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# EAA Chapter 32 News

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

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**September, 2015**

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**In the third grade our teacher said, “Quit staring out the window, because when you grow up no one will pay you to sit there and just look out the window.”**

**Guess I showed her...**

**We’ll see YOU at the EAA Chapter 32 meeting.  
Be at the ARC at 10:00 am on September 19, 2015.**



Friends and fellow aviation enthusiasts,

September. It's hard to believe fall is nearly upon us. I hope everyone enjoyed the hot summer. I certainly did, although I didn't go flying as much as I'd have liked to. However, I plan on making up for that in the next few months. You'd think that when one retires from a working job, that they'd have a lot of free time for leisure. For me, I'm busier than I've ever been. The big difference for me is that I get to do things I want to do – most of the time. All those projects I'd get to someday – everyone has those lists. Mine is a long one, and I've managed to whittle some of them down while adding just as many new ones. It's a list I hope will last until I'm a hundred years old.

I'm writing this article at the end of our September Young Eagle rally day. I think everyone enjoyed it. I certainly did. The day was a bit windy, but it was blowing right down the runway. Smartt Field was awash with events, as were numerous other places. The Young Eagles I flew were all eager to go flying. Early in the day, there were very few clouds, widely spaced at around 2,500 ft. During my first ride, we went up to that altitude and flew around a couple of them. My passenger said he'd never seen clouds that close or from above. He said they looked like cotton balls in the sky. As the day went on, my passengers had the opportunity to experience the wonder of flight, and try their hand at the controls. Some were a bit apprehensive and nervous. The last of my five eaglets had been to several rallies and even volunteered as ground crew for me. It was only fitting he got rewarded with an extended ride, of which he took the controls for most of the flight. It was quite an enjoyable experience for both of us. We even saw the alligator in the lake in St. Peters (Lake 370 is what I call it). My plane performed admirably. Last month, it got cranky and refused to start. This time, it was eager to get going and started with the first prop pull every time. I think the Young Eagles program is one of the better ideas EAA has come up with. And our chapter does it very well. Also at Smartt Field today was the Ozark Airlines reunion, held at Skylink Aviation's world headquarters based here. Part of the ramp was closed for that event, but access to our section wasn't hindered. Our airport director even came out on his day off and worked to make everyone have a great day. Thanks Dennis.

Mount Vernon hosted the Midwest Light Sport Expo at their airport this weekend. A couple of us went, and I managed to get a ride in the Vans Aircraft Co RV-12. I must say, that is a sweet flying airplane. I'm glad because the Spirits of Aviation Flying Club is building one. We had the chance to quiz the Vans representative about a number of items related to building the kit. When we

# President's Corner

by Dave Doherty

landed, he said 'You know what that smile in your face is?' to which I replied, "Yep, I've got it (the RV grin that happens). You RV owners know the feeling. It's great! While on the subject of RV-12s, the Spirits of Aviation Club, LLC is moving along smartly with its RV-12 project. Since we didn't get the wing kit award at Oshkosh this year, we ordered the kit as soon as we found out. It arrived August 28. The fuselage kit isn't quite complete yet, but should be in the next week or so. Look for part two in the series of RV-12 build articles in this newsletter. As of this writing, the wing kit parts and hardware have been inventoried with no discrepancies. We're building the fuselage at the ARC, and working on it day and night. Chapter members are welcome to join in and gain some knowledge about building a kit plane. If interested, contact Dave Doherty at [president@eaa32.org](mailto:president@eaa32.org)

We've got a lot of things going on in our chapter. I'm pleased at the participation of our members. We try to have something for everyone, whether it's building, flying, or just talking about airplanes. Camaraderie is another intangible. It's a good place to have friends who share the same or similar interests. Our members have such a wealth of talent and experience, and I really enjoy being amongst them. If you haven't done it, come on out to our meetings and some events and see for yourself. You'd be surprised how much fun you'll have.

Our next regular chapter meeting is September 18. With Election time coming up in November, candidates for Vice President and Treasurer will be announced. Nominations will remain open through October. After the regular business meeting Libby Younger will have a presentation about Aviatrix Amelia Earhart. Libby's a great speaker and her presentations are well done and documented. For those who wish, BBQ will be available after the presentation, and hangar flying will commence. Perhaps we'll even have some real flying too! I'd like to invite pilots to take some chapter members who don't have planes and wish they did into the wild blue sky. Let's have some fun. And don't forget the CAF is having their annual Hangar Dance that evening. If you like Big Band music, this is a 'Must Go To' event. Quite a few of our chapter members go to this, and everyone has a good time. It's the CAF's biggest fund raiser of the year, and I invite our members to help support their efforts to keep the warbirds flying. It's a good cause.

As we have done for the past few years, we're offering an aviation related movie on the evening of the last Saturday of the month. This month, we're proud to announce the showing of the movie "First Light". It's a WWII story. In May 1940 eighteen-year old Geoffrey Wellum joins the 92 squadron of the Royal Air Force. He's the youngest ever Spitfire pilot, and flies during the Battle of Britain. He survives the war, and he is also in the movie (present day),

reflecting on that time in history. Needless to say, there are lots of beautifully done flying scenes in this movie. We urge as many folks that can to bring their date and enjoy the evening with other chapter members, their wives, and friends. A pot luck dinner is part of the deal. It's a chance to not only be with our other half, but also enjoy the company of others with similar interests. We'll all have fun. See the promotional page elsewhere in this newsletter.

If you can make it, come to our meeting on Saturday, September 19 at our Aviation Resource Facility located at Smartt Field, 1610 Grafton Ferry Rd, Portage Des Sioux, Mo 63373. We have a lot of fun things going on, and need your help. More details of what's coming up will be announced at our meeting. See you there!

*Blue Skies to all,*

*Dave Doherty*





# August Meeting Minutes

Dave Deweese



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

I was out last month, so no minutes to approve.

Don Doherty gave the Treasurer's report, including checking and savings account balances.

Visitors include Steve Long from the FAA. He'll give a presentation following the meeting. Whitney Pearce is visiting, has an airplane, and wants to know how to maintain it. Chuck Gorman is here again and has joined the chapter since last month. He'd been thinking about a Kitfox but after visiting Oshkosh he's evaluating his options.

Rick reported on last week's YE event. YTD, for our 4 events (at which we were able to fly,) we've flown 177 kids over 139 flights with 17 different pilots. Last year we only 158 over 5 events. (108 flights and 10 pilots.) In April we had 21 ground crew, May 18, June 20, July 21, last Saturday we had 20 ground crew. Rod Hightower and two others brought Stearmans (John Ladley and Doug Watanabe). We involved some kids in pulling rivets on the RV-12, so they got to build as well as fly. We still have two more events: second Saturdays in September and October. When talking with other coordinators, Rick gets the question, "How many has your chapter flown?" According to Oshkosh we've flown 7,759. (George Stephenson flew over 1,000 of those himself.) Charles Miano was in attendance as well, and is one of those 7,700 kids, and just passed his CFI check ride.

We need to replace our water heater. Sounds like smaller units are not as common as they once were, so we're considering an on-demand water heater. It would require an additional 220 outlet. The cost for the water heater would be around \$200. This is within the limits of an Executive Committee decision.

Dave had the food coupons this month.

We've received a donation of paint for the inside girders.

Pumpkin Drop is coming up in October, and the CAF Hangar Dance will be in September.

Chapter elections take place in November. Treasurer and Vice President are up for re-election. We've got a volunteer to manage the nominations, looks like Don and Bill Doherty are running again.

12/5 will be the Holiday Banquet. Charlie Becker will attend from HQ and talk about the EAA.

Movie of the month is Fighter Squadron.

Bud Cole, an original, founding chapter member, passed away on the Saturday before Oshkosh. He attended most meetings, except for the last few. Dave would like to see his name on the wall at Oshkosh. Dave McGougan notes that he has a videotaped bio of Bud that he made as part of his chapter veterans project.

There are still openings for one or two members in our flying club. They're building the donated RV-12.

Motion was made and seconded to close the meeting.

# MOVIE AT THE ARC

## EAA Chapter 32

### Proudly Presents for September

# *FIRST LIGHT*

**Starring: Sam Heughan, Gary Lewis, Ben Aldridge, Alex Robinson, Paul Kynman, Paul Tinto, Tuppence Middleton**

**Release Date: September 14, 2010**

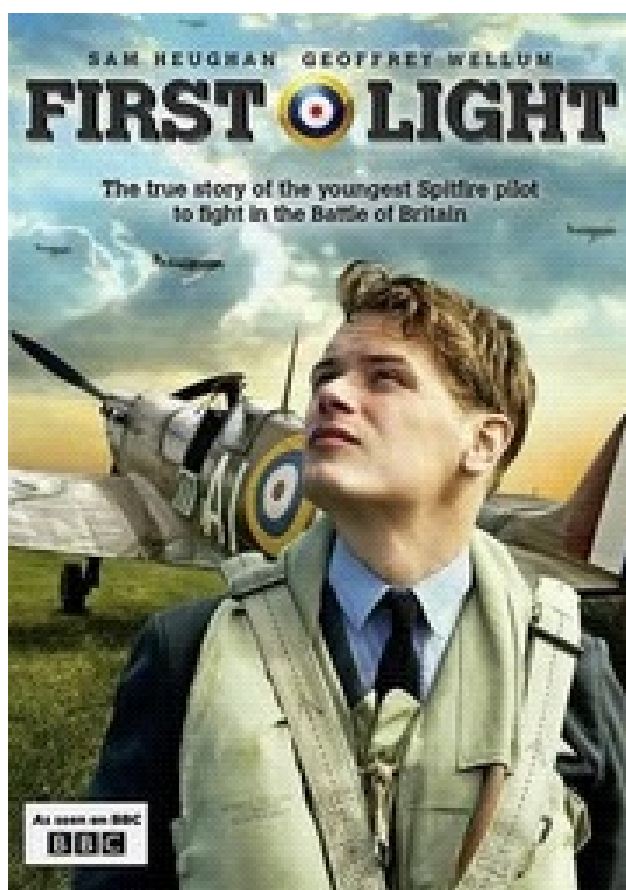
**Running Time: 74 Min**



In May 1940 eighteen-year old Geoffrey Wellum joins the 92 squadron of the Royal Air Force and is taken to the pub, where pilots who have seen action sign their names on a blackboard. Next day, with no flying

experience, he is expected to pilot a Spitfire.

He is nervous but exhilarated. Soon he is seeing action against the Luftwaffe, his sense of duty dispelling fear, and, having taken part in the Battle of Britain, is awarded a medal, though he never signs the blackboard. By 1941 he has flown fifty missions and feels invincible, though he sees friends die and in 1942 the stress causes him to have a breakdown. How-



ever he survives the war and, in the present, talks direct to camera, voicing his feelings about his service experiences.

**Come see this movie on the big screen-  
Location:**

**EAA Chapter 32 Aviation Resource  
Facility**

**St. Charles County Airport (Smartt  
Field)**

**1610 Grafton Ferry Rd, St. Charles, Mo.**

**Date & Time:**

**Saturday, September 26, 2015**

**Pot Luck dinner and social hour –  
6:00 PM to 7:00 PM**

**Movie starts at 7:00 PM.**

**Admission is free.**

**Meat and soda are provided by Chapter  
32**

**This is a Pot Luck Dinner, bring a side  
dish.**

**Also, for your own comfort, bring a  
comfy chair**

# Learning as we Go

## Zero to Hero in the Aviation Industry

mr. bill

Well aviators the Oshkosh memories are fading and as we see by all reports it was a GREAT airshow! Now back to reality! We need PILOTS!

“Do you feel alone in a room full of people?”

That was one of the psychological questions that was asked on the airline interview questioner during my interview at TWA. I answered with “No,” because, I believed I was sociable.

“Do you like stepping on frogs?”

These questions came from the MMPI test, the (Minnesota Multiphasic Personality Inventory- the most widely used and researched standardized psychometric test of adult personality and psychopathology.) I mention this mental testing of pilots because of the Germanwings co-pilot that had a mental melt down during his life and on his flight.

FAA Medical Examiners allow people in the US of A in these situations, and in limited cases, to use medication. This is not the case around the world. I asked if the Germanwings pilot situation is now going to be something the FAA will be looking at us in the future medicals. Dr. M. mentioned that these conditions are usually found in people under 25 years of age. Wow, a benefit of being an old guy.

Just like today in the aviation industry with the need for pilots there was a time back in the 1960s when there was a similar situation.

At TWA there was a program that took “the TWA 100” guys off the street and put them through the “Pilot” Pilot Program to see if they could go from “Zero to Hero.” I do remember flying with one of the guys who was a product of the program. If he did not tell me he was one of the “100,” I would have never known it. Guess I should restate that this program was run during the 1960s. TWA used a corporate Lockheed JetStar II that was a four engine corporate jet (set up like a Boeing 707) as the training jet for these new pilot applicants. I was told that these gentlemen were picked for employment by their mental aptitude. Out of the 100 only 10 made it!

Did you see the Facebook shot on the cover (*of this FINE publication* - ed)?

Did any of you pilots get a SKYWEST FLYER mailer looking for pilots? It was a 5” x 7” multi paged color brochure offering First Class Careers. Inside page two was a beautiful photo in the cockpit of the Embraer 170 at altitude among the clouds.



Not sure who was included in the mailing group but this was a fairly expensive full color brochure enticing me to come and fly an Embraer 70 to 90 seat jet for SkyWest Airlines!

OK folks! Just like in the 1960s when there was a pilot shortage it is the same today. SkyWest needs pilots. Republic Airlines, one of the commuter airlines that fly passengers for American Airlines needs pilots too. The commuter airline is tasked with flying 18,000 flights a year but can barely do HALF those flights do to a lack of pilot applicants.

OK. Let's go to Flight Safety where the Pilot Applicants go to train when they get that ultimate commuter airline job. Talking with the Flight Safety Men and Women who do the training I asked what is happening there. “Well XXX airline has hired a class of 14 pilot applicants for a new hire class. Unfortunately only 3 applicants show up for the simulator class! What? Yep, most pilots are holding out for a MAJOR airline job so they do not show up to the simulator. Of the 3 that show up we are lucky if we can get ONE through the program. The flight instructor who now has flight instructed for (1,500 or 1,250 or 1,000 or 750 hours of flight time if military pilot) is now tasked with learning to fly and be checked out as a qualified First Officer on a 500 mph jet in 8 four hour simulator rides. Lesson 9 is the Maneuvers Ride for your type rating in the jet. Lesson



10 is you flying an actual flight in the simulator to get you Flight Line Qualified, ready to be a First Officer with a Captain Check Airman who gives you 25 hours instruction on the line with people in the back of the plane.

So of the 3 that show up for the Commuter Airline new hire class for the simulator only ONE is making it through and that is usually due to the fact that the applicant will get more lessons to spool them up.

Another point here is if you FAIL the program you have that on your record which MAY exclude you from being hired elsewhere.

So we now look at the Flight Instructors at the University level. At a recent visit to a major University Flight School it was interesting to see the current “pilots in training” display board. About 40 people in the Private Pilot program, about 30 in the Commercial Pilot Program, and about 25 in the Certified Flight Instructor Program (CFI). Those in the CFI program were offered a \$20,000 stipend (up from \$10,000) if they signed a letter of intent to go to work for that commuter airline after obtaining the hourly requirements. Each school seems to have a local commuter airline that is reaching out to the schools to offer employment to the soon to be READY pilots in the pipeline. That is where the flight hour requirements come in to play.

To be employed by the commuter airline depends on your educational level and flight time.

Those who learned from a local CFI will require 1,500 hours. (With the new law passed by the government, the new hire must have to meet the modified ATP requirements.

If you have an Associates Degree and learn flying from an approved school (SCFS is a Part 141) you need 1,250 hours.

If you have a Bachelor’s Degree you will need 1,000 flight time. With this employment the applicant will be getting 25 hours of simulator or actual in the jet training like the early days of TWA.

In fact these airlines are looking for retired guys to go out and teach these “newbies” in the actual jet for their 25 hours of spool up time. The plan is to pull some old commuter jets out of the desert to train the applicants.

Military pilots who already fly jets can be hired with 750 hours total flight time. But with many military guys going in to the drone program I am not sure how that counts as “flight time.”

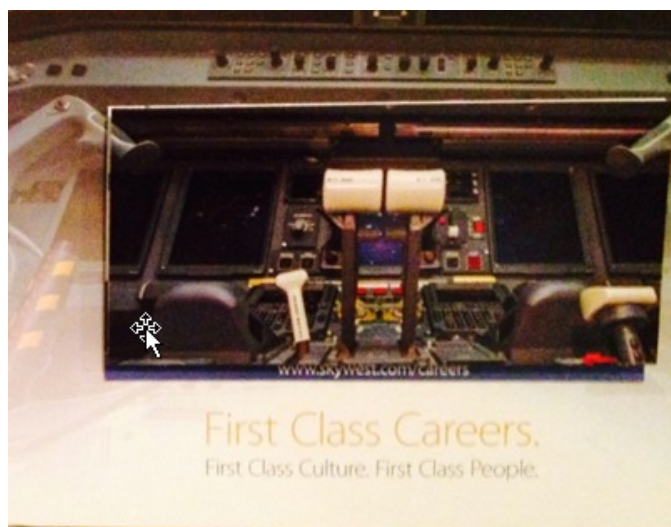
So here we are at the local level with EAA 32 and the YOUNG EAGLES flight program and the Aviation Merit Badge Program. We are doing the very important work of introducing young people to aviation. So be careful what you say and what you do. Keep it REAL and keep it SAFE!

Q? What was the FAA controller fee that EAA paid so that the Oshkosh Airshow could go on?

A: \$447,000

Q? During the recent evacuation video of British Airways B-777 in Las Vegas, what unnecessary item did some people take from the airplane?

A: Some people were videoed walking away with their rollerboard luggage suitcases. In an evacuation you are supposed to leave everything and exit the airplane at the nearest exit, which MAY be behind you. People are funny!



# CHAPTER 32 AUGUST YOUNG EAGLES RALLY



By the time you all read this we will have already had our September 12th Young Eagles Rally, which I am hoping will be a great success just like the early events have been this year. However being as I am sending this to our esteemed newsletter editor (*aw shucks - ed.*) on September the 11<sup>th</sup>, lets look back for just a moment as to what happened back in August.

I received a return message from Rod Hightower after my announcement letter in early August letting me know that he and 2 other of his fellow Stearman friends would be attending our August 8th event and that they would like to come out and fly some Young Eagles. Well I did not hesitate a minute to say WELCOME. So bright and early Saturday morning coming out of the Southern sky appeared Rod Hightower, John Ladly, and Doug Watanabe (all yellow) in their beautiful bi-wing aircraft with big radial engines singing a beautiful song. Rod brought his daughter Hannah with him, John had a gentleman by the name of Todd with him, (did not catch his last name) and Pat Donovan volunteered to ground

crew Doug. So with Young Eagle names starting to fill up the flight status file we were off and flying. By the end of the day 13 kids got the opportunity to fly in a Stearman an event I doubt any of them will soon if ever forget. Our thanks to Rod, John, and Doug plus their assistants for helping to make a great day even more fun and exciting. Like I always say you never know hoe a Young Eagle event is going to turn out but more often than not it turns out to be a great day at the airport.

For the record we flew 43 kids in August with a total of 10 different pilots. That brings our total number of Young Eagle Flights for the year to 177 plus an additional 21 adults. Thanks to everyone for your support. As the September event will have passed by the time you see this (hope every one there had a good time) a reminder that our last Young Eagle event for 2015 will be held (weather permitting) on Saturday October 10th at the ARC.

*Rick May*

*Young Eagles Coordinator*





# Safety Tip of the Month

## Hazardous Attitude Resignation

An airliner is holding short for takeoff as a single-engine aircraft touches down on the runway and its pilot attempts a hasty exit, resulting in a loss-of-control accident.

A pilot landing at a fly-in fails to make a last-minute correction for a gust of wind, resulting in a "drop-in" landing and aircraft damage.

Note that in both scenarios, the pilots are feeling pressured or the implied pressure of the situation as factors that impeded their ability to complete their landing approaches successfully. Both pilots feel they have no choice but to follow courses of action that have a low likelihood of a successful outcome. They felt resigned to giving over control of the situation as a result of the pressure of external factors—real or implied.

These are two instances of the hazardous attitude resignation, Resignation includes this characteristic frame of mind: "The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a 'nice guy.'"

When a flight instructor evaluates a student pilot who is being prepared to solo, and later, take a checkride, an important judgment call is to be satisfied that the student will be able to screen out external pressures and make the safe piloting decision based on the needs of the aircraft—even if it inconveniences a third party or requires others in the pattern to practice a little patience.

After all, it's not likely that another party who pressured you into a bad decision will step forward afterward and claim blame for any accident. But even if someone did, it wouldn't matter, because the responsibility for safe operation rests with you, alone.

Bob Kraemer



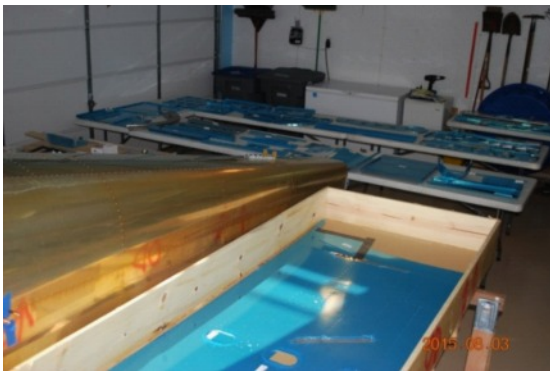
# Spirits of Aviation Flying Club, LLC

## Building a Vans Aircraft RV-12 E-LSA

### Part TWO

This is the second in a series of articles about Chapter 32's Spirits of Aviation Flying Club, LLC efforts to build and fly an RV-12. Chapter 32 members are encouraged to participate in the build process. The kits and completed aircraft will be the property of the Spirits of Aviation Flying Club, LLC (the club). Funding of the kits, aircraft and logistics is accomplished by the equity members of the club. There is an option for non-equity members to participate in the building of the RV-12, but they will not have ownership rights. Their rights are defined in the club charter.

The first part of this series covered fabrication of the tail cone. This one covers the lower fuselage sections. We received the fuselage kit shortly after the Oshkosh Fly-in. An inventory of parts and hardware shipped to us. The next step was to divide up the work of deburring and preparing parts for assembly. All the parts were laid out on tables in numerical part order.



Members decided on which sections to work on and gathered parts for their sub-assemblies. After the deburring process, parts were alodined, as they were for the tail cone and tail assemblies. Then the fun really began. Many of the rivets for the elevon were pulled by young people waiting for Young Eagle rides on August 8. Some of them really liked working with their hands and asked a lot of questions.

Joe took on the center main spar bulkhead section, and it was finished in short order.

Dave took the lower firewall parts, rear baggage bulkhead and began assembling them.



Bob finished up the remaining antiservo tab he'd been assembling and started working with Joe since they live close together. Ron took on the task of a main bulkhead that needed a number of parts added. There were a number of other various subassemblies we all worked on.

As they were completed to a point, they were added to



the fuselage structure. We all are amazed at how the fit and quality of the prepunched sheet metal parts are. For the most part, one simply cleco's the parts together and then rivets them. In a few cases small parts need to be made and match drilled to their mating part. Vans really does a great job making things line up.

Everyone has been working hard on the project. It's taking shape.

The fuselage grew and grew. Soon it was time to install the bottom skin. Now



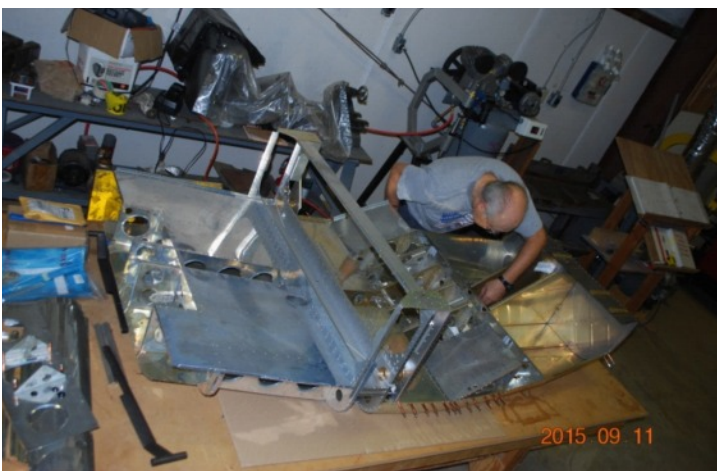


member Chuck started that process out by installing nutplates onto the sheet metal. Then we turned the fuselage section upside down and started clecoing the skin to the frame.



Hundreds of rivets later, the skin was attached. The process of pulling the rivets took about 15 minutes with 5 people working on it. It was really busy for a while, sounding like an aircraft factory in full swing.

Once the bottom skin was secured, the lower firewall was installed. By now the fuselage has its full length from baggage compartment forward to the firewall. The



tail cone will be added to one end, and cowling plus engine stuff to the other.

At the time of this writing, the rudder pedals have been installed and we're ready to start running brake lines and fuel lines. Once that is complete, the side skins will be installed. We're already working on getting parts ready for that. Longerons have been formed and match drilled. The forming of the angles making up the



longerons was difficult. Fortunately, there was a giant vise at the ARC, and the task was accomplished.

We're closing in on finishing the fuselage kit. The



Wing kit arrived a few days ago, and has been inventoried. It's next. As soon as we received the Wing kit, we ordered the Finishing kit, which should arrive in late October.

A couple of us went to the Light Sport Expo in Mount Vernon, IL. There we found the Vans Aircraft tent and after very little arm twisting, Dave managed a ride in an RV-12. It's a sweet flying plane. Can you see the RV grin on the face of the guy in the right seat? It'll be even bigger when he's in the left seat of N32YE putting air under the tires.







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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