



EAA CHAPTER 32 NEWS

Jim Bower, Editor



January, 2009

Happy New Year!

You don't want to miss the January meeting on the 25th. We will have the final vote on a new meeting day and time.



See the article later in this issue to find out whose twisted imagination created the MiG and Pontiac GTO in front of the ARC.

MEETING DATE/TIME CHANGE

This month we will take the final vote on a bylaw change to determine the most popular meeting date/time alternative to the 4th Sunday of each month at 2:00 pm. The three choices are below. If you have already marked the ballot we sent to you in December but haven't mailed it, bring it to the January meeting.

When should we hold our meetings?

- ☐ **No change - leave it as-is**
- ☐ **Third Saturday at 10:00 am**
- ☐ **Third Sunday at 2:00 pm**

Ernie Buzard Goes West

For those of you who don't know, longtime Chapter 32 member Ernie Buzard passed away on December 15, most likely from a heart attack. His memorial service was held on December 20. Ernie was a reliable fixture at the ARC during lawn-cutting activities and always kept us in the loop as to the weekly happenings (and what was left turned on or unlocked).

He had made some significant progress on a Cavalier aircraft project which is now in the ARC. The Cavalier is of wood construction and is in line to be a new chapter project.

Ernie will be missed by one and all.

For Sale

Damaged (fully Aerobatic) Single place Aircraft for Sale

Stits Playboy

No damage from cockpit aft
One wing minor damage
85hp Continental Engine

Rebuild time estimated 500 hrs
Call 314-567-1452, ask for Bob

Learning As We Go

20 and 9,000

mr. bill

Time flies when you are having fun! I DO FLY FOR FOOD!

We can fly to 65 years of age now! This one hurt the young guys who were waiting for the old guys to leave at 60!

The company E-mail stated that my presence was requested by the Chief Pilot. Was I in trouble? No. The Chief Pilot is a great guy whose door is always open for anyone to walk in and chat with. Usually we talk about little airplane stuff. He just had the family Cessna 170 painted in the original paint scheme and Dave was showing me pictures during my last visit. "See I had the venturi tubes (vacuum creating device on the side of the front fuselage) chromed along with the steps going into the airplane!"

Cool, Dave!

This time I was visiting the Chief Pilot to receive a letter from the American Airlines President of Flight Operations thanking me for my 20 years of...ahhh hard work...ahhh my good landings...

Well, the title was 20 & 2 - 9,000 with the latter being 9,000 hours flown in twenty years. Wow! I remember arriving in St. Louis, MO January 19, 1989 and finding the airline apartment

and getting settled for my 6 weeks of ground school to become a Flight Engineer (FE) on the Boeing 727. Flight engineer time is not counted in the flight time category. (I have 2,697 hours at the FE panel but who's counting?). You are not flying the airplane but "you are a Captain in training." Sitting at the FE panel, the systems nerve center, the flight engineer constantly monitors the aircraft systems watching for stray electrons, looking for a fuel tank imbalance or a light bulb that may have burned out. Actually the big job

was controlling the temperature for the mature lady flight attendants in the back of the airplane's cabin. The joke was if you told the FE to change the temperature you had to tell him your age and if you were experiencing menopause too! Usually ten minutes later the call from the cabin was that it is now too warm. The flight engineer reward was a crew meal. I feel like I did well in those days just like today. The average male gains three pounds per year. When I was hired on at TWA I weighed 160 pounds and now I tip the scales at 175. Maybe that is what the doctor meant when he told me I was below average.

After one year at the FE panel the copilot upgrade came and the dream of flying for a major airline was achieved. I enjoyed the FE experience because I was still getting

acclimated to daytime flying after 3.5 years of night freight flying. All was well for 3 months in the copilot seat of the Douglas DC-9 until Desert Storm one had the oil industry on its back heels and that put pilots on the street and mr. bill back at the FE panel for another two years. Still working but feeling like a stagecoach driver sitting behind two horses' derrières. No



mr. bill being thanked for 20 years of hard work at TWA/AA

complaints! Best and easiest job I have had.

Well, twenty years later oil is still a concern, we all have a little grey hair, and this airline industry is a daily changing rascal, but for some, there still is a retirement plan and good wages and great benefits. Sure bets working for a living!

Collections

by Dave Deweese

Last time I mentioned the mighty F-4, which reminds me of its Viet Nam foe, the Mig-21. They've got an example of each at the excellent air museum in San Diego and it's striking to see the difference in size. I never get tired of documentary interviews with pilots of the time explaining the strategies involved when battling such different birds. Over the past few years surplus examples of the Mig have shown up in private hands, inspiring fantasies of actually owning a supersonic jet fighter, and the lines of this bird have grown on me. As a kid I wasn't a big fan. Any jet with the inlet front and center appeared antiquated so I ignored it in favor of the Phantom and its successor, the F-15 Eagle.

A Mig-21 existed in my collection of small die cast planes. These were the airplane equivalent of Hot Wheels or Matchbox cars and trucks, and as such were properly sized to fit in a boy's pocket and accompany him on the various dull errands parents are always thinking up. As we rode around in the family car I held one up to the window and imagined buzzing St. Charles at low altitude. My only gripe concerning these toys was the scale issue: a WWI biplane was similar in size to a jet airliner, and to a little airplane nerd like me that was just not right. A good compromise was to group your planes into types that seemed to match each other more appropriately.

Christmas 2008 is now fading into memory, though I distinctly remember the December when I received a toy airport for these birds that folded up into something like a suitcase. It was the biggest box under the tree that year at Grandma's house. My Mig did not enjoy as many takeoffs and landings as the LearJet, or the big green fighter that was based on nothing in real life: as with coffee or asparagus it would take decades to learn to appreciate it. The automobiles of the late fifties and sixties did not appeal to younger Dave, either, though now they far outshine the nondescript cars of the present. If my funds were unlimited I'd drive a '66 Pontiac GTO to my Mig-21's hangar, conveniently

located at the ARC. (It would have been quicker and looked better to have drawn this, I just wanted to see how my old toys looked at my new clubhouse.)

The miniature airplane collection languished in a closet at Mom and Dad's, and for years my fleet seemed lost for good, as if they'd flown off into the Bermuda Triangle never to return. When they turned up again I could not resist bringing my old friends to a new home. I'm not sure the Russian fighter's color scheme is scale, however, but with so many examples built for so many nations it's a pretty safe bet that somebody painted at least one blue. Some old hobby tools have moved as well. The faithful X-Acto knives and saws that served



so well on model planes work perfectly on 1/32" birch ply and 1/4" spruce capstrip.

The knife got quite a workout over a number of past weekends, producing wing rib gussets, though now it can rest: all 782 are complete. As a boy I collected marbles, Hot Wheels, toy dinosaurs, but as far as numbers go my new gusset collection is second in size only to the big box of Lego bricks. The planes, however, seem most appropriate posing here with numbered wooden trap-ezoids. One milestone down, lots more to go. The next step is to cut a set of capstrips to use as templates for the rest, leading to a stick collection, and that will combine with the gussets to create a wing rib collection.



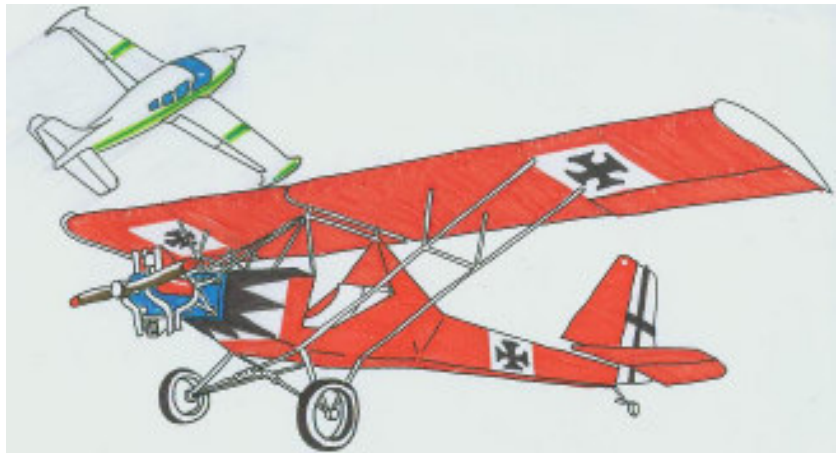
It's resolution time, and for 2009 I resolve to build up the skills collection. Since balsa models did not require fabricating 4130 I never learned that skill. Our own Steve Morse has already emailed some advice on this topic and the chapter may provide some instruction this year, so that resolution will be easy to keep. An equally important skill in these days of tight budgets is called "scrounging." When the Double Eagle designer estimates the cost of his bird he qualifies this with "depending on your scrounging ability." I look forward to bragging on my thriftiness and cleverness when this project is done, and who knows? Maybe someday I'll be teaching a class at Chapter 32 on this very topic.

Here's the latest color scheme, once again it's an old favorite: the flashy and familiar Red Baron design. Notice the DE is not alone. In last year's chapter roster Ernie Buzard listed a Cavalier as his project plane, so I located an example on the Internet, and included it here in his honor. If you look up

"Cavalier 102.5" on Google you can view some examples, having never seen Ernie's plane this is a guess. It's a rather attractive design, the windshield, windows, and tip tanks reminding me of low wing monoplanes I admired in the early seventies. Evidently this plane is built of wood rather than metal, however, and seems to have a number of fans on the internet.

Until next time, Happy Contrails.

(Do335)Dave



Young Eagle Committee Meets Again

The newly-formed Young Eagle committee met on January 3, 2009 in the pilot's lounge (airport office). Members in attendance were Laura Million, Rick May, Bill Jagust, Gale Derosier, and Jim Bower. The meeting's main purpose was to agree on what dates we will hold Young Eagle rallies in 2009. The tentative schedule is as follows:

April 25 at the ARC - American Heritage Girls

May 9 at Washington, MO - Janet's kids

June 13 at the ARC - International Young Eagle Day

September 12 at the ARC - Silver Swallows

September 26 at St. Louis Regional - Alton Open House

October 17 at the ARC - "Just Because"... Young Eagles
and Old Crows

We spoke to airport director Tracy about the 2009 open house, but he didn't have a date in mind. This will be updated later on. If anybody wants to participate at a YE rally, please contact the coordinator, Jim Bower, at 314 869-8971.

Custom Jack for Low-Wing Aircraft

by Rick Galati

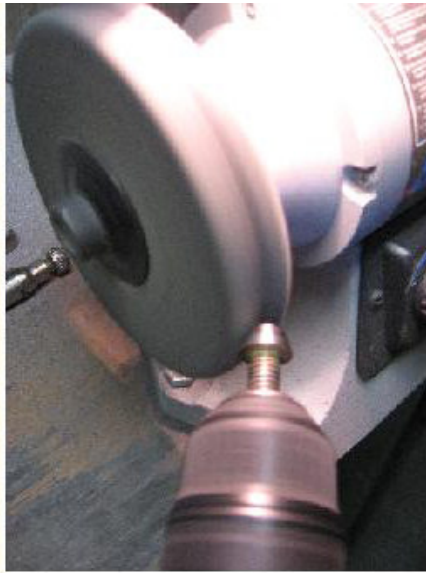
I cannot claim to have come up with this ingenious and INEXPENSIVE idea but I assembled a unique variation of this type wing jack over the past weekend. Because of the bitter cold weather of late and an unheated hangar to work within has no attraction for me, I assembled this wing jack over a day or two from the warmth and comfort of my home and its total cost came in at about \$60.

The heart of this inexpensive wing jack (designed to fit RVs but will work on most low wing airplanes), is a Harbor Freight 3 ton ram jack model #36468 that goes on sale from time to time for \$45. With a height range of 23" to 42-1/4" it is sure to work on most low wing airplanes. I picked mine up from the new store in St. Charles. From Home Depot I purchased a 2'X2'X3/4" piece of plywood, two 3-1/2" band clamps and one 10' stick of 1/2" electrical conduit. While some people fashion the ball using a 3/8"X16 cap socket screw, I chose to use a standard Van's steel wing tie down ring instead. I fashioned the ball joint portion on a bench sander and scotchbrite wheel while it was chucked to my spinning cordless drill.

When screwed into the bottom of the wing (replacing the tie down ring), it mates up with the socket machined out of the top of the ram jack. Some builders simply drill a shallow hole into the top of the jack using a 5/16" drill bit but I wanted an improved ball/socket so I used a rotary ball file to enhance the fit.



Construction Details



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 CALL THIS NUMBER FOR INFORMATION ABOUT
 UPCOMING EVENTS



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

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