

# ✈ EAA CHAPTER 32 NEWS ✈

Jim Bower, Editor

**August, 2003**

**DON'T MISS THE AUGUST MEETING...SUNDAY THE 24TH AT 2:00 PM**



**The annual rogue's gallery photo has arrived! Hopefully everybody in the chapter who made it to Oshkosh got in this picture. Your friendly editor is even in there somewhere.**

Does anybody recognize this helicopter? See inside for the story of a major aircraft company's foray into rotary wing manufacture.



**INFORMATION HOTLINE**

**314-286-9932**

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

# **June Meeting Report**

## **(Shamelessly stolen from the web page - thanks, Laura!)**

### **PLEDGE OF ALLEGIANCE**

### **WELCOME NEW MEMBERS**

### **SHEET METAL WORKSHOP**

Jim Bower thanked everyone that helped and attended the Builder's Workshop for Sheet Metal. Everyone seemed to go away happy and we raised over \$200 after expenses for the chapter.

### **ARC**

The restrooms are working. After the Sheet Metal Workshop, one member returned to find the lights on at the ARC and the doors unlocked. It was recommended that a closing check list be posted for those using the building.

### **MUSTANG II**

Gale Derosier asked for anyone interested in working on the Mustang II to sign on the list. Workdates will be arranged around people's schedules.

### **FAA MEETINGS**

Ted Boerding reported about the FAA Meeting he attended about the proposed changes in the St. Louis Lambert airspace due to the airport expansion. Most of the talk seemed to be surrounding the commercial aircraft landing at Lambert. Ted talked to Greg Barnett of the FAA and said that Barnett would be willing to talk to our chapter as well as other aviation groups when there is more information regarding general aviation airports.

### **CHAPTER 32 OPEN HOUSE**

Chapter 32 will host an Open House for the ARC next year, the tentative date of May 15th or 16th 2004. More information to follow.

The meeting adjoined for barbecue.

## **Fun Stuff Department**

Your friendly editor took this photo at a southern California airport many, many years ago. In case you can't read this bird's name, it is "The Bodacious Thunderchicken". I have always enjoyed that name, and wonder if any of you aviation gurus out there know what type of aircraft it is painted on.



## **Fund Raiser**

I just received the 2004 Entertainment books. The selling cost this year is \$22.00 each.

**SPECIAL:** First 140 books purchased **INCLUDE** a **FREE** 2003 book. These are good through the end of October. This is really interesting because if you go to Shop & Save and use the \$20 worth of coupons in the 2003 book for groceries, and then use the \$20 in the 2004 book, you actually **MAKE** \$18.00 **PROFIT** for yourself.

I don't know if they will extend the offer to more than the first 140 books, but will check Monday to find out.

We will have these books at next Saturdays workday at the ARC, and will also have them for the meeting on the 24th. I've already sold 10 and Gale Derosier took 10 with him to sell. As an example, if each of the 100 members bought only 10 books, we would **NET** \$10,000.00 **PROFIT** for the Chapter. Each person would get **ALL** their money back, **PLUS** they would **MAKE** \$180.00 in Shop & Save coupons. I'm sure it won't happen, but would be an easy, **FREE** way to make \$10 **GRAND** for the Chapter.

These are an excellent profit maker for the Chapter. We make \$5.00 per book sold at the 140 level. Hopefully people will understand they can **MAKE MONEY** for **THEMSELVES** by simply buying the books and going to Shop & Save; this in addition to using the other coupons for additional savings.

Members/visitors can contact me at 314-423-5058 or see me at the meeting to purchase books.

***Ron Wright***

## **Mustang II Project**

Now that Oshkosh is over many of you may want to get in on building an airplane yourself. The Mustang II project that we have sitting in our new A.R.C. is quite a ways from being finished. A lot of firsthand knowledge could be learned from being a part of this. We had a sign up sheet at the June meeting and got 10 interested parties. If anyone else would like to participate in building the Mustang II please call Gale Derosier at 636-928-0574. You must let me know before the next meeting which is on the 24th of August. We need to pick an evening when we can have a meeting to map out our procedures. Anyone working on the project must be at our procedure meeting. I will take a poll on the majority's availability.

***Gale Derosier***  
***EAA Ch32***  
***Treasurer***

# Learning As We Go

mr. bill

Oshkosh 2003 was a great one. Some razzle dazzle! Some golden oldies! Some very interesting facts! The “mr. bill” clan arrived Monday at noon, breezing through the check-in process swiping that VISA/MC card for \$350 (Two Adults/Two kids, Week long camping and show passes and a program). Several years back they ONLY accepted checks or cash! We then set up the tent in Camp Scholler for a Volksplane I flyer who would be flying in from Dallas, Texas. Also some furloughed pilots (more on them next month) were going to drift up later in the week and use the other half of the tent. Our check-in at the FAIRFIELD INN, yearly room went quick and soon we were back on the sacred grounds of Oshkosh. Within the first mile of walking the Baker Boys, Tom, Dennis, and Michael, and father-in-law Ron were seen checking out the sights. Kudos were exchanged and off to the aircraft display center. The center piece on display was the Airbus A300-600ST “Beluga” Transporter with a little French Cri-Cri airplane underneath it. The Cri-Cri was dubbed the smallest multi-engine aircraft in the world. (Two, one cylinder engines with one spark plug each. Back in the 1970’s this thing flew inverted down the airshow flight line!!!)

## HIGHLIGHTS OF OSHKOSH:

In Mondays Oshkosh NORTHWESTERN newspaper I read about the “off beat speakers” like Ken Blackburn and his paper airplanes.

The “**Bravest Man**” award went to Jim Bede who was on the flight line mingling with the BEDE 4 boys and their airplanes. He was not wearing a Kevlar vest either.

The “**Smartest Man**” award went to some guy named Richard VanGrunsven who flew a new RV-10 prototype airplane in and also brought an aircraft cabin mockup of the RV-10. WOW!!! With the pilot sitting in his seat I was able to easily slide in and sit down in the rear passenger seat. I could NOT touch the back of the pilots seat with my arm because of the roominess of the back seat!!!

Tuesday the “**Flatten Bottom**” award was given to Keith Schindler, Volksplane I driver who flew from Dallas to Ottumwa, Iowa stopping for weather. Then Tuesday morning flew from Iowa to Oshkosh at the rip roaring speed of 80 miles per hour. 1800 miles round trip!?!

Wednesday, Paul H. Poberezny received the key to the city of Oshkosh.

Thursday, “mrs. bill” made a wood rib at the woodworkers workshop. A thirty step walk over to the fabric booth refreshed our minds on the sewing knots involved in the fabric work. Now let’s finish that Volksplane II project before.....200?

**Newsletter Deadline:** *The deadline for submitting articles, pictures, want-ads, etc. is two weeks prior to our regular general meeting. Please submit these items to the newsletter editor via e-mail (jimbower@hotmail.com), snail-mail (10350 Toelle Ln. St. Louis, MO 63137), or phone (314-869-8971).*

Friday, was the day for the yearly walk to the end of the flight line. Again, the last row was # 159. At row # 138 there was an official looking sign that read **FOND DU LAC CITY LIMITS**. Row # 159 is about one quarter mile south of runway 18/36. Fact: from row # 159 walking up 18/36, turning left (west) to parallel runway 9/27, then walking around the threshold of runway 09 and then walking east on the north side of 09/27 to the threshold of runway 27 is 5.3 miles of airplanes!!! WOW!!! Along the way I viewed the “Golden Oldies.” Several people pulled their gems out and flew them to OSH. Several early 1950’s Cessna’s were on display. Three Aeronca FC (Tri-gear) Champs, (I will write about how this little plane busted up an EAA chapter next month.) Several Quickie Q-2’s, Model A powered Pietyenpols, Wittman Tailwinds, two Sikorsky S-39s (High wing sea plane with two radial engines). There were even FIVE Tri-motor’s in the air flying at one time. Only at Oshkosh!!!

Saturday, Vince Morris was (golf) carting around several P.O.P People. This is a group of people who wear a VOLUNTEER vest and walk up and down the rows of aircraft protecting our planes from the airshow attendees.

Sunday, at the Flight Advisor/Technical Counselor breakfast I was again asked, “Where are all the young guys in aviation?” I wish I knew. Tom Poberezny came and chatted with us for 5 minutes. Is Aviation Dead? No, he replied. Cirrus Aviation builders of the SR-20 and SR-22 just sold 51 aircraft in the month of July. Thirteen of the 51 aircraft were sold at EAA Air Venture. As of July 31, Van’s aircraft sold 70 (Seventy) RV-10 aircraft kits at EAA Air Venture 2003!!! We were reminded that the EAA organization is “MEMBERS HELPING MEMBERS”. Helping those looking for answers. There are 1232 Technical Counselors in EAA. There are 550 Flight Advisors. The accident rate on first flights is 1.4 % when done without using the FREE services of an EAA Flight Advisor. When using a Flight Advisor the rate on first flights is .14%. EAA people do make a difference!

Sadly, the Wright-Hughes H-1B did not make it home to Oregon. To see this plane in all its glory on the ramp and to be able to talk with and shake hands with its builder and snap some pictures was awesome. That is truly Oshkosh. You can talk “to the man” and get to ask him anything. Then several days later, the plane and the man are no longer with us.

I have read the e-mails about Oshkosh. The costs. The lines. The this and that. If it was not for the dream then who would do anything. Oshkosh is an overdose of aviation that starts warming my blood in January after the holidays are over. As I flip through the old EAA magazines I get dreaming about OSH. Can I finish the airplane? Will I? Two weeks prior to OSH I am making my list and checking it twice for the things I want and need to learn. I come back home from OSH and “feel depleted and recharged all at the same time.” Retired Captain Jim Cone after settling into his retirement home **HAD** to go back to what he was doing while he was employed. Jim ordered and received his RV-7 kit the week of OSH. While I was walking the flight line talking to Jim on my cell phone he is telling me how he just finished the tail surfaces and he **WILL** be flying to OSH next year. It is in the blood. Maybe its a birth defect.

# The Cessna Ch-1 Helicopter

Based on an article written by Steve Remington, CollectAir

In 1952, heavier-than-air development was less than a half-century old, and successful helicopter designs had only been around fifteen years or so. That year, design and construction started on the all-but-forgotten CH-1 helicopter at Cessna's Pawnee plant in Wichita, Kansas. The CH-1 never was a commercial or military success, and its history is generally spurned and forgotten today by Cessna, almost as if it had never existed in the first place. Only one known remaining example of this machine is buried away in deep, dusty, poorly lighted storage in the U.S. Army Aviation Museum at Fort Rucker, Alabama.



Charles Seibel **was** the Cessna helicopter program, coming to Cessna via Bell, Boeing, and, later, his own company. In March of 1952, Cessna bought Seibel's company (including his original design which eventually became the CH-1). The CH-1 displayed some airplane characteristics: engine in front, cabin seating behind in a streamlined, low profile fuselage, and, in general, a sleek, (for those times) non-helicopter appearance. The forward engine location had advantages such as maintenance accessibility, cabin visibility and c.g. control (payload carried near the c.g.). A drawback was what to do with the exhaust, a complication that plagued the design throughout its brief life and spawned numerous "solutions", none of which were really successful. Exhaust exited under the helicopter with little noise attenuation. Lacking hearing protection, test personnel stated that the noise "...felt like someone sticking needles in our ears!" The engine-in-front configuration was certainly not unique; having been used very successfully by Sikorsky on the S-55 and S-58, and the Russian Mi-4 "Hound", where the heavy reciprocating engine was in front and the payload located on the c.g. However, the radial engines used on these helicopters permitted the exhaust gas to be collected and exhausted at a convenient location, thus avoiding grass burning and carbon monoxide contamination in the cockpit. Additionally, the nice looking airplane-style fuselage resulted in a tail boom volume that was much too large in hover flight and required aerodynamic solutions to overcome.

The test bed skeleton of the CH-1 first hovered in July of 1953 and the prototype CH-1, N5156, was tested at the Prospect plant, making its first flight in 1954. N5156 had a Continental FSO-470 engine rated at 260 h.p. at 3200 rpm equipped with a belt driven supercharger and belt driven cooling fans. (It should be mentioned here that Cessna was using Continental engines exclusively at this time - the company would not even consider a flat Lycoming engine. However, an airplane with a Lycoming engine was always lurking in the experimental hangar reportedly just to keep Continental on their toes. The CH-1 was going to have a Continental engine no matter what else was available.)

In September 1955, N5156 set some impressive high-altitude performance records. Now certificated, the machine landed, hovered and took off from Pike's Peak, Colorado (an elevation of 14,110 feet) with two and three people on board; the first helicopter ever to do so. These flights were conducted with a representative from the U.S. Army to demonstrate the CH-1's amazing altitude performance capabilities, said performance totally missing from the Army's fleet at the time, not to mention aircraft in civilian use.

Work began on the CH-1B during 1955, representing a design change aimed at the military. Cessna was awarded a \$1.1 million Army contract to build ten units, designated as the YH-41 Seneca, for military evaluation purposes. The well-used prototype, N5156, was then painted in Army colors. Photos depicting this as the newly ordered Army YH-41 helicopter were released and used into 1957 for advertising and promotional purposes linked to the military evaluation order.

The evaluation machines were manufactured at Cessna with the first delivery to Edwards Air Force Base for preliminary testing in September of 1957 following acceptance flying. Unfortunately, the Army evaluation tests did not result in any further military contracts. All Army YH-41s were subsequently either scrapped or repurchased by Cessna in the 1960s with the single aforementioned exception being retained as a museum piece.



**CONTINUED**

The ongoing effort to improve the design resulted in the Cessna CH-1C, dubbed the Skyhook. This model eventually became the civilian production version, and sold for just under \$80,000.00. In comparison, a Bell Model 47 Ranger was \$10,000.00 cheaper, but did not have the same performance of the Skyhook, and its passenger seating arrangements were not as conventional. An instrument variant of the CH-1C was equipped with additional stability devices and licensed by the FAA for instrument flight. Thus, the CH-1 was the first helicopter ever to receive IFR certification and the only one, to this day, to be qualified for instrument flight without an autopilot installation or the need for electronic stabilization. The instrument program was aimed solely at a still-hoped-for military version because no real market existed for a light, civilian instrument rated helicopter. As before, no military contracts materialized and no civilian models were IFR equipped.

By December 1960, over 70 Skyhook demonstrations were given to various operators and government agencies. Existing Cessna airplane dealers were tapped for sales and servicing, despite the fact that helicopters were unfamiliar products for most Cessna dealerships.

“Flying” magazine’s May 1961 issue carried a significant pilot report article on the Skyhook. The article was well timed to appear just prior to first deliveries scheduled for June/July of the 1962 model year Skyhook. A CH-1C was featured at the Cessna Dealers All-Model Show in June 1961. New Skyhooks started showing up at dealers and distributors in the fall of 1961. Cessna reported twenty-three CH-1Cs were sold mostly in 1962. The Skyhook was presented at the 1962 Helicopter Association of America convention with two CH-1s giving demonstrations. As 1962 was coming to an end, Cessna announced the new CH-1D model for 1963. This new model incorporated improvements, but was not available at the annual sales meeting in October.

In December 1962, Cessna made the decision to kill the helicopter program entirely. Possible reasons were accumulated problems, poor timing, looming turbine-powered competition, lack of sales, a poor fit in the Cessna company, loss of any potential military sales, or maybe conflicting attitudes in management. Whatever the reasons, chairman of the board Dwane Wallace made the announcement in January 1963. All existing CH-1s in the field were bought back by Cessna in order to eliminate any ongoing servicing support. The returned Skyhooks were scrapped along with unsold inventory. This was the end of the line for the Cessna helicopter - a rather ignominious way for a record setter to die.

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## **Treasurer's Report**

The B-17 hosting did very well. \$3,250.00 was raised through rides and B-17 merchandise sales. This project is our largest fundraiser, and a great BIG THANKS goes to all the people that worked on it. The current status of our funds is as follows: Checking account balance is \$5,101.45 and the Hangar Fund is at \$5856.44. With having our full blown OCCUPANCY now we will continue to finish the inside.

***Gale Derosier***

***EAA Ch32 Treasurer***



# Oshkosh 2003 - Impressions on a Whirlwind Tour

Jim Bower

Skylane driver Chris Erkmann and your friendly editor launched from Spirit airport at 0430 on Saturday August 2. After a fine 3-hour flight (eat your hearts out you ground-pounders), the intrepid duo arrived at Oshkosh and almost immediately set off for the festivities.



**Skylane N3216Y and my tent...**

First, I quenched my appetite at the Warbird Cafe. (Geez, I'd been up since 2:45 that morning for cripe's sake!) Breakfast was good, and a couple of my friends said it looked better than the one they had earlier. Early in the agenda was my appearance at the Chapter photo. If you study it closely, you will spy a fat guy in a green shirt and hat standing behind the web designer's child. Prior to that, I got to check out the RV parking area (no, not Winnebagos, the OTHER RV). Workmanship in that area - as no doubt in others - ranged from the ridiculous to the sublime. One RV in particular reminded me of one of my favorite sayings: "nobody is so worthless that they can't serve as a bad example". I even videotaped some of the more egregious aspects of this sad little bird for a future article.

Walking around and visiting the folks with whom I have dealt with over the internet, snail-mail, or telephone was the next fun thing to do. I even touched base with those Canadian engine folks and talked about taxes. Saturday evening I had a couple of cold ones and a great dinner with the guys at Friar Tuck's, then off to beddie-bye. Sunday was more of the same with the added thrill of an afternoon thunderstorm that nearly kept us there another night. Luckily, we got out a scant 10 minutes before the field closed! Despite diverting out west to avoid nastiness, we only added about 20 minutes to our enroute time. What a great way to get to a great event! Thanks again to Chris and N3216Y for all the good times! By the way, as you're reading this, N3216Y is getting a new paint job...not that she needs it!

**There were lots of things  
for kids to see at  
Oshkosh this year (even  
for the big kid in the  
back)!**



## A "Win - Win" Situation For Fundraising (AGAIN...Youse Guys Aren't Paying Attention!)

Donna Bower, also known as Jim Bower's Wife, works for a relatively new office supply company, Universal Business Supply. A group of 25 employees, each with an average experience of 21 years, broke away from "Corporate" life and returned to the "Family-owned" life of excellent service: where the Customer is the most important of all. But does that mean that they don't have low prices? Answer: **Absolutely not!!** Their prices are guaranteed lower than the national chains: Office Depot, Office Max, Sam's, etc. Here is the win-win: Universal Business Supply will rebate, to EAA Chapter 32, 1% of the total annual sales of any company who begins ordering from UBS as a result of a lead given by a Chapter 32 member. For example, if Bill Doherty's company Xtra Lease and Jim Bower's company NetEffects were not existing accounts, 1% of last years sales to those two companies would have resulted in a 2002 rebate of \$534.

To be eligible for this offer, either give the introduction, or simply complete the form below and give UBS the name of the person responsible for purchasing office products. We will make the call, enter EAA under the account, and they will be tallied in for the donation check at the end of the year. We hope you are as excited about this partnership as we are!!! Remember, any company you suggest will be accepted, so the more participation the larger the rebate.

If you have any questions, call Donna Bower at 314 869-8971.

EAA member name: \_\_\_\_\_

EAA member phone #: \_\_\_\_\_

Company

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone #: \_\_\_\_\_ Approx. # of employees: \_\_\_\_\_

I want to be involved: \_\_\_\_\_

I wish to remain anonymous: \_\_\_\_\_

**Fax to: Donna Bower**

**314-298-7952**

# **Are Turbines Ruining Aviation?**

Submitted by Al Donaldson

We gotta get rid of these turbines, they are ruining aviation. We need to go back to big round engines. Anybody can start a turbine, you just need to move a switch from "OFF" to "START", and remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse, and style. On some planes, the pilots aren't even allowed to do it. Turbines start by whining for a while, then give a small ladylike poot and start whining louder. Round engines give a satisfying rattle-rattle click-click. BANG, more rattles, another BANG, a big macho fart or two, more clicks a lot of smoke and finally a serious low pitched roar. We like that...it's a guy thing.

When you start a round engine your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan; useful but hardly exciting. Turbines don't break often enough, leading to aircrew boredom, complacency, and inattention. A round engine at speed looks and sounds like it's going to blow at any minute. This helps concentrate the mind. Turbines don't have enough control levers to keep a pilot's attention. There is nothing to fiddle with during long flights. Turbines smell like a Boy Scout camp full of Coleman lanterns. Round engined airplanes smell like God intended flying machines to smell.....Oh-oh! I think I hear the nurse coming down the hall. I gotta go.

***-Ex Round Engine Driver***

## **Calendar of Events**

Sunday, August 24<sup>th</sup>, 1pm Executive Committee Meeting

Sunday, August 24<sup>th</sup> 2pm – General Chapter Meeting

Saturday, August 30<sup>th</sup>, St. Louis Fair and Air Show, Spirit of St. Louis Airport, Chesterfield

Sunday, August 31<sup>st</sup>, St. Louis Fair and Air Show, Spirit of St. Louis Airport, Chesterfield

Monday, September 1<sup>st</sup>, St. Louis Fair and Air Show, Spirit of St. Louis Airport, Chesterfield

Saturday September 13<sup>th</sup> Young Eagles Smartt Field

Sunday, September 28<sup>th</sup>, 2pm General Chapter Meeting

# Officers and Committees

Board Member At Large  
Board Member At Large  
Community Liaison  
Community Liaison  
Education  
Executive Committee  
Executive Committee  
Executive Committee Chmn.  
Facilities & Ops.  
Flight Advisor  
Flight Advisor  
Flight Advisor  
Flying Start Coordinator  
Hangar  
Library  
Membership Committee  
Newsletter Editor  
President  
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Scholarship  
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Tech Counselor  
Tech Counselor  
Tech Counselor  
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Treasurer  
Vice President  
Web Designer  
Young Eagles

Dave Domeier  
Bill Jagust  
Phil Kitchen  
Bill Jagust  
Karla Zigaitis  
Bill Jagust  
Tom Baker  
Doug Killebrew  
Doug Killebrew  
Al Donaldson  
Bill Jagust  
K.Z. Zigaitis  
Chris Erkmann  
Ken Blackburn  
Bill Jagust  
Gary Liming  
Jim Bower  
Stan Crocker  
Al Donaldson

Laura Million  
Tom Baker  
Jerry Geiger  
Bob Jude  
Gale Derosier  
K.Z. Zigaitis  
Ted Boerding  
Gale Derosier  
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Laura Million  
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