

---

# EAA Chapter 32 News

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

---

**September, 2012**

---



**Some lucky kids got a ride in this Stearman during the August Young Eagles rally.**

**We'll see YOU at the EAA Chapter 32 meeting this month! Be at the ARC at 10:00 am on September 15, 2012.**

# August Meeting Minutes

Dave Deweese



Our August meeting began with the Pledge, Dave Doherty presiding. (Rick May received the news of the arrival of grandchild number 12 just as the meeting began.)

There were no new members or visitors this month, attendance was sparse with the return of fine weather.

Don Doherty was out, so no treasurer's report. We owe him thanks when he returns, however: the sewage tank filled up just as our YE event started. Don took care of having it pumped, and cleaned the bathrooms to boot.

Oshkosh attendees spoke about this year's event, with reviews of air and fireworks shows, and reports of exotic new merchandise purchased.

The first pass on the chapter by-laws is complete. Next step is to it run by HQ for their approval, then the state for any applicable requirements. After this the document will be presented to the membership.

Dave McGougan has asked for information from veterans in the chapter, if you've sent this please resend, as Dave's hard drive crashed and he lost much of the information. Dave Doherty and Jim Bower will get a form in the next newsletter that you can fill out.

ARC: work has begun on cleanup. Gutters need cleaning and painting, the gates at the end of our new gravel path need work. Volunteers are needed as we have an Open House in October. Contact Dave Doherty if you can help.

We flew 82 Young Eagles at last week's event. Next event will be September 8, the Ozark Silver Swallows will be meeting that week. 64 is having a scouting event the same weekend, and will be flying around 300 scouts.

August 25's movie will be "Airplane", September's will

be "Zero Hour". Sullivan will have an Open House that same weekend.

September 1, 2, and 3 we will participate in the Salute to Veterans Festival in Forest Park. Several hundred thousand are expected. We need volunteers to man a booth. Dave has asked Chapter 64 if they'd be interested in participating. Setup will be on Friday.

September 15 is our next meeting.

Our Open House is on October 27. EAA32's function is to serve food and explain our purpose, St. Charles Flying Service will have their annual pumpkin drop, and CAF will hold a car show. The airport may see around 1000 attendees. Dave McGougan has volunteered to chair the event. Art will produce a flyer.

Now's the time to start planning the Christmas event. We'll hold it at the same place as last year, the day will be December 15. Bob Kraemer has volunteered to get a speaker, but we still need a chairperson to take care of other planning issues: food, etc.

Next month we'll have a WWII veteran to speak with us, he was a gunnery trainer, and just this summer he rode up to Wisconsin in the B17 with a few EAA32 members.

Following the meeting some members are heading up to Silver Creek to the glider club.



**Chapter 32 members brave the weather in Forest Park on Labor Day**



MOVIE AT THE ARC  
EAA Chapter 32  
Proudly Presents for September  
**ZERO HOUR**

**Starring**

**Dana Andrews, Linda Darnell, Sterling Hayden, Elroy 'Crazylegs' Hirsch and others**



Released in 1957, this is a screenplay written by Alex Haley, and is an adaptation of his 1956 play "Flight into Danger". Zero Hour is a story about a former Canadian Air Force pilot (Ted Stryker) who feels guilty about an incident during the war that six members of his squadron were killed, and has trouble taking on any kind of responsibility. He is asked to take control after food poisoning takes out the pilot and copilot, leaving no one to fly the plane! Drama and suspense! Follow Ted as he has a lot on his mind. Will he be able to save the passengers, or is there certain doom at the end? Come see their exploits on the big screen! This movie was later remade as a parody, and released in 1980 under the title "Airplane".



**Location:**

**EAA Chapter 32 Aviation Resource Center  
St. Charles County Airport (Smartt Field)  
1610 Grafton Ferry Rd, St. Charles, Mo.**

**Date & Time:**

**Saturday, September 29, 2012  
Pot Luck dinner and social hour – 6:00 PM to 7:00 PM  
Movie starts at 7:00 PM.**



Chapter members and those who like aviation;

With the summer heat a thing of the past, it looks like a lot of flying activity is going on all over the Midwest. Chapters are sponsoring fly-in breakfast and lunch events, Young Eagles events are going full tilt, and people are enjoying recreational aviation. Soon we will be electing our Representatives, Senators, and President. It is up to We the People to elect the best of those who choose to run. I plan to look at each candidate and carefully choose who I would like to occupy their respective seat. None of them is perfect. Each of us will need to make that choice. We should do it wisely. That's as political as I'll get for now.

After last month's meeting, several of us took a field trip to the Silver Creek Glider Club in Illinois. Boy do they have a nice set-up! The grass runway is 4,000 ft long. The aero charts say it's shorter, and that's mostly due to a grain silo just east of the north end of the runway. Their tow plane was having some magneto repairs done to it, so they weren't flying. Instead, we were all given the royal treatment, with a guided tour of their facilities and planes. Owners of sailplanes proudly discussed their mounts, and what kinds of experiences they've had with them. Silver Creek is a very relaxed atmosphere. If one wanted to take sailplane lessons, this is a great place to do it. Without going too much into detail, you put down some earnest or escrow money, and they draw off that for sailplane rental and tow charges. The instructors don't charge for instruction. I do plan on going there as time permits in the near future and enjoying the sailplane experience. It would be nice to have that type of license on my ticket.

After Tropical Storm Isaac passed through the area at the end of the month, several of us attended the Tribute to Veterans Festival in Forest park with a display and exhibit. For us, it was an on, off, on again event. We finally did make it out there on Labor Day after the rains ran their course. See elsewhere in this newsletter for an article on that event.

This month, we have our last Young Eagles event of the year on September 8 at our facility at Smartt Field (KSET). It is also the day of the Ozark Airlines Silver Swallows annual event. In the past, we've flown kids for them. This year, it's no different. We should have a good turnout, and need pilots & ground crew to staff our event. We should have Mike Saettele with his tremendous flight simulators on hand. If you haven't made it to one of these Young Eagle events, you don't know what you're missing. EAA Chapter 32 will be serving (for a nominal fee) BBQ hamburgers, hot dogs, brats, chips and soda during the event. Pilots and ground crew eat FREE. Fuel is half price for Young Eagle pilots during this event.

# President's Corner

by Dave Doherty

The regular meeting date this month is September 15. We will meet at our facility at KSET (St. Charles County Airport). Meeting time is 10:00 AM. After the business portion of the meeting, we will have presentations with the theme "**SALUTE TO OUR VETERANS**". There will be several WWII veterans in attendance, and will discuss some of their experiences during that conflict. How would you like to hear from Gunnery and Radio instructor Don Alwine, who instructed at a small town in Nevada called Las Vegas? Or Navy Vet Pete Winter, who did 77 missions over the South Pacific in a PB4J-1 Liberator? Or U.S. Army Air Corps Vet Clarence Cherry, who flew with the 100<sup>th</sup> Bomb Group (Bloody 100<sup>th</sup>) over Europe? Or a few of our own chapter members who flew with our Armed Forces? Also, we are working on having a current USAF Officer give us a presentation. He was in charge of doing some special paint jobs on military aircraft being used in the Middle East conflicts. This is a meeting to attend, folks. We'll have some real American Heroes attending. Their war is over... our appreciation is not. Let's let them know and give them our appreciation. Your Chapter32 President is really excited about this.

## Events coming up:

Sep 6-8 - Plane & Pilot Magazine's Midwest LSA Expo 1012 is going on at Mt. Vernon (KMVN) airport in Illinois. There is a \$5.00 admission that's good for all 3 days. At this year's Expo, most of the Light Sport aircraft types will be displayed there, and will be available. Visit [www.midwestlsashow.com](http://www.midwestlsashow.com) for all the details, or call (618) 315-5462 if you have any questions.

Sep 12-16 - Reno Air Races. I know at least one of our members has plans to attend. It will be interesting to hear. For info on this event, go to [www.airrace.org/](http://www.airrace.org/)

Sep 15 - EAA Chapter 32 meeting and SALUTE TO OUR VETERANS presentation & recognition. Be there!

Sep 15 - CAF Annual Hangar Dance. Listen and dance to the Big Band sounds of "Sentimental Journey". At this event, there will be the CAF Warbirds, period costume competition, BBQ dinner, and much more. Tickets are \$16 in advance and \$20 at the door. For more info and to purchase tickets online or by mail, see [www.cafmo.org](http://www.cafmo.org) for details. If you haven't attended one of these events, you're missing something really grand. Bring your sweetheart with, and you couldn't possibly be disappointed. And if you have your old uniform, wear it. You could win a prize. The CAF usually turn the lights down and fire up their B-25 during an intermission of the band.

Sep 17 – 7:00 to 9:00PM - AOPA Air Safety Institute seminar – “Flying for a Lifetime”. This seminar examines how to maintain the same high level of safety over a lifetime of flying, and provides ways to do this. The seminar will be hosted by ‘Wings of Hope’ at 18370 Wings of Hope Blvd, Spirit of St. Louis Airport. No reservation required.

Sep 22 – Cape Girardeau Regional Airport Fly-in. Pancake Breakfast 8 -1 0 AM Activities will include airplane and helicopter flights, Discovery Playhouse KidZone, aircraft displays, military Jeeps and automobiles, fire trucks, skydiving, crop dusting and SEMO Modelers RC demonstrations, flour drop and 50/50 drawing, and aircraft simulators. Sounds like fun. Practice for the Pumpkin Drop with flour bags at this event.

Sep 29 – EAA32 Pot Luck dinner social event and Movie of the month – ZERO HOUR. This 1957 release movie was the one that the movie AIRPLANE was parodied after. See advertisement in this newsletter.

Oct 6 – EAA64 & St. Louis Aviation History Museum open house and fly-in at St. Louis Downtown Airport (KCTS). Pancake breakfast and burger lunch. The history museum will be open. See the new displays. This open house is real close by.

Oct 13 - Olney Area Pilots Association fly-in at Olney – Noble airport (OLY). Lunch choices are Chili dog, chili and desserts. For more info see [www.1304.eaachapter.org](http://www.1304.eaachapter.org)

Oct 27- Airport Day at Smartt Field. EAA32 has an open house fly-in event and food concession. CAF will have their Corvettes and Warbirds event. St. Charles Flying Service will hold their famous Annual Pumpkin Drop competition.

There are a lot of things going on. If one wanted to, they could make themselves become pretty scarce at home on weekends going to all these events. Choices are out there to have as much fun as you can stand or afford.

Thanks to everyone. I hope to see you at our next meeting on Sep 15.

*Blue Skies to all,  
Dave Doherty*

## We Want to Honor OUR Veterans

Dave McGougan still wants to create a roster of Chapter 32 members who are military veterans. Please take time to fill out this short form and get it back to Dave. He will either accept it by snail mail, e-mail, or in person at the meeting. Thanks!

Name \_\_\_\_\_

Service Date From \_\_\_\_\_ To \_\_\_\_\_

Branch of service (circle all that apply): AAC, USAF, USN, USMC, USCG

Brief description of duties: \_\_\_\_\_

Memorable moment(s): \_\_\_\_\_

Please fill out and return to Dave McGougan  
2255 Briarcrest  
Florissant, MO 63033  
pilotdwm@sbcglobal.net



# Learning As We Go

## **“Life in the Airline...Surely Makes You Lose Your Mind”**

and

## **“Waking up on September 05”**

by mr. bill

The words, “Life in the airline, surely makes you lose your mind” (sung to the tune of the Eagles song, “Life in the Fast Lane”), are running through my mind! As I type this I see that it is September 03, two days before my anniversary of September 05 marking five years back at the mainline part of the airline. My September 2007 LAWG article was written about being recalled from the “minors” where I was flying captain on the Embraer 145 Regional Jet for Eagle. That article showed me in the simulator getting ready to be checked out on the dark side as a main line DC-9-80 first officer. Wow those five years went quick!

My life now at the major airline has been one of great seniority with me being able to “adjust my schedule” on the fly to get days off so I can enjoy a very primo life and my bucket list year.

A bit of history must be reviewed to explain how this September 05<sup>th</sup> date occurred.

I was hired 01/20/1989 at Trans Worlds Airlines as a Boeing 727 flight engineer. Checked out and flew as a first officer on the early series Douglas DC-9 aircraft in 1990 until Desert Storm 1, when the airline had to furlough due to fewer people traveling and planes not flying. I was fortunate to keep the flight engineer job during this time. In 1993 it was back to the first officer’s seat and living life (another primo time) on a beeper/pager that was on my right hip during all those years. I would average 365 hours of flying a year. In 1999 I upgraded to captain on the early DC-9 series and life was GREAT! In 2000 a major airline came to visit St. Louis and talked of a merger. This was going good until 09/11/2001 when the world really changed. Another time when careers went backwards and again some people were put on the street. In December 2003, I was offered a captain’s position at this major airline’s commuter division. Let me see, I can (quit) or be transferred to the commuter, you will honor my date of hire (1989) on their pay scale, (just short of six figures), match my 4 weeks vacation, not make me interview, just show up and prove I have 3,500 hours total time! I will take it. I wrote before that 112 pilots were furloughed that December, 44 were eligible for employment having



3,500 hours (the military guys only had 700 to 1,000 hours after 7 years of military service.) 22 pilots showed up to class and only 10 completed the captain upgrade on the Embraer.

The happy day was when I returned on September 05, 2007 to the major airline. Being back five years I have been getting closer to the DC-9 upgrade here in St. Louis for the major airline. In fact I was 25 away from the call when the major airline filed for bankruptcy (abbreviated to BK) and asked a judge to throw out our contract. Funny thing is the contract expired 3 years ago and we have tried to negotiate a new one when the airline derailed into BK. Now we all sit and ponder, because on September 04 the judge will make a decision on whether we (Labor) get a very vague proposed contract that was offered to the pilot group last April or we get to try to negotiate again with the company. What is funny is that Delta just worked a deal in two quick months that gives their pilots a 20% pay raise, as did United and Continental. We gave up 23% in 2003. So guess what we want? The 23% back so we can match the other majors.

What is sad is the other work groups were maneuvered into accepting their contracts. The flight attendants were offered a limited number of \$40,000 dollar buyouts to

get people to leave. Trouble is, after taxes, that is about \$28,000 with no medical insurance and the company decides when you leave! Ouch!

So I state this to tell you why it is fun to fly at the airline now. You just do not know when someone is going to fly off at the handle and do something brilliant.

We are climbing out of DFW heading to Denver when passing through 28,000 feet we get a message over the printer to return to DFW. I am flying so as we turn back



we call the dispatcher and he says, there IS something in your middle cargo bin. No there isn't they can NOT put anything in it, it is blocked out. Guess what? Some one DID put something in it. So now we have to return with a full plane of people, tell them what I just stated to you, and to prevent an overweight landing burn 3,000 pounds of fuel. The way to do that is to fly with the anti lift

spoilers up and the landing gear down. So here we go from 20,000 feet down to the ground in this high drag-high fuel burn situation hoping we can land under the 130,000 pound maximum landing weight. Of course we get primo handling and are vectored directly to the airport. "Hey approach can I go down to 3,000 feet and turn a 20 mile final for runway 35C?" "Anything you want sir!" Well that did the trick because we touched down at 129,900 pounds and we will NOT have to do the 1.5 hour overweight landing inspection and fill out a bunch of forms and debriefs! We quickly went to the gate, the item was removed, we were refueled, and back on our way in twenty minute!

After landing in Denver I stepped out on the jet bridge because you know the questions are going to come fast and furious. After ten minutes the crowd was gone and were are getting ready for the return flight to DFW. The crew chief showed us how "our buddy" was able to load the middle cargo bin to make the company pay for his furlough notice.

Yeah! Yeah! Life in the fast lane! Shirley makes you lose your mind! Hey, quit calling me Shirley!

Q? How much time did the Neil and Buzz spend on the moon?

A. Two hours.

Q? What upset Mr. Armstrong that caused him to not deal with the public?

A. Neil's barber was caught selling his hair in 2005.

## Safety Tip of the Month

**An area that we are all responsible for, and is often overlooked, are the ADs and Service Bulletins appropriate to our aircraft. ADs can affect safety of flight, i.e., controls, engines, airframe, structural coverings/skins, etc. I receive the ADs appropriate to my airplanes, as well as any Service Bulletins. Sign up with the FAA and ensure you are receiving directives that are specific to your aircraft. Confirm with your manufacture that you receive all appropriate Service Bulletins that apply.**

**Alterations that may seem mundane should be investigated with your manufacture.**

**There are many directives and bulletins that are of a recurring nature, and some only apply on a one-time basis.**

*Bob Kraemer*

# THE LADY OF TEN THOUSAND LOVERS

The newspaper announcement said that she would be in town for the big Fourth of July weekend show. There was never any question – I just knew I had to see her again.

And yet the idea of sharing her with thousands of her fans was not very appealing. Most knew her only from old movies, magazine photographs and the many stories of her exciting career. In my case I had known her in her heyday – and had known her intimately.

Our affair had lasted almost the entire turbulent year of 1944. We first met in a small desert town in January and my initial reaction had not been that favorable. Somehow she had seemed a little too old, a little too mature, a little too sedate for me. And she had a pronounced stubborn streak and let's face it – she was a rather big girl. At twenty-three I had a definite preference for something a little more trim and lithe, something that was quicker on her feet and exhilarating to be with. It was not to be. That small desert town offered few alternatives so I settled down to sharing my life with that lady.

In time I came to realize that she was just that - a real Lady – a lady with aristocratic breeding who moved with the slow, deliberate grace of a queen. And above all she was forgiving - forgiving of my terrible mistakes and at times, my unforgivable mistreatment of her. In the months that followed I came to realize how deeply I cared for her - and that I always would.

Now I know you are going to tell me that there had been many men in her life before I met her and many more after we parted. And yes, I know there were even a few while we were going together. But you see, when you were with her she had that rare magic of making you feel that no one else mattered, that she was totally responsive to your needs and would protect you from even the most violent intrusions of a hostile world. And during our months together in England in 1944, she did just that. I only owe her the last forty years of my life.



And yet I abandoned her there without so much as a farewell. In my hurried departure from England in December, I was only too glad to be shed of the trauma that had come to mark our close relationship.

Now, forty years later, I learned that she would be arriving at a small, nearby airport the day before the show. I hurried out there pleased to find only a handful of fans and reporters waiting to pay tribute to the great lady. I was the first to spot her. Even from a distance there was no mistaking that familiar queenly grace. When she got close I was

amazed to see that she was wearing the identical outfit and colors she had than we were together in England. Could she have known that I would be there?

The few fans and reporters gathered around her while she stood there with that same haughty uplifted nose and chin and allowed them to admire her. Somehow she looked smaller than I had remembered but God, she still looked magnificent!

For some reason I stayed in the background and waited. Then surprisingly, we were alone. I approached with a strange mixture of excitement and tension. Then, for almost an hour I silently studied and explored her – immersed in her familiar touch and smell – while forty year old memories cascaded out of control through my head.

Finally satisfied, I left her and walked away – and then turned back for one last look. Suddenly from somewhere I heard a low, anguished sob – and realized that it

had come from me. And then came the tears.

Half blindly I moved away to hide my emotions from the others. Somehow I had not expected to be so painfully moved by the sight of that old B-17. Yet I know that the thousands of other men who knew that lady as I did, would understand

Art Bailey B17 pilot  
532nd Squadron 381st Bomb Group





# 2012 Salute to Veterans Festival at Forest Park – September 1-3, 2012

Tropical storm Isaac decided to putter its way through the St. Louis area during the Labor Day weekend. Original plans were to set up on Friday, Aug 31 and be present throughout the whole event. Continuous rain forecasted through Sunday led to us canceling our activity. However, these plans changed after event organizers contacted us and asked us to revisit the cancellation of our presence there. As a result, it was decided Chapter 32 would set up and display an exhibit on Labor Day, September 3.

Our location was close to Chapter 1384, the St. Louis Escadrille. They had brought a member's 3/4 scale Fokker D-VIII.

We really talked up our Young Eagles program, and promoted Recreational Aviation to whoever would listen. A lot of people showed considerable interest, and many said they'd be at our September 8 Young Eagles event.

A number of big toys were there, ranging from a small pre-WWII tank to a Chinook Helicopter and numerous other ground vehicles.

We also made some good contacts with other organizations. Our September guest speakers are largely a result of the contacts we made. Since this WAS a Salute to Veterans festival, it made sense that there were a lot of them in attendance.

The St. Louis Air & Space Museum is closely tied with EAA Chapter 64. So there were actually three St. Louis chapters in attendance with exhibits.

Rick May and Dave Doherty made the preparations and hauled our stuff, including the Sonerei II out to Forest Park early in the morning. We were assisted by Mark Nakivil and Carmelo Turdo from the St. Louis Air & Space Museum, who also had an exhibit there. By 10:00 AM, Ron Burnett arrived, and we were ready to go.



While we weren't there for the parade (postponed from Saturday to Sunday), the Budweiser Clydesdales made an appearance on Labor Day. The Clydesdales are some big animals.

It was an honor to be a part of this event. There is opportunity for EAA Chapter 32 to promote Recreational Aviation and aviation in general at this event. I hope we can do it again.

*Dave Doherty*



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:

EAA CHAPTER 32 NEWS  
 Jim Bower, Editor  
 10350 Toelle Ln.  
 Bellefontaine Neighbors, MO 63137



Officers and Committees

<u>President</u>		
<b>Dave Doherty</b>	<b>636-240-5982</b>	<b>president@eaa32.org</b>
<u>Vice President</u>		
<b>Bill Doherty</b>	<b>314-378-1229</b>	<b>vicepresident@eaa32.org</b>
<u>Secretary</u>		
<b>Dave Deweese</b>	<b>636-939-3974</b>	<b>secretary@eaa32.org</b>
<u>Treasurer</u>		
<b>Don Doherty</b>	<b>636-397-4713</b>	<b>treasurer@eaa32.org</b>
<u>Flight Advisors</u>		
<b>Bill Jagust</b>	<b>314-494-3987</b>	<b>BSARJ@cs.com</b>
<u>Tech Counselors</u>		
<b>Gale Derosier</b>	<b>636-724-4735</b>	<b>kgderosier@sbcglobal.net</b>
<b>Tim Finley</b>	<b>314-606-7501</b>	<b>tfinley@semkeconsulting.com</b>
<b>Rick Galati</b>	<b>636-561-2099</b>	<b>rick6a@yahoo.com</b>
<b>Gary Liming</b>	<b>636-778-9998</b>	<b>gary@liming.org</b>
<u>Communications</u>		
<b>Newsletter: Jim Bower</b>	<b>314-869-8971</b>	<b>newsletter@eaa32.org</b>
<b>Webpage: Laura Million</b>		<b>webmaster@eaa32.org</b>
<b>EAA Hotline:</b>		
<u>Safety</u>		
<b>Bob Kraemer</b>	<b>636-530-7707</b>	<b>bkraemers@aol.com</b>