



EAA CHAPTER 32 NEWS



Jim Bower, Editor

September, 2006

We hope to see all of you on Sunday, September 24 at 1:00 (potluck bbq) and/or 2:00 (meeting).



Can you see the TWO dipsticks in this picture?

EAA Chapter 32 Meeting Minutes

August 27, 2006

(Thanks to Dave DeWeese)

Karsten opened the meeting with the pledge. Leo Lang, our AOPA liaison, asked for time at the September meeting to discuss some issues.

Tim Boos, a visiting EAA member from chapter 427 in Jefferson City, introduced himself to the group. He works as an ATC at Columbia Regional, and uses his convenient central location as a jumping off point for visiting chapters in St. Louis and Kansas City.

Several new members also introduced themselves. Mike Piccirilli is working on an RV-6A. Jose Narvaez is a familiar face, having flown Young Eagles for us in the past. Mike Gray, accompanied by his daughter Hannah, has also officially joined up.

With the County Fair and Air Show pending, Ernie put out the call for post-show trailer loaders.

Jerry Geiger joined us and brought a new tool for the collection: a tube beader. It is now available for check-out at the ARC.

Jim Hahn gave the Treasurer's report. He is looking into a new bank for the chapter's funds, possibly St. John's, that will allow on-line bill paying.

George reminded us of the Young Eagles and Ozark Silver Swallows event in September. Regarding Young Eagles events, EAA chapter 864 in Bethalto will have an event on September 30th, with the airport providing gas to Young Eagles pilots. There will also be a car show and chili cook-off.

Ron and Gary reported the biggest order yet of food coupons and a profit of around \$200 for the month.

Gale announced that we are still awaiting official word from HQ regarding B17 results, although we know it was a financial success, yielding approximately \$1,300 before counting merchandise and extra rides sold.

Ron thanked the chapter for assistance he's received on his RV-6A project and announced an open invitation for anyone who might like to come and help out in his hangar at Spirit.

Vince reported on the ceremony for Bill Blake at the memorial wall at Oshkosh. Gale added that he'll be receiving a DVD of the event that he'll pass on to Martha. Copies are available, and Bill Doherty made a motion to buy a copy for the chapter, seconded by Gale.

An announcement was made regarding Al Donaldson, whose wife is in a nursing home with terminal cancer. The prognosis is uncertain, so please keep them in your thoughts and prayers.

The meeting closed at 2:35, followed by Brent Robbins who made a presentation to the group on turbine powerplants. Thanks to all our intrepid members that lugged the chapter's very own jet engine from the hangar to the ARC for our inspection.

Spray System for Sale

Turbine HVLP paint system. Includes four tips/needles. \$250.00 OBO.

314 869-8971 or 314 750-1613 **Jim Bower**

More Good Stuff for Sale

Lancair 320 (Reduced Price)



All good things must come to an end. A truism that applies to every aircraft ownership. It is with great reluctance that I am offering my Lancair 320 for sale in the hopes that I can find a good home for her. Health considerations and the impracticality of owning an aircraft that is not flown a lot has forced me to make this decision.

Particulars are:

Lancair 320, 1994, 474 TTAF, 474 TTSN, GPS, autopilot, MT constant speed prop, automatic fuel transfer, voice gear warning, always hangared, \$69K

636-946-2282. bobjude@charter.net

Bob Jude

Bushby Mustang II

190 hrs. since new in 2000; powered by Chevy 4.3L V6. 200+ HP with Belted Air Power PSRU. Dual ignition except for plugs. Warp Drive ground adjustable prop, Cruise 170 mph @ 6.7 gph on auto fuel. Icom flip-flop, alt encoding xponder, long range fuel tanks, completely soundproofed and upholstered interior \$52,500

636-724-4735 Gale Derosier



Veri Eze Project



The engine is a Continental c-90, with new bearings, rings, reworked 0-200 cylinders, gaskets, starter, and generator. It needs magnetos and final assembly by either the buyer or a certified tech. The plane has a Long Eze landing gear, airbrakes, electric aileron trim, manual elevator trim, and engine cowling. All controls are installed. If you have any further questions please contact me at 618-488-7471 (Sorento. IL).

Lou Cotton (father of Laurie from Kilroy's)

September, 2006

Learning As We Go

"Some Good, Some Bad, Some Sad"

SOME GOOD

EAA 32 presence was strong this year with Troy and da' boy's camping a block away from the Da' Chicago South Siders at their 12th and Sunset Street camping spot of 15 years. Jim Ha brought a new pop up camper for him, his Dad and teenager Wade. Paul Smith was a few rows East with his VW pop up camper.

Day time weather was great with good rains at night. The area had been short several inches of rainfall. The "we haven't had rain for weeks" statement was the kiss of death. It rained on the Beach Boys Concert Monday. It rained on the fire Tuesday night until 0500 on Wednesday morning.

Tuesday morning the Space Ship One (SS1) replica was presented to the EAA AirVenture museum. Tom Poberezney mentioned how low key and confident the SS1 group of guys and gals were with this project. Tom chuckled because three hours after Mike Melville took SS1 into space and returned to earth; Mike, Burt, and the boys were sitting in the local Pizza Hut talking about the morning events when the waitress asked, "Where did you guys fly today?" "We flew into space!" "Yeah! Right! Whatta you want on your pizza boys?"

New this year at the Vette's Seaplane base was a pontoon boat tour for \$2.00 that motored through the back area where the seaplanes were tied down. Then the boat traveled out into the open water so one could watch the take-offs and landings. We hit a busy time because there were five floatplanes waiting for take off and three landed while the tour trolled along. Cool! Lucky number 7 of the Blue Angels was out on static display ramp. He later actually took off to fly to Dayton, Ohio for the Dayton Airshow and then flew back to Oshkosh later that afternoon. On Thursday, the boys, #1, #2, #3, and #7 flew over low, and west to east, unannounced and it was great. Another flyby over the Oshkosh crowd and they were off to Dayton, Ohio again to perform in that airshow. Everyone is feeling the fuel crunch.

SOME BAD

Wednesday night the Volksplane Yahoo group was to meet at Fazoli's. I arrived early so I could eat and then talk shop with the boys. While eating dinner a man at the next table leaned over after seeing my EAA Chapter 32 logo shirt and proceeded to rip our chapter for not talking to him when he flew his vintage airplane to one of our meetings. He said he walked around the facility and no one said anything to him so he took his airplane

mr.bill

and went home. I was told to fix that problem! I said yes sir!

I was later ripped in the public Volksplane Yahoo group by the Volksplane dinner organizer for "not doing as you were told to do! You obviously went to the wrong Fazoli's!" I was there. He, the VP dinner organizer, decided to wear an L-39 jet hat (to show off that he flew the jet) instead of his VP hat so no one knew who the lead man was hosting this dinner. In the public yahoo group it was written that "You are NOT the sharpest tool in the shed!" Man, I thought Oshkosh and these yahoo group chat rooms were supposed to be a fun and a educational gathering. I see why people get mad and walk away. Where's the love???

MORE GOOD

Well, the next morning was great at the Flight Advisors/ Technical Counselors (congratulations Rick G) Breakfast chat with Dick Rutan as the guest speaker. Mr. Rutan praised our military men and women as heroes protecting our country. He touched on the Rocket powered Eze he test flew, only in ground effect the night before it was trailered to, then flown at Oshkosh several years ago. "There are only two times it will blow up, when you first start the rocket engine, and the second time is when you shut it down." Knowing this Mr. Rutan sat in a truck behind a protective fire block wall until the "rocket scientists" did a test start and shutdown of the engine BEFORE his test flights. He told of one time when he saw fire out the back of the Eze and reached up to shut down the rocket engine switches (Switch one was labeled- LOUD. Switch two was labeled- LOUDER!) and NOTHING shutdown. "Oh well, I tried to turn it off and it did not stop so I got out and ran 100 yards waiting for it to quit or blow up. Looking back I realized I needed another 100 yards between me and the rocket so I started running again!"

THE SAD

We all may know by now a tragic incident occurred as aircraft were taxing out to leave the airshow. The pictures in the yahoo chat groups leave so many questions unanswered. The situation in Lexington, Kentucky has unanswered questions too! At the September chapter meeting I will have a little "safety and education" talk about situational awareness. I hope

y'all can be there to share with the group your insight and stories.

I also will touch on aircraft fabric work and have a few examples of the various stages of the covering process. Willie Wingless Wonder is in the A.R.C. Thank you guys and girrrls for having a great facility so I can assemble and rig the Volksplane II. Let me leave you with these thoughts.

ONE: Can we all remember where we are (situational awareness) and speak, write, and talk positive about each other. There are many positive things that do not get said because people are afraid that they are going to get ripped apart for their thoughts or questions.

TWO: We are losing people and airports. Possibly the airport in Festus, Missouri. Definitely the airport in Taylor, Missouri, west of Quincy. It IS turning into a horse riding ranch for handicapped kids. This has less liability than an airport guys?!? (Smartt Field riding ranch?!? Muni Manure Farms?) We must be friendly at every opportunity (Spirit Airshow-Young Eagles Events-Yahoo group) because it is a direct reflection of what OUR chapter is to the public.

THREE: Can we look into reducing the membership dues to this chapter so the financially challenged can join in? One man spoke of \$100 a year membership. We are a not-for-profit organization. We have some good fund raising work going on now (Thanks Ron B and Gary K and Amanda and others). We need to attract more people but also KEEP the ones we do have. Sorry for the soapbox speech but it is great when we are reading and writing about building airplanes and building people UP in this group. Not destroying airports and people's good name and their VOLUNTEER actions with this media.

We all need to say thank you to Smartt Field airport director Tracy Smith for the new parking lot at OUR EAA 32 Aviation Resource Center. I know the good people of Taylor, MO would love to have a facility like ours. Heck, they would love to have an airport!

HOW MANY PORTABLE TOILETS WERE ON THE GROUND AT OSHKOSH 2006?.....1,180

New Chapter 32 Technical Counselor

Rick Galati has qualified as an EAA Technical Counselor! For those of you who haven't met him yet, he is retired from more than 30 years of assembling fighters for McDonnell/McDonnell-Douglas/Boeing. Not satisfied with hanging around pestering his wife Linda, Rick completed and flew Darla, his RV-6A. (Rick and Darla can be seen at Chapter 32 meetings when the weather is good.)

Rick has long owned a 1966 Cessna 150 that he restored over the years to factory-new condition. He recently completed a firewall-forward restoration, including overhauling the O-200 engine.

For some reason, Rick is now building a Van's RV-8A, but Linda won't let him buy any more sub-kits until he sells the C-150. Any buyers out there?

Rick has been lending his expertise to Chapter 32 builders for many years, but will now officially do so as a Tech Counselor.

Congratulations, Rick!

Words and pictures by Dave Deweese



NORTHROP F-5
(RED STARS = RUSSIAN)



There she is accompanied by the image on the box she came in. (No I didn't save the box, but someone on EBay did.) The cowl and prop are lost to history, as is the starboard gear. The remaining wheel is reinforced in such a manner that it looks more like a Ryan or a Curtiss than a Cessna.

That 180, cornerstone of my aviation career, watched from the shelf as I built more plastic models, balsa flying machines, an r/c two, even some model rockets. Then I ran off to college and turned my back on airplane building for a time and the Cessna slept in mothballs until, more than a decade later, I came back to do some housecleaning for Dad. Come to think of it it couldn't have been more than a year or two later that I bumped into Mr. Bill at a presentation he did at the St. Louis Science Center and learned about EAA32. Coincidence? Conspiracy? Some sort of reawakened mystical energy from the past?

Of course the past is not far behind when I visit the ARC. How many of you drive north on 94? If so you go past the Orchard Farm campus where I went to school, Kindergarten through grade 12. I passed many an hour of boring teacher-talk honing the sublime art you see here by filling the margins of my notebooks with countless airplane doodles. Time has been kind, however: it's a far better thing to be an airplane nerd at the ARC than to be a garden-variety nerd in high school. Teachers and classmates who dismissed your magnificent obsession now replaced by a band of wiser companions who may go so far as to elect you to high office. Add to that the privilege of hanging out in the very embodiment of the ultimate clubhouse you dreamed of while building model airplanes on a basement workbench. Ah - life is sweet.

The last article included a link to a website that contained downloadable AutoCad drawings of some ultralight gliders, for free no less. In September the angels of providence lead us to another no-cost treasure: plans for the Texas Parasol, a single place machine, reportedly motivated by a VW or 2-stroke Rotax, and as the name suggests it's a high-wing monoplane.

<http://www.matronics.com/photoshare/cavelamb@earthlink.net.03.04.2006/> is where you'll find it, down towards the bottom of the page. Apparently this is a small plane, but the zip file you need to download is C-5 sized at over

400meg. Of course I had to give it a try and found it worth the wait, as the plans and drawings are making for an interesting read. After looking over some recent residents of the ARC, Dave M.'s Ridge Runner and Mr. Bill's Volksplane specifically, it's hard to deny the allure of a simple, low-cost flying machine.

As a footnote regarding my first era of flying machine manufacture, it ended just around the time that electric radio control models were starting to come into their own. Some web browsing and review of the grocery store magazine rack reveals that technological evolution over the past decade has significantly improved the breed. Now have a peek at a couple of web sites:



<http://marksp paragliding pages.com/index.php?action=news&newsid=190>, and http://www.airenergy.de/html/index_english.html. Looks like some clever folks out there are applying these ideas to full-size aircraft. If the news has you worried that the fuel will be all gone (or prohibitively expensive) by the time your bird is built just look at these pages and imagine where we'll be in another five or ten years. Don't let the mass media doomsayers grind you down: there's plenty of good stuff to look forward to.

Until the next meeting, keep the spark alive.

Dave

INFORMATION HOTLINE
314-286-9932
 CALL THIS NUMBER FOR INFORMATION ABOUT
 UPCOMING EVENTS

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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