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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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**June, 2019**

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## The Flood of 2019 Continues

The ARC

Once again Mother Nature shows us who's boss. This picture (taken by Joe StClair on June 3) shows KSET, looking east. As of this writing, the small areas of green (including the end of runway 36) in the upper right of this picture were also under water.

The June meeting will be held on June 15 at Creve Coeur Airport inside the main terminal building (14301 Creve Coeur Airport Rd, St. Louis, MO 63146). Meeting time is 10:00 AM.

*In the event that a levee breaks or is in danger, an email posting a new meeting site will be sent out to our Chapter members, and posted on our website.*



Fellow Chapter 32 Members and Friends,

We've had our worst flood yet.

Over the past few weeks, water from the Mississippi River rose higher and higher, eventually reaching a level of 35.17 ft last weekend. The entirety of St. Charles County Airport went under water. People who couldn't get their planes out were in trouble. The highest part of the airport had a couple feet of water on it, and quite a few planes ended up taking on water. All the buildings at the airport are flooded with the one exception of the airport terminal building.

Our Aviation Resource Facility (ARC) was inundated with at least three feet of water inside. As of this writing, water is still several feet deep or more. I'm sad to say we'll have a lot of work to make the building habitable again. There will be significant losses of furniture and other items. Walls inside the hangar section are hinged, and have been raised to keep them out of the water. Many other items were either relocated to the loft above the conference room, placed on elevated tables, or taken to a temporary storage locker. Still, there are wooden tables that will be lost, and a number of other items that we just couldn't get high enough to keep out of the floodwaters. One plane that had taken refuge in the ARC was a Culver Cadet. It ended up being floated out of the building on recreational floats (designed to be towed behind power boats with people hanging on to them). The Culver apparently made it through the flood, sitting on high ground right next to the terminal building.

There will be a need for a massive cleanup effort once the waters recede. It will take a lot of manpower to power wash and disinfect the building. Contents of the building will need to be inspected to see what's salvageable. Items we can keep will need to be cleaned and disinfected and those we can't keep will need to be disposed of. **WHEN THE TIME COMES, CHAPTER MEMBERS WILL BE ASKED TO HELP WITH THE EFFORT.** It's not an enjoyable task, but needs to be done. The more help we get, the sooner we can complete the job.

As many of you know, the Young Eagles event for May and June were canceled due to the ongoing flooding situation. Almost everything has been delayed this year as a result. The youth project of building an aircraft (Zenith 750 Cruiser) has been delayed until further notice. Fortu-

# President's Corner

by Dave Doherty

nately, the project was saved from the flood. It now sits in the loft, both at the ARC and in one of the Chapter Hangars. One thing that has been slowed down has been the organization of the Aviation Explorer Post (No 9032). It, however, has pushed forward. We have leaders trained, and several organizational meetings have taken place. A number of youth participants have been recruited.

Enough about the flood! Let's move on to some things we all look forward to:

- **AIRVENTURE – Oshkosh 2019.** It won't be long before this event is in full swing. This year, it will be held July 22-28. As in the past, our Chapter 32 will apply for Chapter Camping. We can reserve up to six campsites and camp together. Cost is \$243, and EAA will stake out the area for us. In order for us to reserve the campsites, we need people to commit to it. If you'd like to camp in the Chapter 32 Camping compound, please contact Chapter President Dave Doherty by phone, text, or email ([president@eaa32.org](mailto:president@eaa32.org)) and let him know as soon as possible. Campsites for chapter camping require a name for each site. If we get six people to commit, we'll get six campsites, as we have over the past few years. Please RSVP to this request if interested.
- **RAY FOUNDATION SCHOLARSHIP:** The first payment has been made by EAA for the Aviation Scholarship awarded to Chapter 32. It's in the bank account, set up separately to handle the financials. Our awardee (Mr. Kyle Hanson) can now get started with his flight training. As with about everything aviation with our chapter, Kyle's training was delayed by the flood situation. Rather than starting his training at KSET, he'll be training from Creve Coeur Airport (1H0) for the time being.
- **YOUNG EAGLES:** Flooding has forced cancellation of our first three events this year. It looks like our ARC will probably not be ready for the July event, and we're going to have a different venue for that. We'll keep you all posted as to what, when and where it'll occur.

In other news, EAA32 was approached about hosting the Ford Tri-Motor on a tour stop. Unfortunately, we were unable to meet one of the requirements for the stopover. The Tri-Motor stays for a full week, and needs to be kept inside a hangar each of those nights. With the flooding situation in the area, there was no available room in hangars large enough to accommodate the footprint of the aircraft. We tried both Spirit Airport and Downtown airports but they were all occupied. We could have used that fundraiser.

The EAA32 signs on the side of our ARC are worn out, and EAA32 now looks like FAA32 due to the E falling apart. Several of us are working on acquiring new signage made of aluminum, which should be much more durable.

Our next meeting will be held on June 15 at Creve Coeur Airport inside the main terminal building (14301 Creve Coeur Airport Rd, St. Louis, MO 63146). Meeting time is 10:00 AM.

In the event that a levee breaks or is in danger, an email posting a new meeting site will be sent out to our Chapter members, and posted on our website.

I hope to see many of you at our next meeting. We have a lot to talk about. Please attend if possible. And for all you fathers out there, Happy Father's Day in advance.



## May Meeting Minutes

Dave Deweese

Due to flooding, the May meeting was canceled. No minutes were taken.





# Learning as we Go

## “Breaker, Breaker Good Buddy!”

When you communicate, WHAT are you saying?



This group is old enough to remember those words in the title. As a young boy on the south side of Chicago I was at my uncle's house and he always had the latest, greatest fad device. In his basement this time was a CB radio. Citizen Band Radio. What a craze that little radio caused. You could say whatever you wanted and nobody knew (I do not think we had spy agencies back then) who you were or could track you down. We all had “handles!” Names like “Flyboy.” I KNOW we talked on the citizen's band radio, but I am not sure if we actually SAID anything.

For my eighth grade graduation I received a 6 band radio which had the airband frequencies on it. I could listen to the radio transmissions from the control tower of Chicago Midway Airport that was one mile west of my parent's house. I had a piece of tape on the frequency scale that marked the point where the A.T.I.S., clearance, ground, and tower frequencies were for Midway airport. That radio experience was quite helpful when it came time to learn to fly the airplane. The radio communication was second nature to me but it seems to be the most difficult and often requested help I am asked to provide for pilots.

I have written about communication before but I would like to look at the EXPERIMENTAL aspect of it. Here is an example of what I mean.

“Mexico Traffic, EXPERIMENTAL (November) 8 Romeo Victor, five miles north, landing Mexico.”

So I am in the pattern with a student and I wonder what type of EXPERIMENTAL aircraft it is. WHY? It lets me know how I need to plan the spacing in the pattern. One can sometimes GUESS what the plane is. N8RV might be an RV-8 that does 200 mph. It could also be a Kitfox that does 80 mph and will take that smaller aircraft some time getting to the airport.

So as the AIM-Aeronautical Information Manual states it maybe informative that on the next call up you mention WHAT TYPE of EXPERIMENTAL aircraft you are. Just to give the others a heads up on what you are bringing to the airport traffic pattern. The faster flying machines will also have a bigger flight pattern for their faster machines. So look outside the normal small airplane area of a 100 mile per airplane.

Here is what several professionals have to say about communication in the traffic pattern:

<https://youtu.be/QYqcXbcR0Z0>

Here is another point of view:

<https://youtu.be/GyCPJ6az5eg>

All right class. That was not that hard! Practice before you pick up that microphone. It is that easy.

### THE B 737 MAX SITUATION

Well the plot thickens. There is one Boeing 737 Max simulator in Canada and Southwest will get their simulator soon in the US of A. So the American carriers are going to ask the FAA if they can teach the differences training of the B-737 MAX on the iPad which is a one hour and 30 minutes presentation. The foreign airlines want their pilots to fly IN THE ACTUAL SIMULATOR to experience the actual events. Boeing said the MAX will be ready by the end of the year.

So, with that info on the table it looks like the B 737 MAX is going to spend some more time on the sidelines of life.

Writing this on June 06 and watching some 97 year old guy reenact the D-Day jump on the 75<sup>th</sup> Anniversary has brought tears to my eyes. He hired a personal trainer to get him in shape for the jump! He also jumped with the old fashion round parachute not the new flying wing type. Did he make it?

<https://youtu.be/zkwX6jJQCtA>

So many stories from the greatest generation ever this past week.

THANKS TO ALL OF THOSE WHO SERVED TO KEEP US IN THIS COUNTRY FREE!

Q? What group of people are training with the military to fly drones and actual airplanes?

A: A special group of eighth graders are learning on line to fly drones and military aircraft as a way to introduce them to careers in the service.

# FOR SALE



1/6TH EQUITY OWNERSHIP IN VAN'S RV-12 N32YE  
SPIRITS OF AVIATION FLYING CLUB  
ASKING \$ 14,000 REASONABLE OFFERS CONSIDERED

Rotax 912ULS  
Dynon Skyview Touch EFIS  
Two Axis Autopilot W/Expert Panel  
ADS-B In and 2020 ADS-B Out  
Total Time 700+ hours

Current Flying Club Charges  
Fixed Cost: \$94/month for insurance, hanger and Prop. Tax  
Operating Costs: \$10/hour plus fuel  
(Covers Engine Overhaul Reserve + Normal Maintenance)

For additional information contact Ron Nicholson  
Phone: 636 441-5024

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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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