



CAA Chapter 32 News

Jim Bower, Editor



August, 2011

Oshkosh 2011 is now in the history books!



“Fifi”, the only flyable B-29 (out of 3,970 built!) sits on the ramp at OSH.

We’ll be looking for you at the August meeting (Saturday 8/20/11).

July Meeting Minutes

Dave Deweese

July's meeting began with the Pledge, Bill Doherty presiding: Dave is en route in the new/used Taylorcraft. Don Jonas is helping to get the bird to its new home; last stop was Joplin.

We approved last month's minutes.

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

The chapter made over \$1,800 during the Fourth of July event on O'Fallon. Sunday started off slow, then a storm blew in. Thanks to internet weather reports on mobile devices our volunteers were able to get under cover. July 4 was better, so much so that the food supplies ran out.

Jim Hann announced the annual photograph of chapter members who attend Oshkosh. He suggests noon on Thursday, July 12, at the Chapter House. Several people will camp at 12th and Sunset. Art Zemon plans to be at North 40.

Art has also completed the nametags and brought them to the ARC.

Following the business portion of the meeting Dr. Charles Miller gave a video presentation. He flew C-47s in the Pacific Theater of WWII and gave an account of his experiences. He belonged to a troop carrier squadron, and his missions began near Australia and ultimately brought him to Japan.

Rick Ray, the Public Information Officer of the local CAF also gave a presentation, including a video and an overview of the group. Afterwards several of us toured the facilities.

Super Hornet For Sale

"Super Hornet". They were made in Ramona CA but the company has gone out of business because of the economy. They let me build the plane myself in the factory with their equipment and help. I flew it from CA to KSET. It cruises at 110 mph with over 3 hrs of fuel on board and can hold a 492 pound payload with full tanks (600 lb useful load). It has a lot of extras and would have cost over \$70,000.00 if made in the factory in 2007. I'm asking \$30,000.00. Some of its equipment:

- SUPER HORNET E-LSA
- 100 hp Rotax 912s
- Two 9 gal fuel tanks (18 gal total)
- Electric pitch trim on both front and back sticks
- Two storage areas
- Two GPSs
- Alt + AS both front and back
- Hot mike intercom
- VHF radio (ptt on sticks)
- Mode C transponder
- Position and strobe lights
- Side doors
- Extra large tundra tires
- Deluxe seat covers
- Electric flaps
- BRS chute
- EIS!

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Jeff McKee





Fellow Chapter 32 members and Friends;

Why do we want to fly? Have you ever wondered about that? I've often asked myself that question. For me, the answer is simple yet complex. The simple answer is that I enjoy it, whether riding as a passenger or as pilot in command. But there is a lot more to it than that. There is a sense of pride that goes along with handling a flying machine. It takes concentration and a lot of situational awareness to do it right. I've recently purchased a Taylorcraft, and look forward to not only flying it, but taking care of and improving my flying machine. In my last article, I mentioned that it was in Amarillo Texas, waiting for me to come and get it. Don Jonas and I did just that last month. It was quite an adventure. After not having flown in the left seat for over 28 years, it was a wonderful feeling to be doing that again. Don made the first couple take-offs and landings, and we gradually transitioned to my handling that chore during the trip. We had a few experiences I can relate to the chapter at the next meeting. Since then, I've been getting instruction with Bob Kraemer. As time goes by, I'm becoming much more comfortable with flying my little red plane. Why do we fly? I don't know but it sure does make me feel good.

Young Eagles flights are an important part of our chapter activities. We have had one event per month since April. August is no exception. We need pilots and ground crew to make these events successful. It's a really nice feeling to see how those kids enjoy their flights. Thanks in advance to all who participate. During the Young Eagle events, we also serve BBQ and have some social fun. Come on out and participate. You'll have a good time.

AirVenture 2011 was held during the last week of July. There were many Chapter 32 members in attendance. Volunteers are necessary at the Fly-in, and our chapter was well represented. Thanks to everyone who gave their time to help make the world's greatest aviation event what it is today. Nice job. To some, it was a way of giving something back. To others, it was an opportunity to learn. I know one chapter member who's all spun up about building a BD-4C. He is looking to sell his plane and dive into the building process. Go for it, dude. For me, it was a search to find a company specializing in aircraft interiors. I want to install a new interior in my 1946 BC12-D. Mission accomplished. Still on everyone's to-do list was see what's new or unique at Oshkosh this year. I saw planes I never thought I'd see. In my brief two day visit, I saw many WWII types, including Mustangs, a Focke Wolf 190

President's Corner

by Dave Doherty

replica, Dauntless, Curtiss Helldiver (SB2C, the only one in the world that's flying), P-40's, P-38s, B-25, B-26, and a whole lot of planes, too numerous to mention. And Fifi, the B-29 was there this year. What a magnificent aircraft. I wish I could have spent more time there. The daily air shows brought the best talent in the country. I missed the Saturday night air show, and if it was anything like last year's, it was spectacular (*IT WAS, but I'm not sure if those were airplanes or mosquitoes flying around my tent! - ed.*).

At the time of this writing, I'm working on lining up a guest speaker for our meeting. Hopefully we'll have a member of the Sailplane Society to give a presentation about flying planes that use the winds aloft and not engines or motors to stay up.

Chapter 64 has asked for our help with the EAA Ford Tri-motor visit to St. Lois Downtown Airport where they are hosting the tour stop. I'll talk about this at our meeting. EAA 64 has asked all the chapters in the area to come together and make this a combined event. I have promised participation from our chapter. It will be held during the weekend of Sept 23 – 25. This could be a first step in creating a more unified organization of aviation groups in our area. Together, we're much stronger than as individual groups.

At the last Saturday of this month, we're honoring Naval Aviation with the movie "FLIGHT COMMAND". It was made in 1938, and showcases the state of technology in naval aircraft just a few years prior to the start of WWII. The country knew war was looking to be inevitable at the time, and this type of movie was very popular. Starring in the movie is Robert Young (who was the infallible Dr. Kildare later in his career), Ruth Hussey, and Walter Pidgeon. Red Skelton is also in this movie as a Naval Air Cadet. If you haven't seen this movie yet, here's your chance to see it on the big screen. There are some very nice flying scenes with the Grumman F3F-2 planes. Also, we'll be showing the next several episodes of the "ZOMBIES of the STRATOSPHERE" serial with the rocket man and Martian invaders. Will the Earth survive? Come and find out...

Thanks for participating in our chapter. Together with the other area chapters and aviation organizations, we are the Spirit of Aviation in St. Louis. United we stand. Let's make it all it can be.

Dave Doherty

August's Movie Event

Flight Command (1940)

A rookie flyer, Ensign Alan Drake (Robert Taylor), joins the famous Hellcats Squadron right out of flight school in Pensacola. He doesn't make a great first impression when he is forced to ditch his airplane and parachute to safety when he arrives at the base but is unable to land due to heavy fog. On his first day on the job, his poor shooting skills results in the Hellcats losing an air combat competition. His fellow pilots accept him anyway but they think he's crossed the line when they erroneously conclude that while their CO Billy Gray (Walter Pidgeon) is away, Drake has an affair with his wife Lorna (Ruth Hussey). Drake is now an outcast and is prepared to resign from the Navy but his extreme heroism in saving Billy Gray's life turns things around.

Watch for Red Skelton in a (probably serious) role as Lieutenant "Mugger" Martin.

Dinner and social hour – 6:00 PM

Movie Starts at 7:00 PM more or less



Our Newest Chapter Pilot

Jeff Stephenson

Thanks everyone for the congratulatory notes and the well wishes! It was a great morning and I had a ton of fun flying by myself!

It started like almost all recent lessons. A pre-flight inspection in the early dawn hour and taxi out to the runway probably around 6:30am. Nick, my CFI, was fairly quiet after the run-up and taxi onto 18. We took off in calm winds at the surface and a slight wind from the west aloft. Once on downwind Nick became very quiet as I talked my way into throttling down, turning base, and then final. I maintained airspeed with pitch and glide slope with power.

I noticed I was a little low as I turned to base but I added throttle as needed and made the pitch changes to keep airspeed steady. Nick remained quiet until touchdown when he exclaimed "Purr-fect--give me two more of those and I am out of here." With two more landings more or less just like the first one, Nick was true to his word and hopped out at the approach end of 18 before lap #4.

The first solo take off on 18 was a breeze. I got up and turned crosswind just like I normally do at 900 feet altitude. Then I realized that I was way early on my typical ground markings. I climbed much more quickly than I expected even though I expected to climb faster without Nick in the airplane. I throttled down much more than normal and I still got up to 1300 feet. Normally, I level off at 1200 feet pattern altitude. I made the corrections I needed to make once on downwind, and I was able to start the final descent just like I normally do. I only needed the first notch of flaps and I made all of the needed corrections on base and final to nail a good landing on the first try. Nick gave me the go ahead to do two more solo laps. When I told him about hitting the traffic pattern marks early, he reminded me to climb to 1200 instead of 900 before turning crosswind.

With the exception of extending the initial climb to 1200 instead of 900 feet, the second lap was a repeat of the first. I made a nice landing with no problems. On the third lap, I once again climbed too high before leveling off. I throttled down to 4000 rpm instead of the normal 4500 to help get back down to 1200 feet. Then I started all of the steps to descend for landing. On the base turn, I noticed I was still way too high. I went to a second notch of flaps and then the third notch before realizing that I needed to throttle down from 4000 to 3500 or so. Once I realized my "mistake" I easily corrected it on base and was in good position for a good landing.



I gave Nick my camera before the solo and he shot some video of my first take off and landing approach. Then he switched to his camera phone to shoot video of my second and third landings. I have not yet seen the video of those landings. I already uploaded the video from my camera to Facebook. Nick took the official picture of me in front of N407EV after I got out of the airplane back at the St. Charles

Flying Service hangar, and then they cut the shirt-tail. I guess I need another EAA 32 T-shirt--that was the shirt that got cut!

It was a long time coming and I sometimes wondered if it would happen, but boy I am glad I stuck it out. Now I need to get that cross country and checkride off the to do list! Thanks again to everyone who supported me in any way--and that includes EVERYONE at EAA 32! Thanks again!

Learning As We Go

“Oshkosh 2011”

by mr. bill

It has been stated, “That one picture is worth a thousand words.” OSHKOSH 2011 left us all with thousands of beautiful pictures in our minds. If you have never been to Oshkosh, Wisconsin during the last week of July, the events can barely be described. It IS an overdose of aviation.

The 2011 EAA AirVenture Oshkosh theme was the 100th anniversary of Naval Aviation. So taking to the skies was in celebration was a SB2C Helldiver and F/A-18F Super Hornet in awesome formation.

On the ramp during the week long extravaganza was the one and only old school Boeing B-29 Bomber with the latest Boeing aircraft the Boeing 787 doing flybys overhead.



Boeing B-29 bomber resting on the ramp after a busy day!

Everyone visiting Kid Venture this year are first met by the Baker's (Tom, Jim, and Michael...three generations of the family volunteering) P-51 Mustang Model which has been a regular for the past several years at Oshkosh. Inside the Kid Venture hangar was the Young Eagles Flight Education program and the Airframe & Powerplant Education areas which were just filled with future aviators working on their ground school and mechanic's skills.

Outside the Kid Venture hangar are the Bell 47 helicopter rides and new this year, Zeppelin Airship rides.

There were many “thank you” tributes to some of our great aviators that occurred this year. The Space Shuttle Astronauts were congratulated for their space missions that recently came to an end.

The great aerobatic showman, Mr. Robert “Bob” Hoover was saluted. If you think about it Mr. Hoover must be “great” because he is still alive. Many airshow people are no longer with us.

The designer of countless aircraft, Burt Rutan, was honored both with words and by the people who loved his designs. They brought out their Rutan aircraft. The Varri-viggen, Vari-eze, Long Eze, Defiant, Boomerang, Catbird, and the smallest, the Quickie with its 22 hp Onan engine that flies at a 105 miles per hour! There was also a Beechcraft (Rutan) Starship that flew in from the left coast to honor the man.

There is something for everyone. My group of Volksplane I and II builders knew the original Volksplane I was somewhere hidden in one of the many buildings at Oshkosh. A friend told me about some posters being sold in the overstock area. I walked there Monday afternoon to see the stuff on display. In front of the building were displays of old engines for sale at \$2,500 dollars. A digital camera picture and a PowerPoint presentation is more in my budget. Looking in the back of this hangar at the other engines I saw the famous roll over bar of a Volksplane I. With patience (grasshopper) and kindness when everyone was away from the cashier, I asked to take pictures of the engines. Then Mr. Chuck said, “Hey there are more engines in back. Would you like pictures of those engines too??? Why yes sir! Walking right past the Volksplane I could see it was serial number 001. I had my Volksplane II shirt on and Mr. Chuck said, “Hey, this is the original Volksplane I. Do you want to take pictures of it?” Why yes sir! There I was face to face, photographing serial number 1! How cool. The boys signed their names and the date of the first flight on the rudder of this fine machine. Now it sits in the back of the hangar, waiting for a museum to claim it. I told the boys in the Volksplane group through e-mail where #001 was located at Oshkosh and they were able to visit with this small but precious piece of history. How cool!



Trans Western Airmail machine was the start to a company known as Trans World Airlines. That Indian Head Chief image was on the set of wings worn by the first TWA pilots.



Well, the only thing missing from this year EAA AirVenture Oshkosh was the FAA! While that sounds like a good thing, the many FAA booths were empty of people who were told, "Hey the government is going to shut down (maybe) and if it does we need to be prepared for that shut down now. So, no Oshkosh for the FAA, no volunteering, no hotels, and no stimulating that economy up there!" The booths were manned and womened by those who truly had vacation, cared for the programs, and drove themselves up there to present the programs that they were originally assigned to do. Now that is dedication. In fact, to make this whole EAA AirVenture-Oshkosh thing happen takes hours of volunteering, and dedication from many folks. I do thank you all for that hard work and effort.

A sad moment was when Mr. Tom Poberezny stated that he was going to totally, and officially retire on July 31, 2011 from EAA. Thank you Mr. Tom for all your air shows and all your volunteering. All the things you did that no one will ever know you did to make the great aviation gathering, AirVenture Oshkosh happen all these years.

Project for Sale

Zenair Zodiac CH601 HDS. The S stands for tapered speed wing. It's a 2 place side-by-side, all metal, low wing tail dragger kit fabricated in Mexico, Mo. It uses approximately 8500 aircraft quality 1/8 and 3/16 pop rivets for construction. All welding and bending has been done at the factory. Kit includes all parts except engine, instruments, engine cowling and upholstery. Construction is approximately 50% complete. Feel free to contact me if you have any questions or want to see the aircraft.

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Check out our fantastic Web Pages at
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 While you're there, take time to join the
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