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# EAA CHAPTER 32 NEWS

Jim Bower, Editor

February, 2002

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As of now, the February meeting will feature Captain Bill Jagust giving us his \*FREE\* BFR ground school. If your BFR is coming up (like mine is), or even if it's not, Capt. Bill is one heckuvan interesting guy. He has a wonderful ability to impart valuable knowledge and have fun doing it. Not a common thing, if you remember some of your college professors!

## **NOTE THE MEETING DATE AND LOCATION CHANGES:**

Due to winter weather, we will be meeting at the Old Country Buffet in St. Charles (I-70 South Outer Road near the Wal-Mart). The meetings will be on the **LAST SATURDAYS** of February and March. I say again, **THE LAST SATURDAYS - NOT the 4th Saturdays!** Meeting time is still 2:00 pm. Come early and have a nice lunch. In fact, we strongly urge you to eat there so the Old Country Buffet people will keep on letting us use their room! The meeting room is at the rear of the restaurant, and space is kinda limited.

We look forward to seeing you there!

## ***On Exercising:***

I joined a health club last year and spent about 400 bucks. Haven't lost a pound. Apparently you have to show up.

## **INFORMATION HOTLINE**

**286-9932**

**CALL THIS NUMBER FOR INFORMATION ABOUT  
UPCOMING EVENTS**

## **Last Month's Meeting Report**

**January, 2002**

### **Thanks to Tom Baker, Secretary**

The January meeting was held at the Old Country Buffet in St. Charles. The meeting was called to order by Vice President Gary Heininger at 2:00 pm. followed by the Pledge of Allegiance to the Flag. Gary welcomed our visitor (and new member) Ed Ashby, his wife Lynda and two daughters. Ed comes to us from Alaska and promises some interesting stories.

Hangar update: Doug Killebrew gave a report on the building. We are making progress on the roof, taking advantage of the weather whenever possible. The wall panels are on site; we are waiting on the insulation. The doors have also been installed. Doug would like some input from the members on the use of the building, as it comes closer to completion. If you can help on the building, come join us.

Hangar report: Ken Blackburn reported that there will be a posting of the hangar agreement on e-mail and in the newsletter for comment on the agreement. There was a motion to look into the new and old hangars to put us on the list to rent more hangar space for the Chapter. We had a discussion on our hangar needs for the present and future.

Financial report: Gale Derosier reported the financial condition of the Chapter. Gale reported that as of this date he had received dues payments from 63 members. After the meeting he received many more.

Young Eagles: Al Donaldson reported that Phil Kitchen has attended the first meeting for the rally at Spirit airport. Erik Lindbergh will be flying Young Eagles with us.

New Business: EAA Oshkosh is having a Sportaire Workshop in St. Louis, tentatively set for October 2002. They would like us to participate in this by taking care of catering for the morning break and also the noon meal. A motion was made and carried for us to participate.

K.Z. Zigaitis announced an Illinois Safety Seminar on February 22. K.Z. proposed a meeting at Greenville, IL with some powered parachutes. The purpose is to introduce people to the aircraft and to take rides. Bill Jagust said he would like to set up a similar arrangement for gliders.

A motion was made to adjourn and was seconded. Adjournment was at 3:50 pm.

# **2002 Dues Drive is a Big Success**

**Only a small handful of people did not "re-up" for 2002. If you are reading this, we will miss you and hope to see you again. The newsletter and website played an important part in getting the message out to everyone, then our fine membership committee (Gene Angell and Bill Nelson) gave it the personal touch. We believe 2002 will be the year we get the hangar completed, but that's not all. There's a huge Young Eagles event planned for April 20 at Spirit of St. Louis airport. Charles Lindbergh's grandson Erik will be there for a stopover on his way to recreate his grandfather's epic flight. We are also working in concert with all the other great aviation organizations in the area to make this Young Eagles day something to remember. The word will be spread to many more kids, so let's make sure we are there for them.**

## **Wants and Disposals**

“Sunburst” ultralight. Asking price is \$1,500, and that includes an extra engine for parts. If interested, call David Doherty at (636) 240-5982.



## **Hangar Partner Wanted**

Don Doherty is on the waiting list for a hangar at Smartt. He would like to have one or two partners lined up (depending on aircraft size). If you're interested, please call Don at 636 397-4713.

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## **So You're Going To Buy A Kitplane... (part 1)**

*One of the reasons many make the pilgrimage to AirVenture each year is to check out the latest developments in the kitplane and experimental industry, by definition the most vibrant and dynamic segment of general aviation. All too often, however, starry-eyed pilots find themselves paying more attention to their heart than their head when making the decision to commit themselves to buying into and building an aircraft from plans or from a kit. AVweb's Glenn Pew has been there, done that. In a previous life, he worked for a kitplane manufacturer and, in his current life, he is working on his own kitplane in the meager amount of spare time that we allow him. Glenn presents some things to think about before committing yourself to a kitplane.*

**Text And Images By [Glenn Pew \(gpew@avweb.com\)](mailto:gpew@avweb.com)**

*Editor's note: Images were not included for space considerations.*

Without a doubt, the most advanced designs available to the general public today are kitplanes. In many cases, the aircraft available in the experimental category are among the best in the world. In some cases, they *are* the best in the world, and that's a statement you can back up in the record books. Still, even the most prolific of companies in this industry don't run with deep profit margins — just look at Stoddard-Hamilton, which filed for bankruptcy earlier this month. But if you're looking to buy, you've got to start somewhere. The question is — where?

An issue of *Kitplanes* magazine from just a few years ago listed 537 available designs. That's a lot of kits. In an industry this unregulated, that means there can be a lot of pitfalls for the unwary. What follows are some of the details of which the careful prospective builder should be aware. Let's start with the numbers.

**Continued**

## The Math

Of those 537 kits, 498 were listed in the airplane section. Of those, 166 were listed the number flying as 10 or less. That's exactly 1 out of 3. Ninety-two of those designs listed the number completed as one or less. That's nearly 1 out of 5. That year, an additional 82 did not report "number completed" at all — not a good thing. For that year, there were about  $498 - 166 - 82 = 250$  (or just about half of those designs listed) that may have been around long enough to have the major bugs worked out of them. With those kind of numbers, the trick here isn't finding a good design. Instead, it's finding a good *kit* from a good company.

### A Place To Start

There will always be a lot of new — and very impressive — entrants into the kitplanes arena. These are great stories to watch from the bleachers, just don't become a player. Unfortunately, there are some very good reasons to stay away from those promising new designs. Unless you are highly motivated and very much accustomed to using your mind and hands to build aircraft and order all the parts for them and schedule the building process, you do *not* want one of the first 10 to come off the line. If 10 are flying already, you might be okay. If 10 aren't flying ... leave the R&D to those who are so inclined and those who have the time. If the designs/manufacturers are good, they will prove themselves without your help, and in the end you'll have the option of buying a better product from them when the time is right — if you've played your cards right.

## The Rules

### One Airplane Does Not A Kit Make...

I worked for one kitplane company that had sold 50 kits (they had a very sexy product) and had still not figured out how the tailwheel would retract. They had also overlooked that a manufacture design change (which significantly decreased production time) rendered the canopy attach system flimsy — if not deadly. Sometimes it works to the manufacturer's advantage that the building process is slow.

When you build, you want your learning curve to be as steep as possible and you do not want to adopt anyone else's along the way. You do not want to be involved in the manufacturer's learning curve — that would be *bad*. You were probably expecting to make a few small mistakes when building due to the newness of the experience (read: expect to be doing some "one-time tasks" more than once). There is no reasonable theory for expecting that a young kitplane company will not have similar problems as it moves from design to engineering to prototyping to production and marketing.

So how do you weed out the good from the bad? Statistics are handy in this area. Find out when the prototype first flew. Then, find out how many kits have been sold since and compare that against the number of those kits that are now flying airplanes. That last part is the most important. Remember; the airplane doesn't come in a box. Parts for the construction of the airplane come in the box. You're not buying an airplane, you're buying a kit and it doesn't matter how great a kitplane is if people can't finish it. Do your best to contact those who successfully completed theirs and ask them about their experience. Include questions about the demands it placed on their time and their satisfaction with the company they purchased from.

### **...Talking To Yourself...**

Don't talk yourself into anything. Every pilot has a dream plane. Kitplanes are designed to fulfill those dreams — and the ads for them are designed to cater to those dreams. As you pick your design, you will be bathed in silken statistics. The performance numbers are dreamy. The plane's economy is dreamy. Try not to get starstruck with the image before you know the airplane. It's very easy to take those numbers and that "money shot" picture, and let an airplane that is well-marketed become the airplane of your dreams before you even sit in it. Important: Don't let anyone tell you anything the plane hasn't told you for itself. Including you.

### **...Talking To The Designer...**

While there are a lot of good and good-hearted designers out there, people don't get into this business to get rich: Don't forget that they have egos, too. They have worked very long and very hard on their design (for years). Now they have seen their dream come true. Do not underestimate the impact of that notion on a designer's attitude about his/her product. Designers seldom offer the most objective perspective.

If you run into any problems once you've started building — this is their first design, and yours is number six — they may not be very open to you pointing out their shortcomings and how it has complicated your life. No one wants to hear that the airplane they designed to be the ultimate whatever is not a good enough kit for you. This is not a situation with which you want to get involved. I speak from personal experience — take it as advice, if not law.

**Continued**

Understand that designers have had to overcome a large number of formidable obstacles to produce a kit and, understandably, this has forced them to make numerous compromises along the way. The problem this causes for you is that they more than likely did not make the choices you would have. They are sellers and you are a buyer: You are approaching the same problem from opposite sides of the coin. Ultimately, they will learn that your way is the right way, but you as a builder and a buyer do not want to be a part of that initial argument.

**The Lesson:**

Be careful what you ask for when you talk to the designer. Designing a plane and designing a kit are two different things. Just because it's a great plane does not mean that it is a great kit — and it's never going to become your great plane unless you can get through the kit. All you want to know from the designer is why they designed the plane and how close that is to what you had in mind. Your compatibility with the kit is another matter.

**...Go Sit In One**

Go fly one. Try to sit in one and fly in it in the same way you dreamed you would. Very important: If your spouse was in the dream, bring her (or him) to sit next to you and listen to her (or his) comments. Your spouse might have been smiling as you flew three hours cross-country in the dream or buzzed low and slow through a riverbed. It's worth seeing the real expression on a real face before you lay out the money.

And, of course, are you smiling ... or are you losing feeling in your legs? A lot of these designs pick up performance by having low frontal area. There being no free lunch — especially when it comes to aircraft design — this can often translate to no room for arms, legs or pilots. Make sure you, your loved one and whatever else you plan on stuffing in there fit without any unwarranted binding or chafing. Again, be aware that aircraft design is about compromise: If they're roomy and still have great numbers, there's a very good chance they either have a big engine — which means \$40 of fuel an hour — or it means the finished products needs lots of smooth pavement to get airborne.

Hint: Get the specifics. Find out what effect adding all those avionics you want (and their weight) will have on the performance you crave.

The bottom line? There are excellent designs out there. Buy the one that is what you want it to be. Buy the one that will do what you will use it for. Do not buy one to change it into the design you actually wanted. Be very introspective in your judgment in this area and always true to yourself.

## **Tips And Traps As You Get Close**

### **Never Trust A Salesman...**

Get references. Find people who are building and find people who have ordered. Are the manuals clear? Have the parts arrived on schedule? What is the quality of the parts and, more important, what are they comparing it to? If their realm of comparison is not up to your standards, find out for yourself. Visit builders of various kitplanes who live “nearby,” even if theirs is not the same design as the one you have in mind. Local EAA chapters will be glad to help you with this. This is not an extra step, because if you do build, you will be talking to these people anyway for all kinds of reasons and for all kinds of help. Personal visits will give you invaluable perspective on what’s out there.

### **...Never Trust A Salesman, Part 2...**

If they say it climbs 3,000 fpm, ask how they measured it. Many companies (especially in their early stages) will ballpark those figures or rely on computer-generated numbers for ROC, cruise, range, ground rolls and roll rates, that their prototype has not lived up to ... “yet.” Again, talk to people who know, because they built one and are flying it. If there are none to talk to, it doesn’t matter what the reason is. Just walk away.

### **...Never Trust A Salesman, Part 3...**

I know of one popular manufacturer who had sold 20 kits and delivered zero complete kits. While this is not always a cause for alarm — again very few people build airplanes all that fast — it may (and did in this case) indicate financial or practical production problems at the parent company.

Now for some inside information: Companies usually don’t have much money when they start up. Some of them run through the early years like a pyramid scheme — the money you pay for kit #20 pays for the materials for kit #7. The delivery schedule stretches longer and longer. Slow delivery times and rapidly increasing kit prices are a good indicator of this sort of problem. While you may be able to look into it, you’d rather get a kit after those problems have been ironed out — even though you will end up shelling out more cash.

**Stay tuned for next month's breathtaking installment!**

## People and Planes

### Dave Lucas' AcroSport II

*I am constantly on the lookout for airplane projects to feature in this fine publication. You have all been very polite in not mentioning a seeming Van's Aircraft bias on my part, but it's getting harder to find projects that don't start with RV! I opened my mail one day and lo and behold, there's a letter from a guy whom I haven't met but turned out to be one of the friendliest folks in the chapter. I thoroughly enjoyed talking to him on the phone about his project, and airplanes in general.*

*Here is Dave Lucas in his own words:*

Though I have been a chapter member since 1994, many of you probably don't know me. I think the last time I was with the group was when Paul Poberezny came to our Christmas party. I support Chapter 32 and the hangar, though, and when my homebuilt is completed I will be very active in Young Eagles and other chapter events.

I am building an AcroSport II. I started the project in the fall of 1994, and I expect it to be complete in about a year. I built the wings first, and I am currently attaching everything to the painted fuselage: turtledeck, completed instrument panel, cabling, wiring, seats, harnesses, all the stuff fabricated months and even years ago. Firewall forward is complete except for baffling. I live in Chesterfield and built most of the Acro II in the garage. Here are some specs and significant changes to the equipment:

#### AcroSport II

Designer: Paul Poberezny

My empty weight: approximately 1,000 lbs.

Seats: 2

Engine: IO-360-A3B6D

Fuel: 32 gals in two tanks aft of firewall

Prop: 76" wood climb prop

No lights

Two open cockpits, pilot in command seated in aft seat

Cruise: 130 mph

Stall: 48 mph

Airfoil: M31

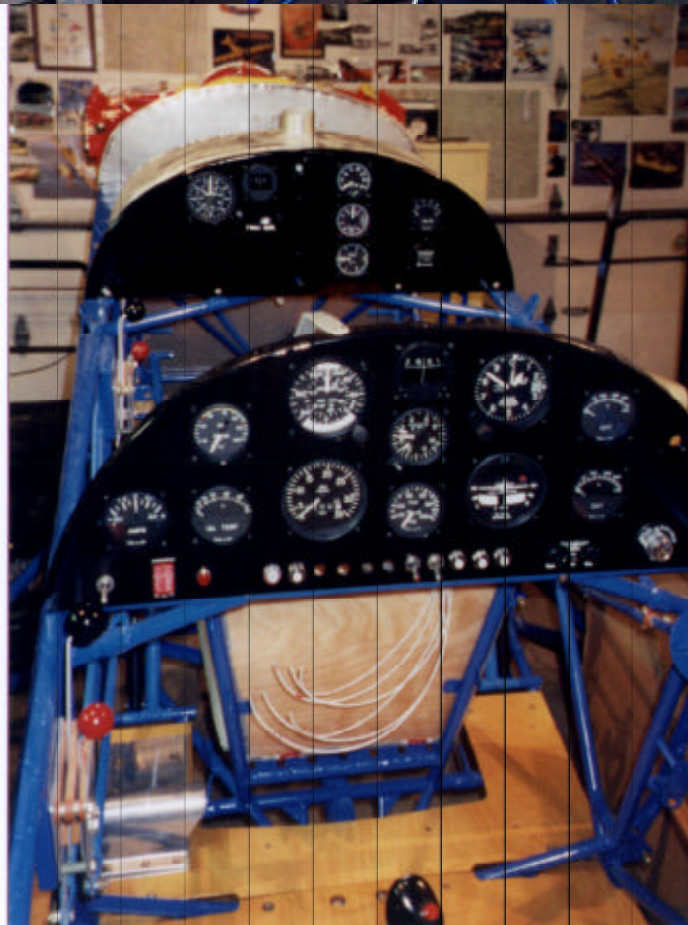
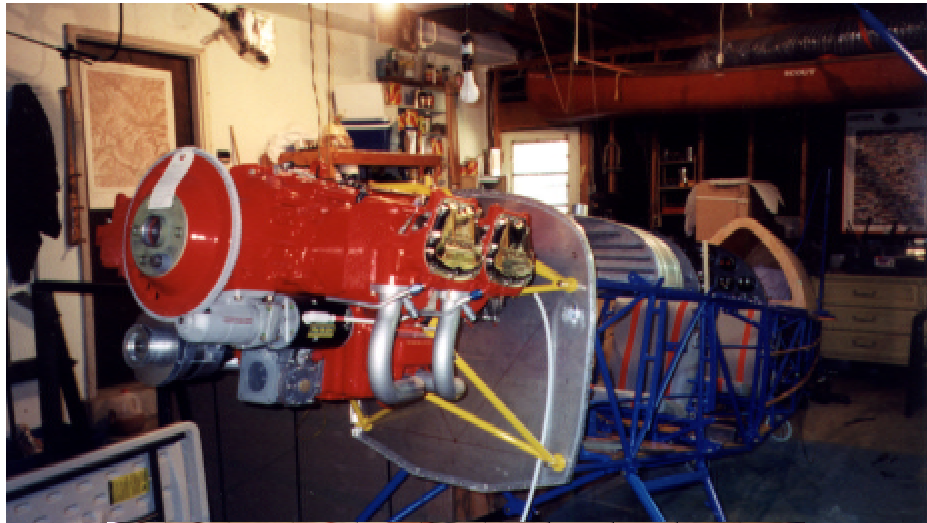
Wheels: 6 x 6

Scott tailwheel

Wooden turtledeck, plans call for aluminum

Instruments: VFR w/min in front cockpit, mode C transponder w/ com radio and intercom, handheld mounted GPS

Thanks to Gale Derosier and Rich Andres, technical counselors. You are invited to visit me, critique the project, or just give advice. Just give me a call: 636 532-2898



February, 2002

## **EAA CHAPTER 32 LEASED HANGAR MANAGEMENT PROGRAM**

*New EAA Chapter 32 hanger rules.*

*Listed below are the proposed rules for the hangers rented by Chapter 32 at Smart Field. These rules will be submitted for a vote at the next chapter meeting for approval. Send any questions or comments to the hanger coordinator, Ken Blackburn, at 636-240-4548 or by email at [kblackbu@mail.win.org](mailto:kblackbu@mail.win.org). Additional information is available at the chapter website in the members section.*

This document outlines the procedures for managing the Chapter leased hangar bays owned by St. Charles County, Missouri at St. Charles County Airport/Smartt Field (SET).

**GENERAL:** EAA Chapter 32 leases hangar bays, number 8 & 10 (Northwest corner), of hangar #7, from St. Charles County. The Chapter allocates the space in these bays to its members. The Chapter Hangar Coordinator will assign hangar bay space in accordance with this program. Chapter members issued an occupancy license will obtain any necessary insurance.

**OCCUPANCY PRIORITY:** Current dues paying Chapter members owning a home built aircraft will have first priority for occupying leased hangar bay space. Aircraft must be in finished condition, final assembly only. Chapter member owning commercial built aircraft will be afforded second priority. Upon notification by Hangar Coordinator of a vacancy, you must lease the space immediately and occupy the space within 3 months, or the next name on the list will be chosen.

**OCCUPANCY LICENSE:** The member will sign the hangar bay occupancy license. The hangar coordinator will retain the original and provide a copy to the licensee. Occupants will send monthly donations to the hangar coordinator on the first of each month. License donations are as follows:

- Rent of \$65.00 per month with a baseline County charge of \$142.00 per month
- Rent increase to be based upon an equal percentage of any increase imposed by the county
- **LARGE AIRCRAFT CLAUSE:** Any aircraft with a wingspan over 30' shall be subject to board approval for maximum utilization of space
- Wall storage (wings, controls, etc..) \$10.00 per month

**HANGAR COORDINATOR:** A Chapter 32 member will manage this program as the Hangar Coordinator. The coordinator will be the central point of contact within Chapter 32 for matters concerning use of leased hangar bay space. The coordinator will receive the hangar bay donation, keep appropriate records and forward the funds to the Chapter Treasurer. The coordinator will issue a key for the hangar bay entry door to each occupant and keep records of issuance.

**HANGAR BAY ACCESS:** Chapter members who hold an Occupancy License will have unrestricted access to their assigned hangar bay. Each license holder will have one (1) key for bay entry, but will not make duplicates for non-license use. Occupancy License holders will coordinate with fellow occupants as to the most efficient use/spacing of aircraft residing in an individual hangar bay. They will consider aircraft ingress and egress situations to preclude damage (hangar rash) to one another's property. Member may approve movement of their aircraft by other bay occupants mutual agreement between occupants.

St. Charles County employees and non-licensed Chapter 32 member/officers will not have access to the two leased hangar bays without the approval of the Occupancy License holders. Chapter 32 Officers/Executive Committee members, or the Hangar Coordinator may enter the hangar bays only when Chapter-owned equipment is stored in those areas but also by mutual agreement with the other license holders.

**INSURANCE REQUIREMENTS:** St. Charles County's lease with Chapter 32 contains a "hold harmless" clause regarding property damage and personal injury. St. Charles County and EAA Chapter 32 as an organization are not responsible for injury to hangar bay occupants or damage to their aircraft. Chapter members occupying the leased hangar bays will obtain and maintain their own individual personal and property liability insurance and, if desired, hull insurance. Chapter 32 will maintain personal liability insurance for the leased hangar bays in the event someone is injured during an unauthorized entry into the bays.

Revision date 7/24/01

## Safety Thru Education

mr. bill

Well last months writings had not even hit the paper when our outstanding editor's mind was wondering, "what if"? Truly gentlemen and ladies, that is why this column is written so that we daydream and think about these things on the ground instead of daydreaming while we are in the actual dilemma. I simplified the checklist of the engine failure last month to the typical basic book answers. Remember first to FLY the airplane.

**AVIATIONISMS #1** - Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it. Courtesy of Gale D.

In Champaign, IL after a college football game the family of one of the opposing team's players jumped into their Piper Navajo (twin-engine six passenger aircraft) to fly back to Iowa. On take-off the left engine quit. How do we know? Because the good ole boy pilot picked up the microphone and told the tower everything that was going on while the plane flew into the ground. They never got above 200 feet above the ground. What happened? Nobody was **FLY-ING** the airplane! **GLIDE** Probably the most important thing to do. Survivability of the airship, trimmed up to the best glide speed, will be better than a high speed return to the ground or the low speed/high sink rate return. Either way you're going to return. You choose the speed. Choose wisely!

As Captain Sparr mention about last month's article my student in the Cessna 172 cruising at 7,500 feet from Peoria, IL to Chicago did not have an emergency until I turned off the fuel selector. This man's big problem was not having a clue what to do next. He communicated to me to fix it. What happens if I am not there??? Who IS flying the airplane? Now that we know the rest of the story of this flight let us "wonder" about several other areas that can be looked deeper into. With 7,000 feet of altitude above ground level (agl) we have TIME. In fact we probably have up to 10 minutes before we will touch down.

**WHAT IF:** We saw a wing fuel tank collapsed or rippled? The fuel vent for that fuel tank could be clogged and fuel will not flow.

**WHAT IF:** We had water in that tank. The engine may sputter but usually it just quits.

**WHAT IF:** the fuel gauge was wrong. Many accidents are FUEL STARVATION incidents. Starvation means that there is fuel on the airplane (in another tank) but we are not getting it to the engine. This was the cause of an Oshkosh Grand Champion Aircraft to land in a field during the photo shoot of the airplane during convention week. Mud daubers clogged his fuel quantity sight line and he ran out of fuel thought the fuel sight line indicated fuel in that tank.

**WHAT IF:** We were in ice and the air filter was restricted or collapsed. There was a problem with air filters collapsing. Now there is a wire bracket around them so they keep there shape.

**WHAT IF:** You saw fuel seeping out past the fuel cap? On some airplanes fuel is returned to a fuel tank from the fuel pump. Bad fuel cap seal? Bad fuel vent? Cold airplane and warm fuel! This is what happened to a Doctor driven Bonanza flying out of Spirit Airport. He put down at Washington Memorial scratching his head. As the fuel cap was opened the fuel came pouring out.

**WHAT IF:** The airplane is equipped with a spring that pulls the throttle lever to full power should the throttle cable break. If we had the fuel mixture set for 55% power and the engine throttle snaps to the full throttle open position, the engine may quit due to a lean mixture.

**WHAT IF:** We want to land with the above mentioned full throttle engine running? What if we leave the mixture RICH and shut off the magnetos? The propeller will still windmill (that means keep turning for the sailplane pilots). As we glide down and set up for the longest airport runway we can find (remember we have two power settings ON and OFF) if we need power we can turn the magnetos to ON and that will get us full power for as long as we desire it. ***UPON LANDING GET TOWED OFF THE RUNWAY. I DO NOT THINK THE LINE GUYS WILL APPRECIATE YOU TAXING AT THEM WITH FULL POWER!!!***

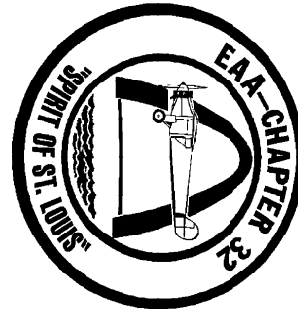
**WHAT IF:** We can not restart the engine. We now want to extend our glide the maximum distance. Which causes more drag, a spinning propeller or one that has stopped turning? The prop that is stopped has the least drag. So we can raise the nose of the airplane to lose airspeed which will cause the propeller to stop before the airplane stalls. Now you are a glider. Just in case we might land hard or are going to land with the landing gear up (remember the engine has quit, and you may not be able to get the gear down), hit the starter and turn the prop blades horizontal. This way if we do collapse a nose gear (fixed gear airship) we will save the prop from a ground strike and save us from having to overhaul the engine.

Well as you can see there can be a lot of things to get wrapped around the axle with as we are GLIDING to our next destination. Run the checklist once. Look for obvious clues. Then just set up for the landing and FLY the airplane.

**WHAT IF:** We have a radio and transponder. Well dialing in 121.5 MHz these days and broadcasting will get you some instant attention. Remember do not drop the airplane to talk on that microphone. Tell them who you are and where you are at. Short and sweet. Also remember that just because you can not hear anything on the radio does not mean you are not broadcasting. At college an instructor turned down the radio volume (that only adjusts the cabin speaker volume) and had the student practice his Mayday call on the radio. Needless to say the search helicopters came a-looking for that troubled airplane. Broadcast your location as best you can. Nowadays with a transponder you can just squawk 7700 and the global satellites will start looking for you. Remember to FLY the airplane.

## Officers and Committees

Board Member At Large	Dave Domeier	636 537-3729
Chapter Logo Merchandise	Gene Angell	636-980-9224
Community Liaison	Phil Kitchen	636 938-6379
Education	Gary Kobes	314 966-8437
Executive Committee	Bill Jagust	636-926-0171
Executive Committee	Tom Baker	636-240-4993
Executive Committee Chmn.	Doug Killebrew	314 727-0640
Facilities & Ops.	Doug Killebrew	314 727-0640
Flight Advisor	Al Donaldson	636 397-2410
Flight Advisor	Bill Jagust	636-926-0171
Flight Advisor	K.Z. Zigaitis	636-343-6853
Flying Start Coordinator	Chris Erkmann	636 532-6076
Fund Raising Committee	Craig Tiber	636-949-2860
Hangar	Ken Blackburn	636-240-4548
Library	Bill Jagust	636-926-0171
Membership Committee	Bill Nelson	314 469-6674
Membership Committee	Gene Angell	636-980-9224
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Tech Counselor	Lee Lawson	636-281-3955
Tech Counselor	Gale Derosier	636-928-0574
Tech Counselor	K.Z. Zigaitis	636-343-6853
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Treasurer	Gale Derosier	636-928-0574
Vice President	Gary Heininger	618-467-2484
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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: