



EAA CHAPTER 32 NEWS



Jim Bower, Editor

March, 2005

These guys are committing aviation right in our faces! Are you going to stand by and let them do it alone?



Several members of the EAA 32 branch of Van's Air Force went flying on a very fine day. Shown over Bill Collette's (RV-4) wing is Oly Olsen (RV-3) and Dave Domeier (RV-7A). Boy, those retired airline guys sure have fun!

Speaking of fun, don't fail to join us at the March meeting. This month, we are meeting one week EARLIER than usual (on March 20) because Easter falls on our normal meeting day. Plan on staying after the general meeting for a sheet metal workshop. And President Laura has made rumblings about bringing her special lasagna, so it ought to be a great meeting!

EAA Chapter 32 Meeting Minutes

February 26, 2005

The February meeting started a bit early so our guest speaker could fly out ahead of some nasty weather that was approaching. Bob May of "Timepieces" informed us of the great J-3 Cub timeshare



Bob May

program. For a reasonable buy-in cost, you can schedule yourself for up to 50 hours of flight time in one of two J-3s. For more information, contact Timepieces.

The meeting officially started about 2:10 pm after a fine lunch of KFC, plus side dishes brought in by various members. New members/visitors were recognized, as were some returning "old timers". Everybody was reminded that the March meeting will be held early (March 20) due to Easter falling on our normal meeting date.

President Laura brought up the issue of whether or not to sell the Mustang II project. A very lively discussion ensued. A large group of volunteers stepped forward to shepherd the Mustang II construction a couple steps forward with the immediate goal of building and mounting the horizontal stabilizer. Once this is accomplished, the fuselage can be removed from the jig and put on its wheels. At that point, we can determine if the volunteers want to continue work on the project or not. If not, the Mustang will sell better after it is out of that jig. If they decide to go forward, small goals will be (hopefully) reached until there is an actual airplane sitting there instead of a pile of parts...something like we all do at home!

Jim Hahn has been doing research on purchasing a new lawn mower. The two we currently were using are held together with spit and bailing wire, and have required much maintenance by our fine group of volunteers. The best mower we had last year actually belonged to Gale Derosier, who reclaimed it for use at his hanger in Troy (selfish so-and-so). The membership voted to authorize the expenditure of up to \$2,000.00 for the purchase of a new lawn tractor.

Please let Jim Bower know of any needed changes to the roster. Of particular interest are mailing addresses, phone numbers, and e-mail addresses.

The meeting adjourned at 3:00 for the presentation. Unfortunately, half of the meeting attendees chose this moment to bail, so they missed a rather interesting presentation about scale models. A lot of us homebuilders started with small scale models, either plastic or wood/paper, and graduated to the real thing.



Mr. Bill's giant scale RC model (a.k.a. KR-1)

Everybody loves watching RC models being flown, and a lot of the members are into that hobby. Next month, we hope everybody sticks around for the presentations, which should be the real reason we assemble at the ARC; not for the boring old business stuff.



The models were enjoyed by all!



LEARNING AS WE GO

mr. bill

Boy oh boy! Does time FLY when you're FLYING. One year and 715 hours of Embraer Jet time flying and fumbling around the airports of this great country has been placed in the logbook.

The Embraer 145 is a neatly designed 50 passenger regional jet built in Brazil since 1998. Remembering that the Douglas DC-9 was designed and built in 1966 and the McDonnell Douglas Mad Dog, MD-80 was built in 1979, one can just imagine the computer and avionics advancements of the Embraer. The five TV screen (two for the Primary Flight (instrument) Displays (PFD), two Multiple Function Displays (MFD) to display any airplane system on the bottom and the navigation course (from 2.5 miles to 500 miles) on the top of the screen. The middle display screen shows all the engine parameters and gives information and alerts thus being called the Engine Indications Crew Alert Systems or EICAS. The displays are basically interchangeable with the twist of a knob if one display screen or information source fails.

What is really slick is a 3 inch by 5 inch glass cockpit display called the RMU-Radio Management Unit. (There are two.)

- Page 1 displays the current and standby communication and navigation frequencies along with the transponder code and TCAS (Traffic Collision Avoidance System) mileage range, and ADF- Automatic Directional Finder frequency.
- Page 2 displays the above big screen MFD navigational information with VOR and ADF needles on the 3 by 5 display as a backup if the MFD fails.
- Page 3 is the back up for the information of the engine instrument displays of the EICAS.
- Page 4 tells us if the gear is up or down and the flap position!

Amazingly, there are two 3" by 5" RMUs, one to the left and one to the right of the thrust levers. If these units should fail there is a matchbox size radio head behind the thrust levers that displays the EMERGENCY frequency because that is what you are in now if that is the only thing working.

If an airport has a 3,500 foot runway (minimum) it will show up in the Flight Management Systems (FMS) data base. While coming up from Little Rock, Arkansas to Chicago last September we flew right over the Spirit of

St. Louis Airport while the Spirit Airshow was going on. I accidentally activated my cell phone and inadvertently dialed the EAA 32 treasurers phone number who was at the show but there was no connection. (Some cell phone services do work as determined by the copilots cell phone ringing on climb out only to have her answer it and talk to her Grandmother!) According to the FMS airport display page it was learned that Smartt Field still had its old identifier of 3SZ in the airplane's data base.

One of the most beautiful sites is going in or out of Rochester or Buffalo, New York. While going into BUF, if we are early, I asked to practice my figure 8's around the area to the northwest called Niagara Falls. A figure 8 is required so those on the left of the airplane get the first view followed by those on the right side. A turn around a point at 20,000 feet was practice yesterday flying from Rochester (which is just east of Buffalo) to Chicago, and turns around a point have been practiced in Green Bay, Wisconsin around the Lambeau Field, Home of da' Green Bay Packers! A half turn around a point was carefully practice around some cooling towers in Harrisburg, Pennsylvania near an area whose name is Three Mile Island. My last "turn around the towers" showed half the town was flooded this past summer.

Enough about flying this flying machine. The most fun has occurred bumbling around the Chicago O'Hare International Airport. The cardinal rule at O'Hare is you **DO NOT STOP**. This is known but sometimes is not practiced by all. You will be made an example of with language that is not in the Aeronautical Information Manual (AIM). Imagine two circular taxiways around the terminal, one inside (the inner called Alpha) the other (the outer called Bravo) as it is at O'Hare. The inner goes clockwise the outer goes counterclockwise (depending on the landing runways direction). While waiting to enter the traffic flow one day a new paint scheme United 747 was stopped right in front of us on the outer taxiway. The tower control kindly stated, "Why is that senior pilot in that big airplane stopped?" Well, came the copilot's voice we thought you told us to stop! "Hey big boy move that thing," came the reply from the controller. Then the controller immediately call us, "Hey Eagle show the big boys how it is done!" This meant we were to turn the corner on the inner taxiway and try to beat the 747 to the runway. Aluminum car racing at the O'Hare International Speedway.

Another time ready to launch from the alley of gates there was a gap in the taxi flow (two American Airlines MD-80s with a Delta MD-80 lagging behind) and the ground controller said, "Eagle get in the flow and go to 9 Left. I tucked in behind the second AA MD-80 and the Delta guy just pitched a fit saying, "Hey O'Hare ground, that Eagle jet just cut us off!" (Only in Chicago!) "Delta, did you guys step on the brakes?" There was silence until Delta repeated his statement. I went straight on the taxiway to 9 Left and was fortunate to here the next words. "Delta we told ya'll 4 Right not 9 Left. Ya'll better pay attention out there now."

I have landed four times and taxied into the gate and never called ground. You just head for the racetrack, merge in, and exit at your ramp if the gate is open. If not just stay on the taxiway and keep going which means you are going to take the circle taxiway tour of O'Hare.

Another time after landing 4 Right and merging on the outer taxiway falling in behind a Korean Airlines Boeing 777 that was taxiing at a snails pace. These words came over the radio. "Eagle, he is killing me and I know it is killing you, pass him!" Now, as I said before this language cannot be found in the AIM. I turned onto the inner taxiway and passed that big machine and turned into the gate. I did wave as I went by.

David Brown was my training copilot a year ago. He called me after I was in Chicago for a month. "Are you doing O.K. old man?" Yes, David it is simple up here! There is only one departure procedure: Runway heading and climb to 5,000 feet (missing the big buildings downtown!). Coming in for arrival you're under constant radar coverage from 200 miles out so there is constant adult supervision. Oh yeah, and **IDO NOT STOP** on the taxiways.

Hey, Jim Hann how are you doing with your Embraer.....



Who Do Ya Fly For?

by *Jim Hann, board member at large.*

Thanks, Mr. Bill. Compared to you, I have one additional step I go through when I prepare to go to work. I have to ascertain who I am flying for. Who you fly for you ask? Yes, who I fly for.

After all, that is the eternal question for an airline pilot, right? Anyone who has earned their living guiding aluminum/steel/fabric/composites around the sky over the last one hundred years has answered this question. For the major airline types, the answer is easy and easily understood. Even some regional airline pilots have it easy (i.e. nearly everyone has heard of American Eagle). For me, it is a little more difficult to explain. Although I work for Trans States Airlines (TSA), and they sign my paychecks, another airline tells TSA and me where to take the airplane, and when. Who is TSA? It isn't the Transportation Security Administration. We were TSA before they were. I have grown used to the blank stares that I get every time I answer the question.

You see, TSA doesn't operate a single flight under its own name. There are no airplanes painted in TSA colors (currently.) Because of this, few people have heard of them. Trans States is a regional codeshare airline. Further complicating the issue is the fact that TSA codeshares with not one, but three different major airline partners. As an Embraer Captain based here in St. Louis, I can fly as *AmericanConnection*, *United Express*, or *U•S Airways Express*. Confused yet?

Don't be; it is easier than it sounds. What determines which airline we are working with on any given day? Well simply, the paint on the airplane. It would not impress American Airlines to show up for a flight in an airplane painted "U•S Airways Express" would it? TSA operates 48 Embraer RJs, fifteen painted in American Airlines colors, twenty for United Airlines, and the last thirteen for U•S Airways.

Different airlines do things different ways, right? Wrong. Each airline operates with slight differences, but nothing complex enough to make it an issue. The laws of Bernoulli do not change when you paint the airplane a different color. Pull back, the houses get smaller, move the wheel (or in our case motorcycle handlebars) too far to the left (or right) and the houses pass overhead. And the FAA still requires that the paperwork weigh as much as the airplane before you are allowed to commit aviation. The paperwork given to the crew by the ground staff does vary slightly, but you get the same information, it is presented in a different format.

What about talking to the passengers? I actually use the same briefing regardless of which colors I am flying. Just have to insert the proper name in the blank. Uh, what color is the airplane again? It does not impress the major airline partner when you say the name of a different airline over the PA while briefing the passengers. Wearing the wrong uniform isn't too good either. That is actually a very small worry. For two of the three airlines, we wear our standard issue Trans States Airlines uniform, with hat and jacket wings that say TSA (yes wings on the hat, don't ask) For U•S Airways, we wear the same cloth parts (hat, jacket, etc.) but with different hat badge and jacket wings. Oh and we wear a special tie with the company logo. This further camouflages who we actually are.

Are we having fun yet? Actually, yes we are. Because of this complex system of three airlines covering four different hubs, I get to cover a good portion of the United States east of the Rockies. I can be in Denver, Colorado one day, Portland, Maine two days later, followed by Jacksonville, Florida and Austin, Texas during the following week. Not too shabby for a "regional" pilot, huh? I also get exposure to airports large and small. From the rather petite: the aforementioned Portland, Maine or Burlington, Vermont; to the gargantuan: Chicago's O'Hare International or Washington's Dulles. I see all sizes and shapes of airports. From the over an hour long rush hour taxi in Philadelphia or the over a mile taxi all the time in Denver, down to the one minute taxi to the gate at Washington National or less the 400 yard taxi in Richmond, Virginia. I enjoy every one of them.

TSA is not alone in this business. American has four codeshare partners, three in hubbed here in St. Louis, plus Mr. Bill's American Eagle. United has seven regional partners. U•S Airways tops the list with approximately eleven different airlines operating as Express for them. The masses usually don't realize that they are not flying on the major carrier. Only the savvy, high mileage passenger knows to look and see what company is actually flying the flight. The next time you hop a flight, look next to the door as you board the airplane, and you will find out who you are really flying on. You probably won't know the name you see.

That's it for now, flaps up, climb sequence.

Editor's note: Many thanks to Captain Jim for this article telling us about a facet of airline life of which few of us are aware. If you have an article, anecdote, war story, or whatever, please send it in! Jim

The Importance of Learning

Jim Bower

Everybody comes to the Chapter meetings for a different reason. Maybe it's the food, the hangar-flying sessions, getting away from your significant other...whatever. I'm pretty sure those reasons don't include sitting as a captive audience listening to mind-numbing rhetoric concerning the state of our bank account, what kind of lawn tractor we are thinking about buying, or the like.

Everybody at the last meeting appeared to be captivated by all the models (both big and small) on display. Unfortunately, about half of you missed the point of WHY those models were there in the first place. For those of you who left after the boring stuff, we had a presentation. We all discussed how we got on the road to homebuilding, and a lot of us got there by first building little stuff. Some members still build the little stuff as a creative outlet because they are not yet involved in homebuilding, but the desire to create runs strong in them. Other lucky guys with time on their hands can do both. The folks who stuck around got involved in a very lively discussion of RC models, flying them, what kind of engines they use, etc. See what you are missing?

Our wandering VP, Mr. Bill, is the mastermind behind the programs that we get to see after the dull stuff is concluded. Did you like the powder coating demo? Thank Bill for arranging for it. In the next few months, we are planning other programs based on construction techniques. Sheet metal will be presented at the March meeting, followed closely by composite, wood, fabric, and more.

My point is that the ARC is intended to be a learning center, not just a convenient place to dump the things you couldn't get rid of at your last yard sale. We want you to go away from the meeting knowing more than you did when you walked in the door. We want to get you thinking. Maybe you can come up with a program of your own!

For our part, we will do our best to shorten the business portion of the meeting so you won't be so sleepy that you need to go home and take a nap. We hope you will appreciate our efforts to enlighten and entertain you.

One last thing: Food.

After a lengthy discussion at our officer's meeting, we decided to ask everybody who doesn't bring a side dish (and eats) to kick in at least \$3.00. Where else can you have a great lunch for that price? People who bring a dish can eat free...what a deal! The money jar contained less than half the amount needed to pay for the KFC that we served, so I'm pretty sure there were a lot of people who either didn't eat or decided a free lunch was in the offing. (55 attendees - \$45.00 in the kitty. You do the math.)

Come on gang...get with the program here.



Calendar of Events

March 20th – General Meeting 2pm

(due to Easter being on March 27th, the March General Meeting will be held one week earlier on March 20th.)

Doors open – Noon

Pot Luck Social – 1pm

General Meeting – 2pm

Presentation – Sheet Metal Presentation – following the general meeting.

Please see the web site (www.eaa32.org) or call the hot line (314-286-9932) for details.

EAA Hangar Rally

EAA plans to conduct a series of EAA Hangar Rallies during 2005. Three of these visits are planned prior to EAA AirVenture 2005, one of them being in St. Louis at Chapter 32's ARC. Each of these events will incorporate the following elements:

- Chapter leaders dinner/reception
- Member briefing by an EAA senior manager
- Sport Pilot related forums conducted as part of FAA Wings Safety Program
- FAA Wings Safety Program format & promotion
- NAFI Sport Pilot Symposium (primarily for CFIs) (tentatively to be held in May)
- EAA Young Eagles Rally
- LSA manufacturer/dealer presence
- LSA introductory flying

EAA has asked for Chapter 32 to host this event during the Smartt Field Open House weekend. The following are some of the events that EAA has scheduled:

Chapter Leaders Reception

Chapter leadership within a 100-mile radius will be invited to attend this gathering. EAA Headquarters will extend invitations via email. Attendance will be by RSVP. During this session very open communication between EAA local leaders and EAA HQ staff can take place. It will give EAA staff a better understanding of the dynamics of EAA Chapter activity in the area and at the same time give Chapter leaders a better understanding of the resources available to them through the organization's staff and a better insight into how EAA functions.

FAA Wings Safety Program/ Sport Pilot Forums

The educational aspect of the Hangar Rally is a key component. EAA will work with FAA to provide Sport Pilot related forums as part of an FAA Wings Safety Program. This will allow attendees to get credit for their attendance toward "Wings", and for FAA local FSDO personnel to interact with presenters who are known nationally for their expertise on the Sport Pilot initiative. By being part of an FAA Wings Program, the event will also benefit by the additional promotion that FAA provides to these programs.

NAFI Sport Pilot Symposium

The National Association of Flight Instructors will hold Sport Pilot Symposiums for CFIs during the Hangar Rally. This will be geared toward educating the existing CFIs on the opportunities that the Sport Pilot initiative presents as well as bringing them up to speed on the various aspects of the rule itself. Well known speakers will be brought in with expertise on various aspects of the initiative and issues related to flight instruction. The program consists of 6-9 hours of classroom work as well as a flight opportunity with one or more of the participating LSA manufacturers or dealers. The hours of the classroom portion will be tailored to the availability of meeting rooms at the location. The cost to CFIs for participation in this program is \$150, which includes at least one flight experience in a LSA. The NAFI Sport Pilot Symposium will not be held at all locations.

LSA Manufacturer/Dealer Presence and LSA Introductory Flying

The participating manufacturers and dealers will offer introductory flights (lessons) to both participants in the NAFI CFI Symposium and to all attendees to the Hangar Rally. The flights will be priced very reasonably.

Member Briefing by EAA Senior Manager

It is very important that EAA Senior Management have the opportunity for open communication with EAA members. In as many locations as possible, an EAA senior manager will attend the Hangar Rally events. Among the managers who are likely to attend are: Tom Poberezny, President, Bob Warner, Senior Vice President-Membership, Earl Lawrence, Vice President, Industry & Regulatory Affairs, and Rick Larsen, Vice President, Marketing & Communication. These briefings will likely be held on Saturday afternoon.

EAA Young Eagles Rally

We will continue with the Young Eagles Rally as agreed with the Airport Advisory Board for the Smartt Field Open House.

Proposed Schedule – All aspects subject to discussion & change.

Friday, May 20 (tentative) NAFI CFI Symposium-first classroom session – 3-4 hours- starting time TBD

Saturday, May 21st - NAFI Symposium
Continues

Friday June 10th Chapter Leaders

Saturday June 11th (morning)
LSA Demo Flying
FAA Wings Program,
EAA Sport Pilot Forums

Saturday June 11th (afternoon)
EAA Member Briefing by
Senior Manager
Possible follow-up Sport
Pilot presentations and/or
Q & A sessions. This will
be immediately following
the EAA Senior manager
presentation

Sunday June 12th LSA Flying continues if
demand exists

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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