabin Eagle turned out.

That non-airplane-building stretch was not idle time. An empty workbench and an Internet full of project ideas can harmonize, crafting a siren's song that's hard to ignore. An example: refinishing wood can be messy fun, especially if you've never tried it before. My old Marlin model 60 now has deep, dark blue-green finish that shines like a Gibson guitar under multiple coats of sprayed and sanded polyurethane. One thing leads to another, and a YouTube video demonstrated how easy it was to install sling swivels. Of course you'd want a new sling after that. Why buy one pre-made, though, when the Oracle has shown you how to hand-weave such a thing from 550 paracord? (I'll show a picture of you're curious, but hate to take up too much space here with non-aviation-related gadgetry.)

Wandering around YouTube can lead to all sorts of complications. In my case it re-ignited an old, kid dream. I've written about it before: inspired by a stick and tissue, rubber-powered plane, I wondered what it would be like to

shrink down and pilot such a craft. Soon I had my mitts on a set of Sky Pup plans and started scrounging for the necessary bits to construct a hot wire foam cutter.

Learning to cut Dow blue board would be much easier and faster than learning to weld.

Early in the summer Art brought his BD-4 out to test fit the wings. His garage workshop is within walking distance of my place, so I strolled over to view the skeletal aluminum fuselage and shiny wings. Visions of Skypups and the enclosed Cabin Eagle paled a bit in light of this sleek, speedy bird.

In August of 2013 EAA published a webinar in which Sam Buchanan discussed the Legal Eagle XL, a single seat version of the Double Eagle. (<http://www.eaavideo.org/video.aspx?v=2634527737001>) If you haven't checked any of these out, you should: reality shows for airplane people, without the Pro-Wrestling feel of TV "reality" programming. He made a compelling case for Leonard Milholland's designs; visions of putt putt putting over St. Charles county in a semi-open cockpit danced in my head. Here was my rationalization: the Double Eagle was actually a fine mid-point between the puddle-jumper and the state-hopper.

Halloween came, along with another project idea, before I could resume rib assembly. My current company has a costume contest and this year I gutted an old broken-down chainsaw for an Evil Dead Ash disguise. (I came in second, losing to a zombie. Go figure.) With that out of the way it was finally time for the jig to go

back to its rightful spot on the workbench.



It took a few months after that to restart the Double Eagle, but from this picture of the workbench you can now observe two hanging rib stacks. Parts of a second wing are starting to accrue. Soon it'll be time for another subassembly, spars to hang ribs on, or a fuselage to hang wings on.

Either should provide enough fun and misadventure to fill another article or two.

Learning As We Go

“February Funnies”

mr. bill

The beauty of flying all over this great country is you hear things that are just unbelievable in this modern day. We were flying from Portland, Oregon to Dallas, Texas and we were in the Salt Lake Center air traffic control center. The radio frequency sounded like the squelch (constant static) was on all the time. It was really disturbing. The only way to deal with it was to turn down the volume and ask the controller when the next frequency switch was on your flight plan. The crazy thing, EVERY airline that came on the frequency asked about the constant squelch static on the frequency and here was the reply we heard at least 10 times from the controller. “Pilots, the remote antenna on top of the mountain is having problems. As soon as the radio technician gets there on his snow mobile the problem will be fixed. That should be some time tomorrow! Thank you for your patience!”

I received an e-mail from a friend that just caused me to chuckle. Three years ago he started the new International cargo route that flew the Boeing 747-800i around the equator in 8 hour increments and then had him resting for 24 hours in each city. It is a 10-11 day trip. Recently Scott wrote about the new route of leaving there (Hong Kong) to get here (ORD) by going over the top, the North Pole! I asked if he had any pictures of Santa's place but each time it was dark. Here is what he wrote to his low latitude International Pilots.

Hi Guys,

I just did my first polar flight from ORD to HKG. It was the longest flight I have ever been a crew member on. Just like the around the world flights, I feel like I checked the box and can move on. However I have another one this month. Here are some fun facts you can think about.

B747-8 Freighter numbers. We use KG but I'll try to convert for you.

MZFW 329,761 KG = 726,998 LBS (Maximum Zero Fuel Weight)
MAX TOW 447,695 KG = 986,998 LBS (Maximum Takeoff Weight)
MLW 346,090 KG = 762,997 LBS (Maximum Landing Weight)
Max Fuel 178,100 KG = 392,643 LBS (Maximum Fuel-about 58,600 gallons)

Our flight to HKG
Basic empty wt 192,968 KG = 425,421 LBS

ZFW 253,000 KG= 557,769 LBS
Fuel on Board 160,100 KG=352,960 lbs
Fuel Burn 146,500 KG = 322,977 LBS
TOW was 412,100 KG =908,525 LBS
Flying time was 15 hrs 36 min.

Above 73N you have to use True North. Tim you know that switch on the 767 with all the dust on it, yes you have to move it. The 747-8 is smart enough it to do it automatically since we are brain dead by then. Left ORD around 6 pm landed HKG 1:30 am local never saw the sun. Northern lights were cool but we were flying directly into them. I had vertigo for about 2 hrs. Here is another good one Thule Greenland is an alternate airport the runway is 08T and 26T for true north. That's about all I can remember right now. I'm actually deadheading back to ORD on the pax flight in about 2 hrs and home on Thur around noon, I think. My mind and body are kind of mush right now. Fly safe!

Scott

Wow, what a machine! My butt can barely handle the 4 hour flight in the Super 80 to Canada!

Another funny thing is the big need for pilots. Boeing states that 469,000 will be needed from between 2009 and 2019! Alright, the next funny was how they interview now! For the flight attendants (and the pilots soon) you answer questions while doing an interview on line! The airline expects you to answer the five questions over a five day period using your computer camera. The initial review team was given some basic pointers of what to reject. Here were some of the low lights of the videos presented by applicants! One person was in her bathrobe, sitting on her bed, and answering all five questions quickly in less than five minutes. During her presentation, her cat jumped on her bed, and she threw it off, and yelled at the cat, for interrupting her interview!

Another lady was in her office, doing her pre-interview and as she stated she was highly organized, while behind her were stacks of papers in total disarray. Location, location, location.

Well gang, it was mentioned about the repeat customers that we have come out at the Young Eagle Events. Those repeat customers are the ones who really want to be in the program! and fly!

As one person put it, “we have youngsters now who want to fly simulators instead of real airplanes. Play video games with guns instead of going out to a shooting range. There is a money factor in all these programs. But everyone is having trouble get these youngsters involved in the ACTUAL activity!”

Q? With the merger of American and US Air, how many planes does the Biggest Airline have now?

A: American has 622 and US Airways has 343, for a grand total of 965 jets!

Attention RV Builders and Owners

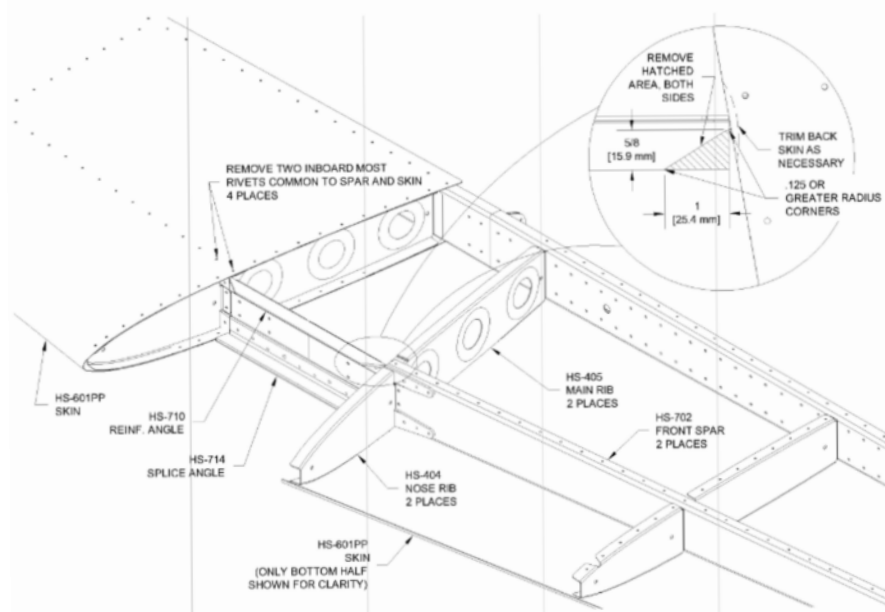
In case you haven't seen it yet, Van's Aircraft has issued two service bulletins that affect ALL RV-3, RV-4, RV6/6A, RV-7/7A, and RV8/8A aircraft. Please see their website for the details.

These bulletins require inspection of the horizontal stabilizer spar and elevator spar at the hinge points for cracks. This must be done before further flight. If cracks are found, you must perform the repair procedures included in the bulletins. Van's has parts kits available to support the repairs.

If no cracks are found, it is safe to fly without making the repairs so long as you include the inspection as part of each annual.

Van's Aircraft is to be commended for taking the time to identify the problem and then devise methods of dealing with it. I found out about the bulletins during my daily visit to Doug Reeves' Vans Airforce website, but prudence dictates that owners periodically check in with Van's website to see if any issues have arisen.

Personally, I am unhappy about this, since I was hoping to do some cold weather flying (whenever it gets less cold). Conducting an inspection in low temperatures is not my idea of a good time, so I won't be doing any flying until the weather improves to the point where I won't be tempted to rush the inspection because I can't feel my fingers.



2014 may be the year I take my RV out of service for a protracted period of time in order to deal with this and some other housekeeping chores I have been putting off. After 11 years of building my RV I was hoping to do more flying than wrenching,



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!

TO:

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