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# CAA Chapter 32 News

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

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July, 2019

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## Recovering From The Flood of 2019



**Our beloved ARC is looking good again thanks to the efforts of a hardy bunch of volunteers led by President Dave**

There will not be a July meeting due to Oshkosh. See you next month!



Fellow Chapter 32  
Members and Friends,

Last month, we were in the midst of  
our worst flood since the ARC was built.

In the course of the flood, there was much damage to our facility. Tables which had been raised on concrete blocks fell over as a result of wave action and currents. Much inside our facility was damaged. Every hangar at Smartt Field was inundated with water. Currents and wave action caused catastrophic damage to buildings and contents. Even aircraft that sought the highest ground at the airport ended up in the water to varying extents. Planes that took refuge at Creve Coeur Airport had similar misfortune. The Missouri River crested, flood gates closed, and Creve Coeur lake rose with nowhere for the water to go. Waters have finally subsided. Airports are scrambling to get back in operation. Smartt Field has reopened, although most of the hangars have yet to be cleaned and repaired. It's going to take a while to get things back to normal.

At EAA32's Aviation Resource Facility (ARC), much has been done to refurbish the building and its contents;

- Floors have been washed down and disinfected.
- Both bathrooms have been cleaned, disinfected, and painted.
- The inside wall on the east side of the building has been cleaned, disinfected, and secured back in place.
- Tools and machinery has been cleaned and disinfected. More work has yet to be done on several key machinery and tools.
- Items that were sent to a temporary storage locker have been returned to the ARC and put back in place.
- The exterior east wall has been cleaned and disinfected.
- The west wall needs to have the sheet metal replaced in its entirety. Replacement sheet metal and other materials required to do this arrived at the ARC on July 17.
- Inside the conference room/kitchen area, drywall and insulation was torn out and discarded. New drywall has been installed, and is now in the process of taping and mudding.

## President's Corner

by Dave Doherty

- New floor tiles have been laid and grouted in areas where tile was not installed originally (this caused problems when we tried and failed to pull a couple cabinets out prior to the flood because the cabinets were too tall).
- Sections of wall in the bathrooms and hangar area have been opened up and disinfected.
- Corn cobs and stalks have been removed from the yard, as well as the fence. They were stuck all along the cyclone fence.

We have suffered some losses. In addition to the damage to the west wall sheet metal, we lost our conference table, a desk, credenza, furniture and a number of tools. Expenses of several months' rent at the storage locker amounted to hundreds of dollars. Replacing some of the tools will have an associated expense. Cleaning materials have costs associated with them. Materials for refurbishment such as lumber, drywall, paint, etc. are being purchased, and costs are adding up quickly.



To recover some of the costs associated with this flood, Chapter 32 needs financial help. Donations are tax deductible, since our chapter is a 501c(3) charitable organization. There are several ways to make donations:Z

Some employers have matching contribution programs. Please check and see if the company you work for has such a program. By donating through one of these, your donation can be significantly enhanced with matching funds.





- Numerous other small tasks need to be done.

I'm hoping we can get a large percentage of the remaining tasks complete in time to have a Young Eagles event on August 10. There is a lot to do in that time span, and there is cost associated with most of the repairs. Please volunteer what time you can and a donation will help make it all possible. Your Chapter is only as good as we make it. Let's continue to make EAA Chapter 32 the best it can be, and get back in operation.

## AIRVENTURE:

It's that time of year again, where many of us make the trip to Oshkosh Wisconsin to the annual EAA Convention. This year, it runs from July 22 through July 28. I know a lot of our chapter members are going to the show for many reasons. Volunteerism is big with EAA, and AirVenture is no different. A number of our chapter members volunteer to work in many of the required tasks needed to run an air show. My hat is off to those who donate their time to make it the greatest air event in the world!

Our traditional Chapter Photo this year will be at the Brown Arch on Thursday at Noon. If you can be there, we'd love to have a really big group picture.

Whether you're flying or driving to AirVenture this year, please be safe. Your Chapter needs you more than ever. Have fun, enjoy the show.

We plan on having our Young Eagles event on August 10 at Smartt Field in our ARC. We're almost in good enough shape to do that now.

The next EAA32 Regular Chapter Meeting will be held on August 17 at the ARC. Meeting time is 10:00 AM. I promise I won't put anybody to work this time (probably).

*See you at AirVenture. Blue Skies,*

*Dave Doherty*

*President, Spirit of St. Louis Chapter 32*

*St. Louis, Mo*

Donations can be made directly to EAA Chapter 32. A check or money order made out to EAA Chapter 32 can be mailed to:

- EAA Chapter 32  
6410 Grafton Ferry Road  
Portage Des Sioux, Mo 63373

A GoFundMe site has been set up for Chapter 32 Flood Recovery Assistance. Donations can be made online by going to <https://bit.ly/2XjD8gu> and making a donation. As of this writing, the GoFundMe site has raised over \$5,000.

There is still much to be done;

- Sheet metal on the entire west wall has to be replaced.
- Conference Room and Kitchen area need to have taping and mudding completed and the walls painted.
- Kitchen cabinets need to be brought back in from remote storage and installed. Countertops for the cabinets were destroyed in the flood, and need to be replaced.
- Walls that were opened up for disinfecting need to be repaired and painted.
- The west garage door needs repair
- Ceiling tiles in the bathrooms need replacing due to mold issues.
- Interior panels on the west wall need to be fastened back down once the sheet metal has been replaced.
- Both EAA32 signs on the side of the building need replacing.
- The EAA sign at the entrance needs repair.
- Items stored temporarily in the loft area need to be put back in their respective locations.
- Work tables that were damaged in the floodwater need repair

# June Meeting Minutes

Dave Deweese

June's special post-flood meeting was held in the administration building, Dave Doherty presiding. We last met in April.

Oshkosh is coming up in a month, we've got a chapter camping site and 6 members signed up. We'll try to accommodate others in the compound: same spot as last year, 29th and Elm.

Water went up, then down, then up again, at the moment it continues to go down. Jim Hann, one of our airline pilots, reports that there's still a lot of water around.

Ray Foundation, Kyle Hansen, the first few hours are paid for but Herman's (Skylink Aviation) flooded out as well.

We've got a number of leaders in place to start Explorer Scouts. They're planning to meet a few times this summer and have a second, more formal kickoff in the fall.

Ron Burnett is not here but has food cards.

There's still a 1/6 share in the RV-6A available.

The EAA32 sign (that now says FAA32) is being addressed: we're getting new signage made of aluminum.

The building:

The flood got 3.5 to 4 feet, tipping over a number of tables we'd stacked stuff on. There was a lot of wooden furniture up there is now junk, as well as a lot of electronic stuff. More is in a storage container that we previously filled up. The office and kitchen area has been cleaned out and sanitized. The eastern half of the hangar area has been power washed. The bathrooms are somewhat clean but still need work. A good bit of stuff was up over the office area; Bob Murray met a garter snake there. We've got a work session scheduled for tomorrow (6/22). The tables, chairs, lots of tools, all needs to be cleaned or pitched.

Wave action has cracked some of the sheet metal on the exterior. Chuck Gorman has gotten some quotes for repair: he's thinking around \$1,500 not counting doors. He suggests replacing the sheets rather than patching. Dennis (Wiss) had some spare metal but it's a little too short for our purposes.

We discussed the need for Tetanus A and B shots if you're assisting in cleanup.

Dennis is hoping to open runways next week. There's a two-stage plan for the hangars and are asking tenants to get stuff out for the cleanup phase. A number of partitions were knocked down. Dennis does not plan to turn the electricity back on until all the tenant-installed and/or damaged wiring is out.

We think the lawnmower's safe: it was up on 3 or 4 feet of blocks in the CAF building.

Dave reports he has lost about 10 pounds doing multiple ARC cleanup workouts.

Don gave the Treasurer's report including checking, savings, and Ray Foundation account balances. He's been doing a lot of tool rehab and has been able to salvage quite a lot: some pneumatic tools were oiled well enough that the water didn't damage them. Please consult Don before pitching tools. Don notes that a number of decoys floated over from across the street; we'd like to salvage them for our neighbors.

The county is going to provide dumpsters.

Don showed some video of the building before cleanup started.



# FOR SALE



1/6TH EQUITY OWNERSHIP IN VAN'S RV-12 N32YE  
SPIRITS OF AVIATION FLYING CLUB  
ASKING \$ 14,000 REASONABLE OFFERS CONSIDERED

Rotax 912ULS  
Dynon Skyview Touch EFIS  
Two Axis Autopilot W/Expert Panel  
ADS-B In and 2020 ADS-B Out  
Total Time 700+ hours

Current Flying Club Charges  
Fixed Cost: \$94/month for insurance, hanger and Prop. Tax  
Operating Costs: \$10/hour plus fuel  
(Covers Engine Overhaul Reserve + Normal Maintenance)

For additional information contact Ron Nicholson  
Phone: 636 441-5024



# Learning as we Go

## “Live to Fly Another Day!” and Using Plan “B” and When to Start It!

mr. bill



This is a screen shot of the iPad that had Foreflight as the pilot was trying to fly into the 2018 Oshkosh Airshow. Each Blue arrow IS an airplane of some type holding in the prescribed airspace flying at 90 knots (104mph) at 1,800 feet or flying at 135 knots (155mph) at 2,300 feet above the Wisconsin farm land WAITING for the Oshkosh Airfield to declare it now has 3 miles visibility and is legal to allow the airplanes dangling in space south of the airshow permission to enter the airspace and land AT THE AIRPORT. The problem was the OSHKOSH Airport field elevation is 808 feet and the visibility was less than three miles and the clouds were at 1,500 feet. So that is why the planes are flying in circles. I am not sure the planes were at the 2,300 foot level because the clouds were at 1,500 (clouds) + 808 (airport) = 2,308 feet above the ground!!!

Q1? Is this a safe place to be holding?

A: NO!

Q2? How long are you going to hold? (What is your BINGO fuel? When are you going to leave and land.)

A: That was a circus that I do not want to play in.

Q3? Where is the SAFEST place???

A: ON THE GROUND.

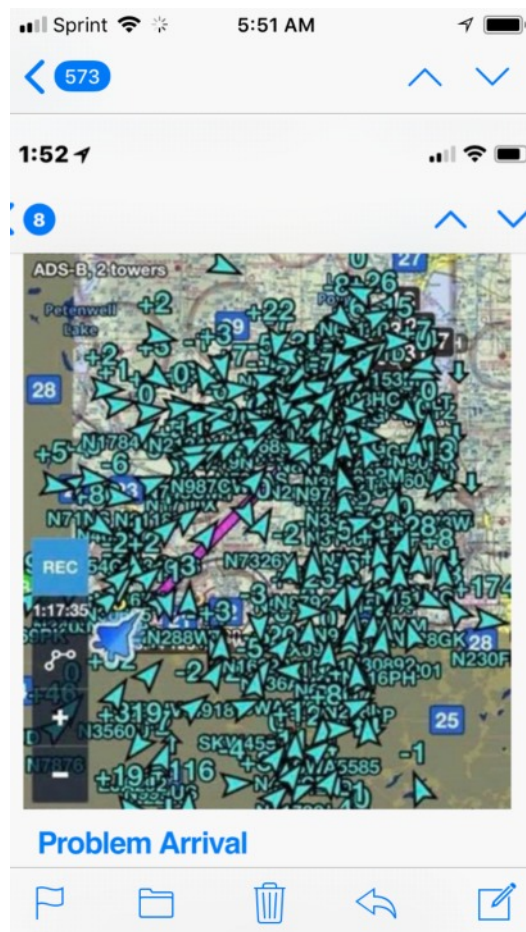
**I**F THIS FOREFLIGHT DISPLAY DOES NOT SCARE YOU, NOTHING WILL! Other than actually flying in this circus!

This was definitely the biggest case of “GET-THERE-I-TIS” ever. I do not know who said “LIVE TO FLY ANOTHER DAY” but THAT must be foremost in our minds. We all read the incident reports that sometimes work out alright for those involved. But many times the outcome is sad. WHY, did they scud run? WHY, did they stretch the glide? WHY, did they take off with insufficient fuel? WHY hold with all these planes?

Whatever the “situation” we should always have a “PLAN B.” But along with the PLAN B will need to have a specific TIME when you will enact that plan.

Examples: (Big Birds) When we reach 11,000 pounds (total) of fuel remaining in the wing tanks we will leave the holding pattern and fly to the (alternate field) Austin. The Austin leg will burn 4,000 pounds of fuel and we will land with 3,500 pound in each wing. That leaves us with the FAA minimum. While this is easy to type on the laptop when I am holding in the MD-80 jet I WANT to land in DFW. That IS the mission! I have had to force myself to LEAVE the holding pattern at or before 11,000 pounds of fuel. I want to stay in HOPES that the controller will say, “Go direct to the runway!” Yeah I win! But that rarely happens. And now I am at a lower altitude, burning more precious fuel being vectored around and being slowed down and this all take time and fuel. I have landed once (as a co-pilot) with the low fuel lights on (2,500 pounds of fuel each wing. 25 minutes of fuel left.) NOT GOOD!

Little Birds: We have the same 30 minute reserve policy there too. In my Tri-Pacer I burn (one) 1 hour out of the LEFT tank and then I switch to the RIGHT tank. After 1 hour I burn 30 more minutes out of that tank. I could (as some do) fly until that RIGHT tank is dry. If you note the time when the engine quits that should also be the time of fuel remaining in your LEFT



tank. The thing to remember here is if you are at altitude on the RIGHT tank it will “last longer” because you may have leaned out the fuel mixture to the engine if you were up at altitude. So turning back to the LEFT tank at a lower or landing altitude you WILL have LESS time running that engine! So after 1:30 run time on the right tank and one hour out of the LEFT tank I would switch back to the LEFT tank and know that YOU have up to ONE hour left to fly. But wisely I will land within the next 30 minutes to keep the FAA 30 minute reserve in the tanks>

Q4? Can you burn into the reserve fuel?

**A: YES! That is what it is there for!**

Back in 2014 I wrote about flying an RV-7A into the Oshkosh airshow when I was asked look for the yellow Kitfox in front of me that went down on the arrival to Oshkosh. Yep, IT WAS FUEL EXHAUSTION. NO viable fuel on the airplane. Fifteen miles from OSHKOSH and the plane ran out of fuel! If it was a two stroke engine it may have needed special fuel. Not sure where you get that fuel unless you bring it with you. But the pilot ran out of fuel.

So the tough part of having a time or gallons of fuel remaining amount to “BINGO out” at is the “GET-THERE-ITIS!” We pilots PSYCHOLOGICALLY NEED to complete the mission. Look again at the screen shot of all the planes holding all over the Arrival Airspace south of the Oshkosh Airport. In an effort TO GET THERE, or GET THERE FIRST, or BE DAMNED... I AM GOING TO MAKE IT EVEN IF I RUN OUT OF FUEL and glide in, I AM GOING TO GET THERE!

So here it is July 10, 2019 and what to do?

First here is the 30 page hyperlink for the NOTAM: Special Flight Procedures for flying into the OSHKOSH Airshow.

**[www.eaa.org/notam](http://www.eaa.org/notam)**

So the purpose of this newsletter article is to have YOU come up with a plan so YOU can “HELP KEEP THIS EVENT SAFE-STAY WITHIN YOUR PERSONAL AND AIRCRAFT LIMITS.”

Know your airplane. Know your fuel burn limits. Know when you are going to leave the holding pattern and LEAVE when you reach that point. The best thing is to fly in when the crowd is the least. Early morning or closer to sunset.

**MY SOLUTION:** In flying the RV-7A up to Oshkosh I stopped into KUNU Dodge County Airport, in Juneau, WI. I went to the bathroom, filled the fuel tanks (myself), and prepped for the last 41 miles of the trip to Oshkosh. That 41 miles took 1:12 minutes of flight time. I started and taxied right out but on the flight to the RIPON intersection I

needed to do two right turns before there was a slot where I could follow a plane up to the FISKE intersection. It was after FISKE (remember I am at 1,800 feet above ground level flying 90 knots now) that the controller asks me to locate the yellow aircraft. The plane in front of me was told to turn left and return to RIPON so I had airspace to maneuver. I (trying to complete the mission) headed for the farmers field, cranked the RV-7A into a tight turn around the downed airplane. I could see people running into the field, the pilot come out, wave that he was OK. All this while doing two 360s above the yellow Kitfox airplane. “Thank your sir, set up for a right downwind for runway 27, enjoy the show.” Again, you do not talk on the radio. You just rock your wings. So I continued in and there was a NO-RADIO Piper Cub that was coming in the wrong way that turned in front of me on final landing but, here we go doing S turns so Mr. Piper can make the field. After landing and taxing over to the Van’s RV parking area and shutting down the engine took a total of 60 minutes from engine start to shut down. Not sure how much fuel I burned but you all can see that YOU HAVE TO HAVE FUEL to fly the airplane!

Actually the one thing I have learned over all the years of attending Oshkosh, (since 1982) is because I go for the whole week, I DRIVE my Ford car. I do not want to get stuck in a holding pattern wondering when I will get into the airshow. Or when I have to leave the airshow because of approaching weather. It is cool to fly in but IN THIS SCENARIO, I would have stayed in the hotel instead of flying in that screen shot mess. Until I knew it was a fairly clear shot to fly in the airport, either early in the morning or after the airshow around 7:00 pm when things are not as crowded around the airspace, it is best to ***“BE ON THE GROUND WISHING YOU WERE IN THE AIR THAN IN THE AIR WISHING YOU WERE ON THE GROUND!”*** Remember, let us live to fly another day.

Q? How many years has the airshow been going on in Oshkosh?

A: The first OSH airshow was in 1970. Click on the hyperlink and check out the picture on the top of the NOTAM photo.

Q? There is Morse Code for the alphabet letters. Is there Morse Code for the numbers?

A: Yes. Zero thru 9 have their own dots and dashes. The Morse Code used in the date header is 07 for July.

Q? How many pounds of Moon rocks were brought back from all the Apollo moon missions?

A: 842 pounds. But the best thing brought back was the moon surface soil which is hidden away in Houston.

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Check out our fantastic Web Pages at

**WWW.EAA32.ORG**

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While you're there, take time to join the  
 Yahoo Groups to help you stay abreast of  
 Chapter happenings!

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