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# EAA Chapter 32 News

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

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**June, 2012**

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## **Our first (successful) Young Eagles Rally of the year, May 2012**



**In a complete reversal of our usual YE rallies, we had way more pilots, planes, and ground crew than kids. See inside for the complete story.**

**You'll be welcome at the EAA Chapter 32 meeting this month! Be at the ARC at 10:00 am on June 16, 2012.**

# May Meeting Minutes

Dave Deweese



May's meeting began with the Pledge, Dave Doherty presiding.

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

No new members or visitors attended this month (outside of our guest speaker).

Old business: The building needs some cleanup, especially considering our upcoming open house.

Paper copies of the new chapter roster are available, they're also available online, or you can email [president@eaa32.org](mailto:president@eaa32.org).

Our next YE event, including Rod Hightower, will be held on June 9. We need to spread the word.

Today we're selling food in conjunction with CAF's car show.

Last month's movie was the Blue Max, due to overlap with Memorial Day we won't have a movie this month. June 30 will be our next movie, the title not yet determined.

Women With Wings are holding an airplane wash at the Mount Vernon airport on June 2.

June 16 is our fly-in/open house. We'll start with a pancake breakfast and serve lunch later on. We'd also like to hold a flour drop. Chapter's also having an open house the same day.

We'll need volunteers for our July 4 fundraiser in O'Fallon.

For our August meeting we're trying to arrange a fly-out to Silver Creek.

Bob Dooley has been working on the gravel driveway. Bill Wehmeyer sprayed herbicide on the pathway, proven by the yellow patch to the north of the ARC. He has discovered an existing surface, though it's covered by a layer of dirt and vegetation. Because of this we won't need as much material previously thought. The plan now includes using a "soil sterilizer" that prevents grass from growing through for about three years.

With no new business, we moved and ajourned the meeting. Following was a presentation by Mr. Gene Adam regarding cockpit evolution, specifically in the military arena. After this we headed outside to serve lunch to car show participants.

## Safety Tip of the Month

**With the on set of warmer weather and extreme heat, be especially aware of density altitude!! This phenomenon can result in a longer take off run, and with a fully loaded aircraft this can spell disaster.**

**So many accidents result in a non awareness, and not checking the load of the airplane with the density altitude at the time of departure. In addition to longer take off rolls, climb performance is also impaired. If there are obstacles at the end of the runway, you may become airborne only to discover you cannot climb at a sufficient rate to clear these obstacles. Know the difference between best rate and best angle of climb.**

*Bob Kraemer*

MOVIE AT THE ARC  
EAA Chapter 32  
Proudly Presents for June:  
**RED TAILS**

**Italy, 1944. As the war takes its toll on Allied forces in Europe, a squadron of black pilots known as the Tuskegee Airmen are finally given the chance to prove themselves in the sky - even as they battle discrimination on the ground. It's a tribute to the unsung heroes who rose above extraordinary challenges and ultimately soared into history.**

*Don't miss seeing this one on the big screen! The social hour and pot-luck dinner starts around 6:30 PM on Saturday June 23. The movie will start at or around 7:30 PM.*







Fellow Aviation enthusiasts,

Be prepared. This is the motto of the Boy Scouts. It's also a good thing to do, and can save you from all kinds of bad things. I was reminded of this just last weekend. Here's what gave me cause to think about preparedness when it comes to flying; Saturday, June 2 was the day of a plane wash fundraiser by the local chapter of Women With Wings. I volunteered to go to Mount Vernon and help wash planes Saturday morning. It's not a long trip, nothing could go wrong, right? Nope. A lot of things could go wrong. They say bad outcomes are a combination of events, none of which seem major, that all add up to catastrophe.

I got to the airport a little late and found I didn't have a current St. Louis Sectional map. I figured I'll pick one up when I fuel my plane this morning. So after a thorough preflight inspection, I hooked up my radio and GPS (haven't used the GPS in a long time since I was flying local and practicing my flying skills). I started my plane and taxied it over to 'fill er up'. To my dismay, the pumps weren't open yet. I had to wait a few minutes until they opened, which made me a little later than planned. This was OK though, I wasn't rushed. Once I picked up the sectional, I planned my first real cross-country flight in about a year, making sure I didn't cross into improper airspace on the way to MVN. I had some trouble finding MVN on my GPS. However, there is a nav aid near the airport, and I was able to find that, so I entered that as the destination.

I started the plane, did the pre-flight checklist and took off. Everything seemed fine. I was finally on my way. I was being careful not to intrude into the STL Class B space, as it stood in the way. My GPS showed the boundaries, and I was staying outside their airspace. Then a weird thing happened. As I progressed, the map wasn't moving as I thought it should, and I soon flew beyond the display. I started fiddling with the various buttons on the GPS, but wasn't having much luck. This distracted my attention and as I looked out, I noticed there were several small planes, all near my altitude. We were all separated with enough distance and on various headings, but I didn't like the fact that I'd been devoting too much attention to my GPS. I felt uncomfortable with the trip, and decided it would be better to return to base and learn more about my equipment prior to having to rely on it. I wasn't prepared.

The cross-country flight was aborted and I returned to base. The lesson I relearned is to thoroughly prepare for a flight before you go. It's better to be safe and not create a hazard to others by dividing your attention into too many things. After I relearn my equipment, I'll try another cross-country. I'll be better prepared next time.

## President's Corner

by Dave Doherty

Summer arrives this month. Weather is more and more conducive for fun and flying. Our chapter has a lot of activities lined up over the next month or so. If you haven't been out to our facility at St. Charles County Airport (SMARTT Field) lately, you're missing out. Things are improving. Lately, a crew of several people have been quietly working on completing the path from the hangar door on the north end of our building to the ramp. It should be completed this month. Come take a look. We should be able to get planes in and out of the ARC much easier in the future. Our flagpole is now lit at night, and the American Flag waves proudly 24/7. The lawn around the ARC is being kept nicely, thanks to our volunteers. There is a lot of activity going on:

June 9 is our Young Eagles event. It's a special one. Fellow Chapter 32 member, EAA CEO and Chairman of the Board Rod Hightower has set time aside to be there. This is a golden opportunity for people in the area to meet him. He's a busy man, and it's a rare opportunity. I wonder which plane he'll be flying in with. We need volunteers at this event. We need pilots, ground crew, administration volunteers, and more. Please participate in this event. We can put you to work doing something you'd like to do, or just come and enjoy the activity.

June 16 is our open house and first fly-in. If you have a plane or project that's easily transported, we'd like to see it. Fly-ins are encouraged. We should have lots of fun...

June 23 is Movie Night at the ARC. This month, the movie is going to be RED TAILS. There will be a social hour and pot-luck dinner starting around 6:30 PM. The movie will start at or around 7:30 PM. Don't miss out on seeing this one on the big screen.

The first week of July is a very active one for our chapter. July 3 & 4 is the O'Fallon Heritage Fest. EAA32 will again have our food booth fundraising activity there. The fair opens on the 3<sup>rd</sup> at 5:00 PM. Unlike last year, the fair lasts only two days. Fireworks will be on the 3<sup>rd</sup> & 4<sup>th</sup>. Our Chapter food booth will be open and serving our usual manner of food. On the 4<sup>th</sup>, we'll open at noon and stay open until after the fireworks display. We desperately need volunteers for this fundraiser. It's one of our biggest fundraising activities of the year, and helps pay for improvements like those mentioned above. Please come out and help our chapter.

There will also be an air show at the Downtown St. Louis Riverfront. On the 3<sup>rd</sup> & 4<sup>th</sup> of July. Our EAA B-17 Foundation's "Aluminum Overcast" will be participating in it this year. ***Our chapter will be hosting the B-17 at St. Louis Downtown Airport July 3<sup>rd</sup> and 4<sup>th</sup>.***

On the evening of the 4<sup>th</sup>, the B-17 will move over to Spirit of St. Louis Airport for some recurrent training and activities on their schedule. **EAA CHAPTER 32 WILL BE HOSTING A TOUR STOP JULY 6, 7, & 8.** This is what we'd been hoping for! With a weekend stop here, we would like to make this a big media event, and fill the flight schedule. We also need help with this activity. I urge our members to pitch in and help make this tour stop one of the better ones in St. Louis. On July 9, the B-17 will go to its next stop in Madison, WI. There will be six open seats available to our chapter for that flight. The Chapter 32 Board of Directors will select people to fill those seats from a list of members interested in going.

Please come to our June 16 meeting/Fly-in/Open house at our EAA Aviation Resource Center located at St. Charles County Airport – Smartt Field (KSET). Meeting time is 10:00 AM sharp. We have a lot of work to do and need our members to help out. Volunteers are needed to get the word out about our chapter.

The next meeting for the By-Laws committee will be Thursday, June 14 at the ARC, 7:00 PM. This has been an ongoing project, and we're nearing completion of the first draft.

Your chapter officers all appreciate all the help from our members to keep our chapter strong. Let's keep it up. On the way, we will have a lot of fun. What could be better than spending a few hours with 40 – 50 of your closest friends?

*Blue Skies to all,*

*Dave Doherty*

## Editor's Corner

### Rant of the month:

#### "Just because it's legal doesn't make it right"

- In West Virginia it is legal to beat your wife so long as it is done in public on Sunday, on the courthouse steps.
- In Fort Madison, Iowa the fire department is required to practice fire fighting for fifteen minutes before attending a fire.
- Also in Iowa you may shoot Native Americans if there are more than five of them on your property at any one time.
- In the United States, you are not required to possess OR USE a radio while flying at a non-towered airport.

Do you sense a pattern here? Above are a few things that are perfectly legal but may not end well for you or others (Native Americans, for example, would probably not take kindly to being shot at if they're hanging out in your front yard).

It is this writer's personal opinion that flying ANYWHERE without communicating your position and intentions is stupid and irresponsible because fatal consequences to yourself and/or someone else could result. In my relatively short tenure at Smartt Field I have encountered at least three different individuals who apparently think it's fine and dandy to fly an airplane all over the place without letting others know what they're up to. Radios don't weigh 57 lbs any more, nor do they cost thousands of dollars. A brand-new handheld transceiver can be had for under \$300.00, and I'm sure there are plenty of good used ones even cheaper than that (I have one). I know several people who use such a radio as their primary communication device; no electrical system necessary. For better reception just connect it to an outside antenna, plug in your headset, and you're good to go.

I can't believe these folks have never been exposed to the concept of cluing other pilots in on their whereabouts so as to help prevent a midair collision. Do they WANT to die? Do they WANT to kill US? We know how hard it can be to see another airplane against ground clutter even when you know one is there. My most recent experience was approaching the airport while the CAMOUFLAGED Cub stealth aircraft was in the pattern. After making a traffic inquiry I was apprised of his movements by a kind soul who was already in the pattern. I usually delay my pattern entry until another airplane is well ahead of me, but this time I was able to turn downwind ahead of him because I saw him and knew I was faster. If I didn't know someone was on downwind, I may not have seen him in the normal course of things.

Flying is dangerous enough without adding to the stress by sneaking around observing radio silence. Can we possibly get the word out to one and all?

# Learning As We Go

## “Life on the Other Side of the Cockpit Door”

by mr. bill

I finished my trip in Los Angeles, California (LAX) at 10:00 P.M. on Saturday night of Memorial Day weekend. I was scheduled to deadhead back to St. Louis, MO the next day, Sunday evening. (I get a nice comfy seat in the back of the airplane for my return flight to St. Louis due to the Memorial Day weekend holiday schedule.) I instead had a master plan to take the all night flight, often called a red eye, from LAX to ORD (Chicago, Illinois) that very night leaving at 11:20 P.M. to attend a family gathering with my sisters in Milwaukee, Wisconsin. We arrived in LAX on schedule and I gathered my stuff and walked 50 feet to the next gate which had the all “nighters” Chicago flight. I previously requested a First Class seat so I could settle in and get some rest on the flight. Remember it is now 1:20 A.M. on my central time zone watch! Well all went well as we closed up the Boeing 737-800 and taxied for takeoff and as soon as we passed through 10,000 feet I leaned back the seat and I was gone sleeping. At 10,000 feet in the descent the number 1 flight attendant leaned over to me and ripped me for not helping in the fight that erupted in first class. What? I was so gone after flying 7.5 hours and jumping on this “all-nighters,” I did not plan to be a referee! Sorry!

Getting off the airplane I walked over to the flight bag room, dropped off my crew kit, and found the ORD to (MKE) Milwaukee gate which had one of the old Embraer EMB-145 jets I flew for American Eagle. It was good to see the beast again and the Captain asked if I wanted to jump in the First Officers seat. I did and I was very glad for my current BIG seat in the McDonnell Douglas MD-80. The flight was a quick 15 minutes to cover the 90 miles from Chicago to Milwaukee. After landing I gather my stuff and waited for the brother in laws to scoop me up.

A great time was had remembering the old days on the south side of Chicago! I learned a lot about what happened with my sisters while I was off at college!

Well, the return trip was another Embraer from MKE to ORD and then a MD-80 from ORD to STL. What could go wrong? Well first it is Monday (Memorial Day) when EVERYONE is trying to get back home. So I get to MKE and wait across from the American Eagle gate which is where United Express has their flight leaving

for ORD. The United flight is delayed. Then as the American Eagle flight arrives 10 minutes late, there is a big push to get everyone OFF and then put the new people ON. On your marks, get set, ... “Ladies and Gentlemen, the United Express flight from MKE to ORD is canceled! So go to the counter, pick up your luggage, and JUST DRIVE TO ORD! It is only an hour drive!” The United passengers came unglued and I was standing right there in my American uniform, and out came the comments about you stupid people, your airlines, and blah, blah blah! I was asked what **I** was going to do for these people now! I quickly moved to the American Eagle boarding area and we all boarded the full flight to ORD! Next situation is the 45 minutes I had between flights has now been cut to 30 minutes. Well, we get out quickly from MKE and we are on our way to ORD. A quick nap in the “junior jet” when there is a big commotion in the back lavatory! We are on short final and someone is stuck in the lavatory! The male flight attendant in the front of the Embraer Jet signals me to take action. I have 30 seconds. Well the Keystone Kops routine started when I would unlock the door which turns off the light and as I would go to slide it open the door was quickly closed again by the passenger that was inside! This light goes back on in the lavatory with the door closed! I finally yell, **STEP BACK AND DO NOT TOUCH ANYTHING!**

Now the male flight attendant is back with me and we finally get the door unlocked and open. Oh no! With the flight attendant out of his seat the captain had to do a go around! Darn! My 30 minutes is shrinking fast!

The “hey I am stuck in the lavatory guy” was a six foot six, 300 pound guy, who once he was back in his seat that was right behind me, tells me that I was the reason the captain did the go around. I was NOT in my seat. Just smile at him Bill! We finally land and everyone tells this guy what they really think about him and we deplane!

OK! Got my roller board suitcase and the Embraer captain thanked me for trying to remedy the lavatory situation. I asked if we were good, he said, “Oh yeah man, we’re good! Thanks man!”

Here we go! Oops! Gotta go by the flight crew bag room so I can pick up my flight case that I left there just yesterday! Well, my airline brothers in Chicago decided to take my flight bag (Jeppesens, operations manual and Minimum Equipment List (MEL) book and “store” my bag all the way in the back on the top shelf. That kind of happens when your flight bag has a 314 area code on the bag. I think they do not like the former TWA pilots.

OK again! Bags in hand I run to the flight. All right it is 30 minutes late and everyone will get on. Hey there is a former TWA buddy who is flying cargo for Cathay Pacific out of ORD now. He still lives in STL. So how is it going! He just came off a 10 day, around the world trip in his Boeing 747-400. It was O.K. Yeah it gets old after awhile! We take off and go west to Alaska and stay there for 24 hours. Then take off and fly to Hong Kong and stay there for 24 hours. Then Dubai. Then Germany.

Then London. Then New York-JFK. Then ORD-Chicago. Wow! He finally states that he would rather stay in the US of A and deal with four time zones than all 27.

Oh well! What a 48 hour time of fun and frolic! Life on the other side of the cockpit door!

Q? How many Certified Flight Instructors are in the US of A? 96,000

“The probability of survival is equal to the angle of arrival!”

## Notes from Don

- We are hoping to set up a fabric covering seminar or classes later this year. Due to material cost and preparation items we may have to charge a small fee to cover items such as frames to cover and materials. I would like to keep this no more than \$20-\$30 for members. It should include basic covering as well as rib stitching. Fellow chapter members will teach this. How many people would be interested?
- We have a number of members who are proficient at MIG and to some degree TIG welding. Please contact Don Doherty on helping with other members learning to weld.
- Volunteers are needed to help grass cutting once a month. During active growing season the grass needs to be cut once a week. During the dry season this sometimes drops to every two to three weeks. Volunteers need to be checked out on the mower. Cutting time takes about 1.5-2 hrs. Right now we have 2 or three people and need a couple more that are reliable. I would like to spend some of my weekends flying instead of cutting the ARC grass.

Don 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!

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