
EAA Chapter 32 News

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August, 2019

EAA Chapter 32 is Back!



MEETING TIME CHANGE!!!

In order to enable our intrepid pilots to participate in the Sullivan Young Eagles rally, the meeting time has changed from 10:00 am to 3:00 pm on Saturday, August 17, 2019!

President's Corner

By Dave Doherty

August, 2019

Fellow Chapter 32 Members and Friends,

This year has been a challenge since April. Mother Nature sent us more water down the Mississippi than it could handle.

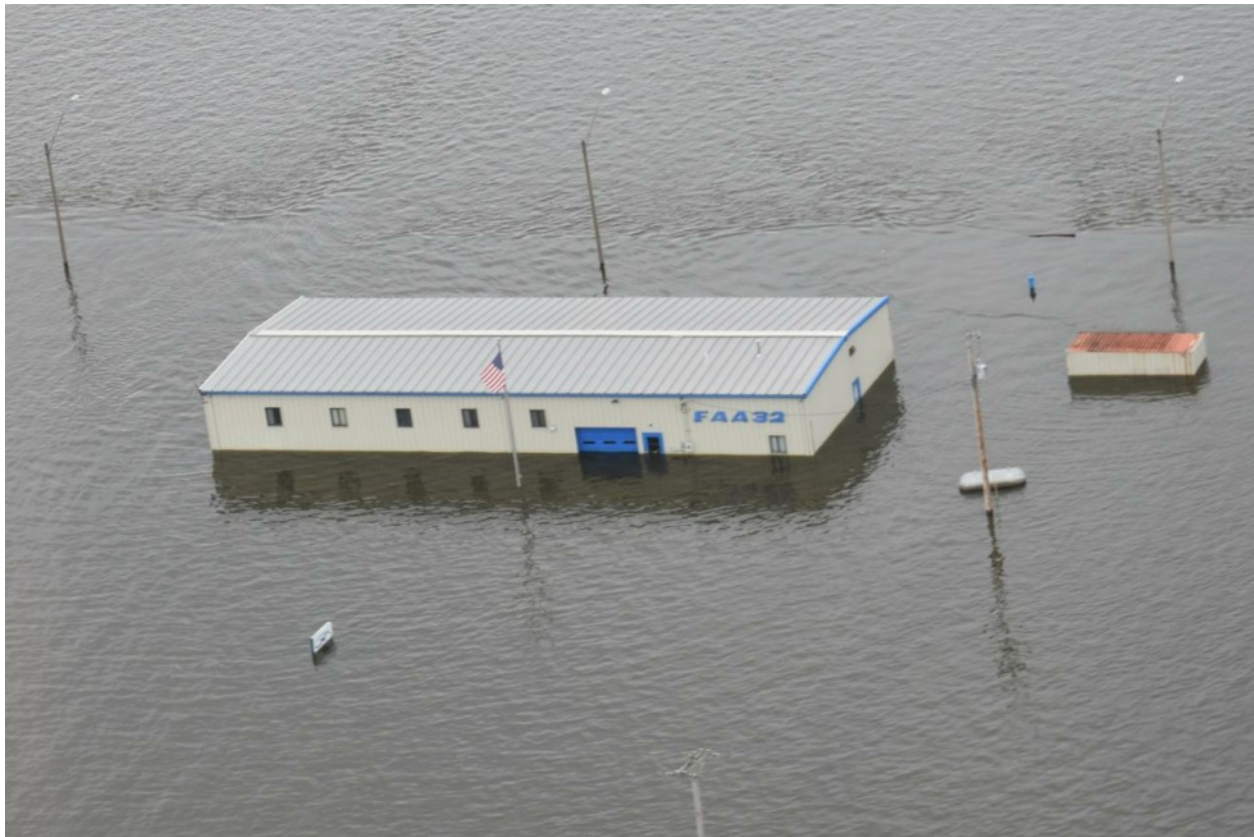


As a result, we had the worst flood since 1993.

For the first time since then, it completely flooded Smartt Field.

The photo above was taken at the crest on June 9. As you can see, the entire airport is part of the Mississippi.

Everyone who could moved their planes out of harm's way. Those that couldn't tried to place their planes on the highest ground at the airport, on the south end of Runway 36. Some of our Chapter 32 members had their planes there, and suffered considerable damage. Others were on blocks inside the hangars. Most of them were destroyed. With the one exception of the main terminal building built on raised ground, all the buildings were damaged, most of them having interior and exterior sheet metal beaten up by the currents and wave action. Part of the airport restoration is to remove all T-Hangar partitions in the entire building. It will cost millions to get the airport back in the condition it was prior to the flood. Both Flying Services relocated to Creve Coeur airport, and it flooded too. St Charles Flying Service operated out of their main terminal with several inches of water in the building. They survived and are now operating from the former restaurant in the Smartt Terminal building.



Also, for the first time, our Aviation Resource Facility (ARC) had water in it.
Forty three inches, to be exact.



We thought we did all we could to mitigate the damage. Boy were we wrong! Items we thought were safe on tables raised on concrete blocks turned over and contents ended up on the floor in the muck. Currents and wave action really tore the place up. In addition to all the muck a flood brings, the west wall was compromised, and much of its sheet metal was damaged beyond repair.

EAA Spirit of St Louis Chapter 32 was in big trouble. It was going to take untold hours and thousands of dollars to restore our ARC. I was pleasantly surprised when my door code actually worked when I tried it for the first time. That feeling was short-lived. Upon opening the door, I saw the damage. It was worse than I could imagine. Right then and there, I made a promise to myself that we would get things back in order as soon as possible. Calling on our Chapter 32 Volunteers (God bless them), we started working on repairs. Cleanup ensued. A work party of about thirty members came with power washers, saws, bleach, disinfectant and a myriad of tools and cleaning supplies & went to work. Within a few days, we had the walls opened up and floors power washed. Stuff spilled on the floor was gone through. What we could save was given an initial cleaning. Soggy drywall, insulation, wood, and office equipment that couldn't be saved was piled up outside, waiting for the airport to obtain dumpsters. Things started to look a little better. At least it didn't smell nearly as bad. We had to cancel the May through July Young Eagles events, and several Chapter 32 meetings. We

created a GoFundMe page to help fund the effort. Donations were solicited. So far, we've been fairly successful with the fundraising. As of this writing, we have 19 people donating to the GofindMe totaling \$5,137. Others have donated directly to EAA Chapter 32. I don't have the exact figure there, but think it's somewhere north of \$3,000. People have come and donated their time. What a wonderful bunch the EAA family is. EAA Chapter 331 based at Sackman Field had some people come over to help. They brought a Bobcat and helped set our propane tank that had floated off its pad back where it belonged. They also spent the day clearing out corn cobs and stalks off our yard. One of their members brought fans to dry our floor after power washing. I can't thank them enough for their help. It was a totally uplifting surprise. Thanks, guys. We owe you a big one!



Work on the ARC continued daily. Materials were ordered to replace the sheet metal on the west wall. Drywall was purchased and installed after thoroughly

cleaning areas behind it. A new coat of paint was applied in the bathrooms, kitchen and conference room. We acquired a new conference table (donated) to replace the one lost in the flood.



Sheet metal for the west wall



arrived and we've been working on getting it installed, learning as we went. After installing about 60 feet or so, we've almost got it down. It's hard work, but needs to be done. The garage doors suffered damage, and have been repaired. Lots of stuff has been worked over. We decided we would try and have our August Young Eagles event, no matter what the ARC looked like. A big push was made to



make it presentable. I think we succeeded. By the time our Y.E. event was held on Aug. 10, the ARC didn't look too bad!



Thanks to the many volunteers who freely gave their time to make the repairs. It looks pretty good, but there's still a lot of work to do. We can't let up yet. The west side exterior isn't finished yet, and there are still tables and machinery to mend. We're still spending money at a pretty good clip, and need whatever donations we can get.

I'm proud of what we accomplished. It's been a long grind. For what it's worth, our building is far and away the most restored one at the airport. In less than two months, we've erased most of the damage the floods brought.

I'm again going to plea for help. We still need money to pay for the repairs. Our treasury has taken a big hit. If possible, please give what you can to assist in the effort, especially if you weren't able to donate time to the effort. I've done my best, working nearly every day all day at the ARC to help make it all happen, and have donated as generously as I could. Let's finish the job.

Donations are tax deductible, since our chapter is a 501c(3) charitable organization. There are several ways to make donations;

- 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.
- 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.

Blue Skies,

Dave Doherty
President, Spirit of St. Louis Chapter 32
St. Louis, Mo



YOUNG EAGLES EVENT AUGUST 10TH 2019

Late but Great

by Rick May

After 4 months of being grounded (or should I say watered) our first Young Eagles Event for 2019 came off this past Saturday with a “vertical high-speed climb”. The participation was superb. We flew 45 kids, about half of whom were boy scout



merit badge attendees. Over the last 4 months Laura has continued to hold her class at several St. Charles library branches but was not able to offer the Young Eagles flights which typically the boys are looking forward to, as much or more than, the actual badge, so many of them took advantage of the flights Saturday. A big thanks goes to Laura for keeping the program going during the year. Mr. Bill was on hand Saturday as well for his super teaching views & experiences. Additionally, we had many other visitors for the flights. Pilot and ground crew volunteers were right back at it for everyone as if we had been flying all year. From my recollection we had more aircraft on the ramp for this event than we have ever had in the last several years. Fifteen pilots donated their time and aircraft for the day, including 2 new pilots to the group who had not previously flown Young Eagles at our events. With the ratio of pilots to guests we had, every YE was able to sit in the right seat, we were able to give lengthy flights, and knowing our pilots a very informative experience. Our ground crew volunteers were also on hand to help make the day a keep running without a hitch, as if we had just done it all 30 days

ago. A big thanks to all of you, for sure, our events are so enjoyable and easy because you make it so. Lastly, we can't forget, Bill D., Cindy D., Rich Emery, & Kyle Hanson for keeping us all hydrated and fed during the day. I even heard we had a little profit this Saturday on food sales to our guests. Speaking of that, guest donations yesterday were exceptional as well.

I want to thank all of you for such a great event, all of our volunteers continue to make chapter's Young Eagle program the success it is. Also, a big thank you to everyone that worked so hard to get our facility in shape to be able to have the event at our home airport. Shortly after Oshkosh it was determined we would try to get the building in a condition that would allow us to hold this event. The potential of doing this seemed doubtful to me as little as 10 days ago and yet it was done. I believe one of our pilots (Ron B.) coined it

best in his post on our Facebook page, I agree whole hearted.

A word about the remainder of the 2019 #32 Young Eagles events, our September event is scheduled for the 2nd Saturday in September the 14th. At present it is expected to be at KSET. The October event is set for the first Saturday of the month the 5th. There is the potential that this event may be moved to Creve Coeur airport, we will let everyone know later. Thanks again for all you do, if anyone has any questions / comments let me know.

Farewell, Juliet

The concept of mixed emotions has been defined as watching your ex drive over a cliff in your new Ferrari. In my case, it is watching my homebuilt RV-6A fly away for the last time with a person other than me at the controls.

All of you who know me are aware that it took me a lot of years

to build this airplane from the time my tail kit arrived in April of 2000 until the first flight in August of 2011. This is a good place to express my sincere thanks to all of those people who helped me along the way...some of whom are no longer with us.

In the end, I achieved my major goal, which was to have a flying airplane while remaining married to the woman I started out with. It needs to be said that my wife, Donna was supportive of this effort all the way down the line. In return, I never spent any time building when she wanted to do something else. She never even once gave me any pushback over all the money and time spent on this project. Along the way, I lost friends, pets, and family members. There were vacations, lost weekends, and home improvement projects (some lasting half a year...no work got done on the airplane). I changed jobs twice and cars once.

There were lots of times when I would have cheerfully sold the project for the money I had tied up in it, but the thought of my friends and fellow chapter members looking down on me (and sheer stubbornness) got me through. At one point, a friend told me that it looks like it's ready to fly once the wings are on it, so I stopped fiddling and took her to the airport. I spent the entire winter of 2010/2011 installing all 72 internal bolts holding the wings on, plus 2 each on the outside. Not to mention the wingtips, empennage, and dozens of little things that needed installing. Then came the move to her new home...hangar 7-8, aka the Occasional Mississippi. A drippy fuel connection was fixed, and wing root and empennage fairings were installed. The landing gear fairings and wheel pants had to wait until the end of 2011.

My good friend Mr. Bill made the first flight with me in the left seat (a tad illegal at the time, but I won't tell if you won't). What a rush! It was even documented in a great video, thanks to the Huebbe twins and their dad, Tom. See the video here:

[Jim Bower's First Flight](#)

Then I went to the Pacific Northwest for transition training after 3 days in Seattle with my bride. After 8+ hours of dual instruction, I was ready!

I had a blast flying off my 40 hours in Phase I. Over the years I flew Young Eagles and Old Buzzards, friends and family, went to a few additional airports for the famous \$100.00 lunch, but for some reason, my enthusiasm for flying was starting to wane. The nearly annual flooding of Smartt Field did not help my attitude. Thanks to this year, the airport has flooded on average more than once per year since I got out there. My RV spent time at other airports, inside the ARC,



and even once just sitting in her hangar with trash bags up the landing gear. This situation took a toll on my morale, patience, and personal property.

Due to bad weather, health issues, schedule conflicts, and other projects I did not fly her for almost a year. An

attempt to get my BFR back in December failed because of health problems (sciatica, then I got vertigo). Now it's the dead of winter and flying doesn't sound like fun. I never thought I'd hear myself say it, but I wasn't all that interested in flying any more. I began thinking of selling her because I just wasn't using her to the extent she deserved. Then the floods came.

Initially, I once again put trash bags on the landing gear, but quickly learned that the flood was going to be bad. Not having a valid BFR and recent experience, I didn't dare fly away. I moved her to the west ramp by the admin building, but that eventually flooded too. After sitting in a foot of water during part 3 of the flood, we moved her down to the south end of 18/36. No tiedowns on the taxiway, so into the grass she went. Thanks to Herman Rea for the tow, and the Dohertys for helping me tie her down.

This proved futile, because we all know what happened next. After the water receded, I was left with an airplane that had significant flood damage. Time to call the insurance man. I had a visit from an adjuster, who took pictures and started a claim, but nothing much was getting done otherwise. The wheel bearings were toast and the wheels would barely turn. Due to the unusual attitude she had been sitting in, water covered the horizontal stabilizer and part of the rear fuselage in a line ending about 1/3 forward from the wing trailing edge. The electric elevator trim motor was dead...I'm pretty sure the strobe power supply was as well, since it was under the baggage floor, and water was **over** the baggage floor and partially on the front floor. The ELT was ok, as was the engine and the rest of the avionics. I bought a new battery since the old one was dead and didn't want to take a charge.

So, the insurance company paid me based on a repair estimate from a company in Arkansas. The head of that company offered to buy her from me for an equal amount, which I gratefully accepted. Then came the day when we put new wheels on her, gave her a good inspection, and she flew away to her next home in Arkansas. I truly hope her next owner uses her as much as she deserves.

It was a great time, but in many ways the burdens of ownership were outweighing the advantages, so I am in a better place now. Thanks again to all my friends in the Chapter...you haven't seen the last of me, that's for sure.

*Jim Bower
EAA Chapter 32 Newsletter and LIFE MEMBER
Former aircraft owner*

Learning as we Go

“Landing at Oshkosh”

mr. bill

It is an exciting time. You are in your EXPERIMENTAL aircraft that you may have just finished flying off the 25 hours of flight test time (Certified engine) or the 40 hours (non-certified engine) of flight test time so you can attend the BIG Show! Or maybe you are Mr. Jack P. (EAA CEO, and Chairman of the Board) and you are flying into the 1977 Oshkosh Airshow with a newly typed out, temporary, Private Pilot Certificate in your wallet. There you are on final approach looking at that big, WIDE, runway (with the colored dots and boxes on it.) There are a bunch of airplanes around you and EVERYBODY is going to be watching your landing. Heck in today’s world you KNOW there is someone videoing your landing. So what is a pilot supposed to do? Well, here is what NOT to do!



RV-8 incident (The yellow container holds the leaking

What could you do to prevent this? One man called me before the airshow and asked me to assist him for his flight to, and landing at, Oshkosh 2019. He did NOT want to screw up and he had not experienced landing at Oshkosh. We were working out of Creve Coeur Airport with its 75 foot wide runway. So for some “prospectus” training we left Creve Coeur Airport and landed at the short and scary Troy Airpark! A landing at Troy with its 30 foot wide hard surface runway



and the 50 foot objects at each end of the runways will be a challenge. (There also is a 75 foot wide grass runway but that is another story.) It is fun helping him to “FOCUS” on the touchdown point and “FOCUS” on making a nice landing as he “FOCUSED” on maintaining the 1.3 Vso approach speed. It took several approaches.

Then we flew from Troy to Smartt Field with its 75 foot wide runway which is 2,000 feet long: runway 9/27. After figuring that out we then flew over to Alton, IL for lunch and attempted a landing on runway 29 with its 150 foot WIDE runway that is 8,099 feet long. That is when things got interesting! His first level off in the flare was so HIGH that he started asking for HELP! “Work it down sir!” Well after the shock of hitting the runway after several mini landing

flares...finally he touched down! We taxied back to the beginning of the runway and chatted about how a WIDE runway like this can cause a pilot to flare HIGH and stay in that attitude. The Alton 11/29 runway is the same dimension of the runways of Oshkosh, Wisconsin. They are the same width and will cause several pilots to start their landing FLARE HIGHER. Sometime some pilots do not NO FLARE AT ALL (Naval) approaches. If these things are not practiced bad things can happen, in front of a lot of people, with video cameras! Check out this Bonanza!

<https://youtu.be/7ybdaJcrFhE>

The “Bo” later blew its nose wheel tire pressure on the runway and closed the departure runway causing a major backup in the departure of airplanes.



EAA 32's very own, Art Z. waited patiently for the "Bonanza" airplane to be removed from the runway.

Another man, we will call him Art Z. wanted to practice a few stalls in his newly built Bede-4 with the laminar flow wing. After a quick check of the normal stalls series we then attempted an accelerated stall and decided to recover when the "Good Garmin" said we were approaching a stall (the aural Beep, Beep) with the accelerated stalls series. Those laminar flow wings REALLY snap when stalled and make it a "VERY INTERESTING" event. Which we decided to leave to the test pilots. When you hear the Garmin "beep" saying the stall is near, BELIEVE IT and start your recovery from the approaching stall. A stall with a laminar flow wing is a thing ONLY for, planes with lots of altitude, and a HIGHLY TRAINED PROFESSIONAL! Maybe even a parachute.

As the great, and still alive and flying, Chuck Yeager states, "LIVE TO FLY ANOTHER DAY!" And that is what WE did!

Q? What change MAY occur next year in the 25 hour and/or 40 hour fly off your time requirement for your new EXPERIMENTAL aircraft.

A: The FAA really likes the new EAA Flight Test Manual (FTM) and (hopefully) next year the FAA will sign off on the fact that after YOU finish

the EAA FLIGHT TEST MANUAL you are done with your REQUIRED (25 OR 40) "hour" testing and can go to Phase II. We shall see!

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Check out our fantastic Web Pages at
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Laura Million, Web Designer
While you're there, take time to join the
Yahoo Groups to help you stay abreast of
Chapter happenings!

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