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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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**October, 2014**

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## What is on YOUR bucket list?



**Somebody turned that Twin Cub into a boat! Will it even fly? Check out the great LAWG article by our own mr. bill to see just what the heck is going on in the back country of Maine.**

**We'll see YOU at the EAA Chapter 32 meeting.  
Be at the ARC at 10:00 am on October 18, 2014.**



Fellow Aviation Enthusiasts,

October is here, and our Young Eagles program has been very successful, all things considered. EAA Chapter 32 sent several people to the EAA Youth Academy in Oshkosh. One of the participants has decided to pursue aviation as a goal. Thus far, they've taken (and passed) their 3<sup>rd</sup> class physical. I'd like to get our Air Academy participants to discuss the events that transpired, and what they learned during their week at Whitman Field. Part of our charter is to promote aviation education, and Air Academy is a great way of satisfying this goal. Now we're looking for participants for next year.

At our October meeting, all nominees for the elected positions will be announced. Any chapter member wishing to be nominated will have the opportunity to do so. At the close of the meeting, opportunity for nominations will end. The Chapter 32 Election for the positions will be held at our November meeting. This year, Chapter President and Chapter Secretary will be elected to two year terms. Vice President and Treasurer will be elected to two year terms. Election of Chapter officials will be held during the November meeting.

St. Charles County Airport's Director, Mr. Dennis Wiss has been at Smartt Field for a year now. He's been quite active. Currently, he's working very hard on resolving the non-potable water issue at the airport. They have recently had plans approved and funds appropriated to put a new well and water treatment center in the administrative building. EAA32 has an opportunity to tap off the new water supply, and provide our facility with fresh drinkable water. From what I understand, the treatment center will also remove the iron oxide that discolors our sinks and toilets. I'm keeping in contact with our airport manager to move out on this opportunity. The current plan is for the well to be dug on EA32 leased land, just north of our sidewalk to the taxiway/ramp. From there, a trench will head west, then north to the admin building. Since the trench will be new, a feeder line to the ARC can be placed in it. Our group will be responsible for putting that feeder line in, and digging some trench from where the supply line turns north into our facility. I'm excited for our chapter to have this opportunity. Imagine, real drinkable water in our ARC from the tap.

## President's Corner

by Dave Doherty

Speaking of Smartt Field, there is a lot happening there this month. October 11 is our final Young Eagles Day this year. Last month, we flew 50 kids. October should be about the same. We need to staff this event adequately. We need not only volunteer pilots and ground crew, but greeters, ramp security, flight simulator volunteers, food staff, and more. Let's do what we can to make this a great experience and showcase what our chapter is about. Please, if you can, come out and help.

In addition to our Young Eagles event, the Cystic Fibrosis Foundation (CFF) will be holding a Cycle For Life event with bicyclists starting off in O'Fallon and riding 25, 50 and 100-mile routes, the farthest route going to Portage des Sioux and back. Smartt Field will be the turn-around point for the 50-milers and the halfway point for the 100-milers. The CAF has generously offered the use of their hangar for a ride-through tour. This type of event is perfect for helping us to get the word out about Smartt Field and all it has to offer. A cycling pass-through lane will be on the west side of the ramp, from the Skylink Aviation gate to the CAF. Cyclists will use this lane which will be roped off from the active ramp where our Young Eagles pilots load and unload their Eaglets. We'll need a little extra security to keep people safe from the cyclists. EAA32 has provided the Cystic Fibrosis Foundation a number of chapter brochures advertising what we do.

Our next meeting is October 20. Location is the same as last month, our EAA32 Aviation Resource Facility (ARC) located at St. Charles County Airport, (6410 Grafton Ferry Rd). A number of things will be on the agenda; Young Eagles, Airport update, reports on our Air Academy scholar, and the upcoming Smartt Field Open House, scheduled for a week later.

The Smartt Field Open House in Oct 27 features the annual St. Charles Flying Service sixth Annual Pumpkin Drop and Open House. This event has become a popular attraction, and usually makes the local evening news. Dozens of pilots participate, and hundreds of spectators come to the airport to watch the fun. The CAF Missouri Wing will participate with an open house and will have their aircraft and museum on display and open. CAF's B-25 does several passes over the target, and drops many pumpkins during those passes. It's a fun event.

While not directly participating in the pumpkin drop, many of our chapter members do fly and try their luck with hitting the target. Our chapter's involvement will be an open house at the Aviation Resource Center, and we'll be selling BBQ to spectators and participants as a fundraising event. A viewing area for the pumpkin drop will be in the grassy area just east of our building, and will be roped off to contain the spectators. Chapter volunteers are needed to meet, greet and talk aviation to the public at our facility, and to staff the BBQ activities. We'd like to have a number of our chapter's planes on display, so here's a request for our members to bring their planes over and show them off a little. We've also pledged to assist in keeping spectators on their side of the roped off area. If any of you chapter members have the time, we need you. The event lasts all day, so help will be greatly appreciated.

At the end of the day, the final Chapter 32 Movie at the ARC for 2013 will be shown. This month, it will be the movie "THE HUNTERS". See the ad elsewhere for more info. Prior to the movie being shown, we'll have a pot luck dinner and social hour. Bring a friend, come on over, and have some fun with us. It's a nice way to cap off a busy day.

Thanks to our Chapter 32 members for making our Chapter what it is today and in the future.

*Blue Skies,  
Dave Doherty*

## **Safety Tip of the Month**

This is a brief safety tip for proper operations| The following items must be on board your aircraft when you fly:

A- Aircraft Airworthiness certificate,  
R-radio license for operation in foreign countries,  
R - Registration certificate,  
O - aircraft operator's manual, and  
W - weight and balance.

In addition you must carry your pilot's certificate and a current class of medical for your type of operations, and a current flight review..

I know this is brief, but sometimes can be overlooked.

Also, remember to look out the window at all times, especially in the traffic pattern.

*Bob Kraemer*

# Uneventful

The story of my first ferry flight  
Chris Seto, 2014

**CONTINUED from last month...**

**When last we saw Chris and Geoff, they were about to depart beautiful upstate New York on their journey to the Midwest...**

Geoff called our departure on CTAF and I taxied the plane across the hold short line. With the plane lined up on the runway,

Geoff turned to me and asked me if I was really ready to do this. I was confident we had done everything we could to ensure the safety of this flight, so I smoothly advanced the throttle to fully forward. I watched as the airspeed came alive and as we accelerated, Geoff called that engine instruments

were in the green. Just past 60 mph indicated, I eased the yoke back and the airplane began to fly. As we came up to pattern altitude, Geoff vectored me south to clear KBUF (Buffalo) airspace and begin our on course heading.

Almost immediately, we found ourselves over the Lake Erie shoreline. As we flew along, the stress associated with planning this trip quickly dropped away. The sensation of finally having the airplane airborne was incredible. It reminded me of my first solo and I found myself greatly enjoying flying the plane while Geoff handled the radio and gave me occasional vectors. We were a little over an hour into the flight before the shoreline fell away from our right wingtip as we carved our way inland. A little over 2 hours later, and I called to Geoff that I had the runway in sight at KSGH (Springfield, Ohio). I was disappointed to have to land the plane so soon. To me, it didn't feel like three hours had passed.



With 9,000 feet of KSGH runway to play with, I decided I'd like to carry in extra airspeed and hold the airplane off without flaps. I had flown other PA28s enough to know that they sink fast when airspeed got too slow, and I wanted to avoid an excessively firm landing. This turned out to be a fine way to put the plane down, and we enjoyed a short break in KSGH. We had actually done so well on time coming from New York that we were able to get lunch at an actual sit down restaurant.

After lunch, we fueled the plane and got a weather briefing. We had long since left the overcast and had clear skies ahead. With Geoff sitting as pilot in command, we took off on the final leg toward KSET.

The last leg of the trip wasn't particularly exciting. I actually felt bad that I got neat scenery on my leg while poor Geoff was stuck with the flat, brown Midwest landscape. Time passed and we eventually found ourselves nearing a small rain shower just outside of St. Louis. With the help of flight watch, we found a route safely

around the storm. Shortly afterward, we were able to pick up KSET AWOS as the familiar sights of St. Louis came into view on the horizon. I finally felt like we were home when I had a visual on KSET. I reminded Geoff of my notes on landing the plane while we descended into the traffic pattern. Geoff made a near perfect touchdown and we shut the airplane down on the ramp.

It was hard to believe that only 24 hours ago we had left St. Louis. We had been through so much in such a short amount of time that it felt like we had been gone for much longer. To be honest, I never really thought that we'd make it back so quickly and with such little difficulty. The plane performed fantastically and although we didn't have clear blue skies the entire way, we never encountered weather that we couldn't easily divert around. As we drove away from the airport, I called my family and friends to tell them that I was back in St. Louis. When they asked how the trip went, I told them it was *uneventful*.



# August Meeting Minutes

Dave Deweese



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

We began by approving last month's minutes.

Visitors included Terry Patton, visiting with his wife Jessica, and sons Garret and Conner. (Another son, Aiden, was at a sleep-over.) They attended last week's YE event with a their sons and a group

of friends for a birthday party. Terry has a long-standing interest in aviation and his wife suggested getting involved. Jerry Davey has been a national member for a while and has decided to get involved in a local chapter.

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

Christmas bash is coming up 12/12 at the All Occasion Banquet Center. (Same place as last year.)

Last Saturday we flew 50 kids at our Young Eagles event with lots of pilots. So far we've only flown 159, not much fewer than last year. We had one event that was a washout and a few with sparse attendance. Rick will be away for our October event. Jackie Melugan will handle attendance. Taylor, Jackie's daughter, attended the academy and got to see Oshkosh. At 17 she's jumped in with both feet, has already gotten her 3rd class medical, and will start flight training soon.

Terry Patton had not yet heard of the annual Oshkosh convention, so we gave him and his family an overview. Ron Wright also let them know about Sun & Fun, "a laid back Oshkosh in Florida."

Elections are coming up next month for president and secretary. We have a candidate for each one: Dave Doherty and Dave Deweese respectively.

Hubert Looney bought the single wheel tug. Ron and Hubert spent a lot of time getting it running.

We've got the Fly Baby plan revisions and are inventorying to find what we do and don't have.

The airport has achieved all the permits and funding necessary to dig a well and run clean water into the administration building. We'll tap into this and run it to the ARC, and will need to pay for the pipe from there to here. The well will be near us, and the airport asked if we'd be willing to change our lease, at which point Dave was able to negotiate the tee at the administration building. Since they'll be digging a ditch we could put in our pipe at the same time.

Concerning leases, Ron Wright mentioned getting official claim on the tie downs near the ARC, so that we can get the income.

September 27 we'll show the original, Jimmy Steward Flight of the Phoenix for our monthly movie.

On October 11, the same day as our YE event, there will be a bike event. A part of the ramp will be roped off so that riders can pass through the airport. We'll need to monitor this space.

On the 4th Saturday of October is the annual St. Charles Flying Service Pumpkin Drop. We'll cook and sell food, and park some of our aircraft on the ramp for display.

Jim Bower had a hard drive crash and is rebuilding the roster. Let him know if you didn't get your mailed copy of the newsletter. (Or let him know if you don't need the paper copy; everyone with an email address receives the electronic version.)

Jeff's working on new member packets, we're also getting new t-shirts printed. We made a motion and seconded to provide jackets for lifetime members. We've awarded a few already to long-time members who've made significant contributions to the chapter. Dave will contact all our current lifetime members to get jacket sizes. Ron Wrights suggested a payment plan for the membership.

Bill Doherty had the food cards this month in Ron's absence.

# Magazine Maneuvers

Dave Deweese

After I'd started at Mizzou, and Dan was still attending Orchard Farm high school, he performed a brilliant maneuver. Using a driver's license, a money order, and a p.o. box, he secretly subscribed to Playboy magazine. Keep in mind that this was a time before the internet, when cable television and VHS were young technologies. Finding images of unclad women required strategy and determination.

Playboy was one member of a huge family of glossy periodicals that traveled by post, bringing full-color images and detailed descriptions of coveted objects and/or lifestyles. Hot Rod, Field & Stream, Guitar, Model Railroader, and many more inspired my generation.

A current favorite is Flying magazine. The airplanes documented within bear resemblance to the women of Playboy: seductively curvy and incredibly expensive to acquire and maintain. They're also not for beginners. As a not-yet-pilot, reading a professional's review of a high-end single, turboprop, or bizjet makes one feel like a teen who's never had a girlfriend trying to understand the subtleties of Hefner's Monthly.

For low-cost education I'm working through a book entitled Microsoft Flight Simulator X For Pilots. Written by two CFIs, it's a series of exercises that lead the flight simmer through to G-something-thousand-equipped multi-engine birds. This should help to better appreciate, say, an essay on the quirks of the Piaggio Avanti. I'm also planning a high-altitude cross-country to San Diego's Lindbergh Field in a vintage Learjet. In the meantime, however, getting the hang of non-auto-coordinated stick and rudder in a digital Piper Cub is as much as I can handle. Here's an early morning flight. The sun glares realistically when you turn eastward, and landings are even tougher without a clear shadow to help gauge altitude. Still, it's pretty, isn't it?



Self-study is a strategy I had to infer. Flying magazine's a little different than some of the model airplane periodicals of years ago: the latter usually included full-size plans for a peanut-scale plane or small glider. If you had the materials on hand you could follow directions and quickly turn fantasy into reality. I can't recall if Playboy had similar, instructive articles, but then again I was only in it for the pictures.

Magazines were my personal litmus-test for fantasies: no need to drop a couple grand on cameras or a musical instrument only to lose interest. If I was still intrigued after a year's subscription then it was time to get serious. We'll see what impact the flight simulator has on my daydreams of glass panels, IFR, and jet-A. If it all seems too complicated I'll stick to my current target of local low and slow, happily setting aside thoughts of advanced ratings. On the other hand I risk an itch that's very expensive to scratch. No worries: I've got an unusually clever brother to call for advice.

On a tangent, several EAA32 friends have kindly encouraged my writing delinquency by complimenting prior newsletter contributions. Thus inspired, I've decided to tread the path blazed by the illustrious Art Zemon, and start a blog. There I document my airplane and non-airplane misadventures, along with other random recollections, observations, and doodles. You can find it at <http://nextdave.blogspot.com/>.

Onwards and upwards.

*(Do335)Dave*



# MOVIE AT THE ARC

## EAA Chapter 32

### Proudly Presents for October

# The Hunters

**Starring: Robert Mitchum, Robert Wagner, May Britt**

In 1952, as the Korean War rages on, American officers land in Kyoto. Among them are Major Ceeve Saville, assigned to a fighter squadron, and Lieutenant Carl Abbott. The latter neglects his charming wife Kristina, who is sinking into bitterness. In Korea, Saville meets again Colonel Dutch Imil, a former brother in arms as well as other friends.



Back in Japan Saville falls in love with forsaken Kristina, which arouses Abbott's jealousy. The two men turn into implacable rivals. But during a mission against Chinese Migs, Abbott is hurt and Saville decides to rescue him...



The flying scenes were principally filmed over the southwest United States in the vicinity of Luke Air Force Base and Williams Air Force Base. Operational F-86 Sabre fighters, which were still front line aircraft at the time, were used in the aerial sequences. The crash footage of an F-100 Super Sabre was used in one scene to represent the attempted landing of an F-86. USAF F-84F Thunderstreak fighters were painted with Communist Bloc paint schemes and insignia to portray enemy MiG-15s. A C-130A Hercules was used as an aerial photography platform. Palm Beach AFB, Florida was used during the production as the main location where aircraft used in the film were parked and maintained. Running Time: 108 Minutes

**Come see this movie on the big screen!**

**Location:**  
EAA Chapter 32 Aviation Resource  
Facility  
St. Charles County Airport (Smartt  
Field) 1610 Grafton Ferry Rd, St.  
Charles, Mo.

**Date & Time:**  
Saturday, October 27, 2014  
Pot Luck dinner and social hour – 6:00  
PM to 7:00 PM  
Movie starts at 7:00 PM.  
Admission is free.

**Meat and soda are provided by  
Chapter 32**  
This is a Pot Luck Dinner, bring a side  
dish.  
Also, for your own comfort, bring a  
comfy chair



# Learning As We Go

## “The Bucket List Gets Tapped Again”

by mr. bill

By the time you all read this I will have flipped another year on that fast moving odometer of life. With this additional year my time remaining at this airline day job just dropped into the single digit numbers. There is a iPhone application that is now counting down the days until my retirement. REALLY!

To all my friends, family, and foes, I am trying to take care of a few items on the bucket list of things I have always wanted to do in life. So, sorry if I am not around much any more, but I am having some awesome fun. Just last month, I was floating around in this machine. Check out this photo!



**The undercarriage of my last adventure!**

This bucket list adventure has been on the list since 1984 when I attempted the one motor version of this very interesting segment of aviation. The one motor version was done in an old Piper in Florida and it was some of the coolest aviating. In fact during the little Piper version of this form of flying is when I had my first flight in the ultralight version of this adventure. The Rotec Rally 2B with its SCREAMING two stroke engine had my ears ringing for days afterwards. Things were looser back in the day. This Rotec pilot just dropped in to see what was happening at the flight school. Being a newbie to this type of flying I was offered a ride to fly in the Rotec and it was an opportunity not to be missed.

Three years ago after reading a Water Flying magazine brought into the Aviation Resource Center by Earl Ray (thanks for those magazines for the Young Eagles) I

learned about and searched for this classic aero machine's location. I found it in California. Great! A quick call to the

phone number went to voice mail. The return call 30 minutes later came from the young man in the website photo who (was calling from his new job in Dubai) now stated that the airplane was

### COVER PHOTO

“Rudy” is a 1958 Piper Apache PA-23-160HP on floats on Pushaw Lake, Maine. The blue hose is the 100 Low Lead fuel line. That is the big lake runway in the background.

sold to a man out East. Alrighty then. Some more Google searching in a remote area and I found the new owner. Well, it was late fall and the airplane was now up in Bangor, Maine and it was in hibernation. Cool! Actually it was real cold up there! Found the plane. Check. Talked to the owner. Check. Made arrangements to call in the spring. Check. Well next Spring came around and enter the Friendly Aviation Assistant who “stepped” in and questioned where the “entrance step” was for the airframe. Really. From the first picture you can see the entrance step for the cabin is behind the undercarriage structure!!! Really! Oh yes. So the search was on for the “step” and it took the whole summer to 1) find the step, 2) install the step, 3) and then get the airframe approved. Some much for doing any flying that season. There is always next year, right? Wrong. Health problems showed up on the PSA meter and that took another year to resolve that for the owner.

So here we are in 2014 and the pilots are healthy, the plane is airworthy, and the weather in this neat owners backyard in Maine is perfect for a picture.

After jump seating (riding in the observer seat in the cockpit) from St. Louis, MO to Washington, DC and then up to Bangor, Maine. I saw “Rudy” on the ramp as my Regional Jet ride taxied into the gate area. I picked up my rental car and drove over to the ramp area and walked into the office where Rudy was based. After a phone call to Mr. T, I would be arriving just in time for the Saturday night cookout. A quick 30 minute ride to the lake home with a brief stop for some corn and the evening was spent talking about the good ole airline days and how we got to where we are now.

After a good nights rest it was up and at em because the pre-flight of this fine machine was a workout. Using a water siphon to remove the water in the 12 bays of the floats is definitively a great workout for the arms. One needs to watch your other body parts as you work your way through and around all the struts and rigging to pump out



the water from the float bays. As you may have guessed the rear bays have more water then the front bays. Each pull on the plunger pulls out one pint of water. Needless to say the little rubber plug on the top of the bay seals most of the water out.

This Piper Apache has two Lycoming O-320 engines that produce 160 horsepower each. Some people question if that is enough horsepower especially for being on floats. It was for two 190 pound guys and half fuel. The Apache fit like an old glove. The only real difference in the cockpit of this float plane is the water rudder ring which is a "D" shaped ring located by the pilots left foot. When one is IN the water the ring can be taken off the hook on the left side wall and dropped on the floor to allow the water rudders- attached to the back end of the floats, into the water for superior water handling.

One must remember that anything that floats and is not anchored will turn into the wind and float down stream. You also do not have BRAKES so one must really pre-plan out all your activities because once you start the engine you are moving. So you need to know where you are going. Some of the dangers of the water is shallow spots and floating debris. Other floaty things are people in boats that you always want to look out for.

After the pre-flight we jumped into the Apache and taxied out to the 11,000 foot runway and departed for Pushaw Lake 12 miles away. With the gear handle UP the floats main wheels and two front wheels were up and we are now a water craft. Flying over Pushaw Lake we decided to use a little lake about 1 mile long as our training runway and did some full stop landings. Just remember to fully pull back on the control yoke to keep the nose up high after splash down and to prevent the propellers from water damage. The water makes little pit marks that look like gravel has hit the blades. So far so good!



**mr. bill finishing his 30 year dream of a multi-engine  
seaplane certification  
"D" ring hook for water rudders above my elbow**

After six full stops we landed with the wheels on the hard surface at KOLD-Old Man's Field for a breather and a potty break. That landing on the float wheels was smooth. Just a bit different taxiing that high up. The truly toughest landing is the "glassy landing." I experienced it during my second hour of flying. After refueling the plane we took off and the winds were calm. Mr. T knew the calm wind conditions were perfect for the glassy water landing. I set up the slightly lower to the ground approach and when I got over the water the "visual" hit me! The perfectly smooth water was reflecting the cumulus clouds above and there is NO WAY to judge the height above the water. You just add a little power, HOLD THE PITCH ATTITUDE, and keep coming down at 100 feet per minute until swoosh! Wow! You can not flare because "you will stall captain cause you just do not know how high we are!" (That

statement spoken with Scotty's accent from Star Trek.)

The day ended with some engine out work while landing in the small pond. What was cool was to turn right and land on Pushaw Lake on the big water instead of trying to fit the airplane in the little water. Plus the big lake allows you boat access to recover the airplane if it was a REAL emergency.

Day 2 had me review all the types of landings and flying an ILS to 100 feet just for fun. A couple of lessons

learned.- Once the landing gear is down for the land runway, stay as high as you can until the runway is made. With the wheels up a landing can be made on a grass runway using the floats.

The check ride went smooth with the water landings and the hard surface landing was "sweet!" His words not mind. The end result was another bucket list "check off." He was on Star Trek too!

**A: Google it- The Stinson Aircraft Company**

**Q? What company built the proto-type airframe for the Apache?**

**A: Of course the Piper Apache.**

**Q? Piper named some of their airplanes with an Indian name. Which airframe had the first Indian name and what was the name?**



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!



TO:

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