



EAA CHAPTER 32 NEWS



Jim Bower, Editor

November, 2006

We hope to see all of you on Sunday, November 26 at 1:00 ("bring a dish" potluck) and/or 2:00 (meeting).



Find out why this guy may have bitten off more than he could chew. See mr. bill's article inside!

EAA Chapter 32 Meeting Minutes

October 22, 2006

Karsten began the October meeting with the Pledge.

The Christmas party will take place on Saturday, December 2. We are looking for someone to chair the party. The Dohertys volunteered to put up the lights, and we'll need others' help to prepare the ARC.

Karsten suggested that we sell the turbine on Ebay, and asked for other suggestions. Dave McGougan moved to sell. We also have a booth in the hangar for which we are trying to decide upon a fate. Sale is an option, or we could bring it to the ARC where we could work on it. The observation was made that an ice fisherman might make use of this booth. We decided to table this until January since we do not want it in the way during our party.

The Silver Swallows sent us a thank-you note for our Young Eagles activities during their annual event. Ernie noted that the Open House was mentioned in the Post-Dispatch.

Gale received a DVD from EAA of the recent Memorial Wall ceremony which now includes the name of our own Bill Blake.

Ideas were put forth for ARC purchases. Items mentioned included a magneto timing light, nicopress, cable tensionometer, dimpler, projector, TIG welder, stationary compressor, and a load link. Gale had, in his records, a previously composed list of items, so this topic has come up before. The suggestion was made to put a poll on the Yahoo board.

We are also looking for members to staff committees. Troy Townsend will act as Chairman Of The Board, Dave McGougan will be Member At Large. Bob Gonzalez volunteered to lead up ARC Maintenance. Check EAA32.org, Officer's page for other open positions.

Marlen Gas sent a letter asking us to pay a tax on our gas tank. We moved, seconded, and voted to refill the tank. The expense should be around \$500.

We also voted on lowering the dues. The amount proposed was \$36. Karsten also suggested eliminating prorating of dues. Motion was made and seconded. Look for the final proposal in the newsletter, we'll vote on this on December 2.

John Taipen addressed the group regarding EAA's KidVenture. Participation in this program is growing fast and the national organization is looking to into its further growth. John will be attending a meeting to discuss a concept known as "My First Logbook". This will include 7 learning stations covering rules, weather, navigation, human factors, preflight, a Young Eagles flight or time in a simulator, then post-flight. The simulator time will be the first entry in the participant's official log. We'll be hearing more about this soon.

John's wife, Nora, also attended the meeting. She's an opera singer and a violin teacher: sounds like education is a common interest in that family. Speaking of family Jim Hann's daughter also visited us in October. It's never too soon to start hanging out with the right crowd.

Gary Kasten gave a status report on the Food Coupon fundraiser. \$2500 in sales last month netted \$100 for EAA32. The Schnuck's program will be changing in the near future. You'll get an ID card, and when you pay in any form you'll show your card and EAA32 will get the donation. If you have existing cards you can continue to use them: they'll be good for one year. Also, check the website, as new cards are available for various stores and restaurants in the area such as Home Depot, Blockbuster, Macy's, Sears, Olive Garden, as well as others. (*See elsewhere in this issue - ed.*)

Steve Morse suggested that KSET's entry on Airnav.com should include a link to EAA32. Troy will discuss this with Tracy. Speaking of the airport, duck season is starting so please be aware of our neighbors.

Chapter 32 Christmas Party

Saturday, December 2nd, 2006

6pm - Social (each person should bring a door prize)

7pm - Dinner

Guest Speaker: Ron Lowery, who flew the entire trail of

Lewis and Clark with a "flying green canoe" read about him on <http://www.chasinglewisandclark.com/>

Dinner provided by Lori's of Kilroys.

Cost: \$17 per person

Grocery and Store Coupon Order Form

Print out this form and fill in your name, phone number, quatitiy of each coupon you are ordering. Total each item and total each column.
Mail to: Gary Kastens: 3 Jaquette Court, St. Peters, MO 63376

Name: _____

Phone: _____

Description	Cost	Quantity	Total
AMC Theaters	\$6.50		
Annie Gunn/Smokehouse	\$10.00		
Applebee's	\$20.00		
Barnes & Noble	\$10.00		
Barnes & Noble	\$25.00		
Bartolino's	\$25.00		
Baskin Robbins	\$2.00		
Bass Pro	\$25.00		
Bath & Body Works	\$10.00		
Bath & Body Works	\$20.00		
Bed Bath and Beyond	\$25.00		
Blockbuster	\$10.00		
Blockbuster	\$25.00		
Borders	\$10.00		
Borders	\$25.00		
Buchheit's	\$25.00		
Buffalo Wild Wings	\$10.00		
Buffalo Wild Wings	\$25.00		
Burger King	\$5.00		
California Pizza	\$25.00		
Cannoli's	\$10.00		
Cheesecake Factory	\$25.00		
Chevy's	\$10.00		
Chili/Macaroni Grill	\$20.00		
Chris' Pancakes & Dining	\$10.00		
Cracker Barrel	\$10.00		
Dierbergs	\$25.00		
Dierbergs	\$100.00		
Eddue Bauer	\$25.00		
El Torito/Casa	\$25.00		
Exxon/Mobil	\$50.00		
Fuzio Univeral Pasta	\$10.00		
Gaffneys	\$10.00		
Gap/Old Navy/Banana Repub	\$25.00		
Gordman's	\$25.00		
Home Depot	\$25.00		
Home Depot	\$50.00		
Home Depot	\$100.00		
Home Depot	\$1,000.00		
Houlihan's	\$20.00		
Houlihan's Seafoood/Bristols	\$20.00		
Imos	\$20.00		
J. Bucks	\$10.00		
JC Penney	\$25.00		
Just Me Apparel	\$10.00		
K Mark	\$25.00		
KFC	\$5.00		
Kroger	\$10.00		
Kroger	\$25.00		
Sub total 1:			

Description	Cost	Quantity	Total
Lands End	\$25.00		
Linen's & Things	\$25.00		
Lowe's	\$10.00		
Lowe's	\$25.00		
Lowe's	\$50.00		
Lowe's	\$100.00		
Lowe's	\$1,000.00		
Macy's	\$25.00		
Macy's	\$50.00		
Macy's	\$100.00		
Marriott Hotels	\$50.00		
McDoogles	\$20.00		
Metromedia Resturant Grou	\$10.00		
O'Charley's	\$25.00		
Office Depot	\$25.00		
Old Country Buffet	\$25.00		
Outback Restaurants	\$25.00		
Panera Bread	\$10.00		
Pasta House	\$10.00		
Payless Shoe Source	\$10.00		
Pier 1	\$25.00		
Pizza Hut	\$10.00		
Qdoba	\$25.00		
Red Lobster/Olive Garden	\$10.00		
Red Robin	\$10.00		
Religious Supplies	\$10.00		
Sears	\$25.00		
Shell	\$25.00		
Shell	\$50.00		
Shop N Save	\$5.00		
Shop N Save	\$10.00		
Shop N Save	\$25.00		
Shop N Save	\$50.00		
Shop N Save	\$100.00		
Sports Authority	\$25.00		
Starbucks	\$10.00		
GFI Fridays	\$10.00		
TJ Maxx	\$10.00		
Toys R Us	\$10.00		
Toys R Us	\$25.00		
Universal Phone Card	\$10.00		
Universal Phone Card	\$20.00		
Walgreens	\$10.00		
Walgreens	\$25.00		
Wendy's	\$10.00		
Wine & Cheese Place	\$10.00		
Yacovelli's Restaurant	\$10.00		
Sub Total 2:			
Sub Total 1:			
Grand Total			

Learning As We Go

"When Things Are Not Right or 'Bill, I am Glad You're Here'"

mr.bill

As I type away at my little PALM portable Keyboard the news is all about the Cirrus S-20 accident in New York. It is sad. (The Alaska bush pilots are saying it looks like a "big turn small space" incident). As a flight instructor, an EAA flight advisor, and airline captain I have seen many situations in my 12,000+ hours of flying. It is all about returning the airplane back to the place where we took off from with a little less gas and oil and with all the big pieces still attached and in place. The airline job pays the bills (I FLY FOR FOOD) so I can play with the small airplanes on my days off. My EAA flight advisor hat and Certified Flight Instructor (CFI) hat are put on to give back to the flying community which has so richly blessed me. These articles are my way to help share the knowledge and joy I have for this truly amazing feat.

I wanted to touch on the times when these words were whispered, "Bill, I am glad your here!" Flying up to Oshkosh, Wisconsin one winter afternoon to tour the Monnett factory hangar at Oshkosh was great. My undergraduate college roommate Joe (who was attending Law School in Chicago and held a Private Pilot Certificate) was in the left seat of the Piper Dakota and his dear bride was in the backseat. The trip was to check out the Sonerai, Monerai, and the neat little single seat Moni aircraft kit planes John Monnett was selling. The single seat glider Moni was \$5,500 in 1983 dollars! After a nice dinner at Butches Anchor Inn to talk about the aircraft kits and to toss some goldfish in the big aquarium that contain some Piranhas (now that's entertainment) we returned to the airplane. On the return flight Joe was again in the left seat of the Piper Dakota as we happened to fly under some snow showers. With the wingtip strobe lights flashing, the snowflakes illuminated and momentarily froze the view we had looking out over the wings. It was riveting. When I turned on the nose landing light the snowflakes looked like that old screen saver with the white star lights coming at you at warp speed. (The poor man's astronaut training device.) Those words were then uttered from the left seat, "Bill, I'm glad you're here!" Another evening while flying left seat in the night freight Learjet we had a junior pilot from the company on board as a passenger who was currently flying the Cessna 310 multi-engine aircraft. He wondered what it was like flying the jet. His wish was granted and he

quickly found himself in a world where things happen very fast and backwards from the single/multi-engine propeller world he was living in. It is backwards flying because of several factors. In the Cessna 310 if you pull the throttles back to idle the aircrafts nose drops. Try that in the Learjet and the nose goes up. Once again, "Bill, I am glad you're here!"

In the jet we cruised at "barber pole" speed. This is the red or red and white line that appears on the airspeed/mach meter indicator showing maximum aircraft speed. When we leave altitude in the jet one must put the thrust levers back so as not to exceed red line. In the piston planes you just push the nose over and that throttle lever thing controls the noise and speed. Recently those words were heard from an individual who purchased an EXPERIMENTAL aircraft basically sight unseen (cover shot).

Initially putting on my flight advisor hat in this situation to discuss skill levels of the new aircraft owner and the high performance tail-wheeled aircraft he purchased it was learned that my CFI hat would be needed. The insurance company required five hours of dual (with an authorized instructor who has time in type) instruction for the insurance coverage in the newly purchased aircraft. Let us take a look at this scenario. The aircraft required pillows for the pilot to reach the controls. The speed range was a challenge. Transitioning from HIS ultralight with a top speed of 85 mph to the laminar flow, flush riveted, smooth winged, 160 horsepower EXPERIMENTAL taildragger that crossed the threshold at 85 mph was a big step. After two hours of playing "Kill Bill" those words were uttered again. Especially with the last landing as the cold front passed when the winds were 360 degrees (out of the north) at 25mph while landing runway 29 (290 degrees)!!!

What would have helped? As discussed previously in these fine articles, one should make sure that you fit the aircraft and the aircraft fits you. That was the reason for our trip to Monnetts' hangar in Oshkosh, Wisconsin to actually "try on" the Sonerai and the Moni before we made a purchase. The Moni motor glider fit our 72 inch bodies and the speed envelope was within our skill level. The Sonerai aircraft canopy rested on top of my head with me crunched down low in the cockpit seat. Not really the way to fly for an hour.

A ride in the actual aircraft will show first hand how you fit, how the machine flies, and shows you the instrumentation that the builder has installed and if everything is working properly. (I was going to fix that altimeter that reads 250 feet off! The mixture knob does not go all the way in! I do not have that radio wired up!!! Do not laugh - these are real statements!)

Where did you find the airplane? An airplane found on e-Bay may be listed as a creampuff but actually seeing it is believing it. In talking with other flight instructors and flight advisors it is amazing how many "customers" call saying they have found "gems" on Internet sites. One instructor flew the excited "customer" to the city

where "This newly painted 'daily' flying Cessna 172" he had found at an Internet site was based. Upon arrival at the actual aircraft it had a 100-foot paint job, meaning it looked great from 100 feet away. This daily flyer still had the birds nest installed in the engine cowl from the last flight which was easily several months ago. I betcha it was flown by a little old lady too!

As we say when flying in the clouds and wondering about the rain showers around us, "One peek outside the window is worth a thousand sweeps of the radar." One glance of the actual airplane can be worth thousands of dollars saved.

THE NUMBER OF VOLUNTEERS WHO ASSIST DURING THE WEEK LONG GATHERING OF OSHKOSH?

400 PEOPLE.

Never too Early to Think Christmas

If you are looking to for a Christmas gift for that special person or for your self:

Gift Cards: The company that provides us with our grocery coupons also provides gift cards for various stores and restaurants in the area such as Home Depot, Blockbuster, Macy's, Sears, Olive Garden to name a few. Print out the form elsewhere in this newsletter and mail it to Gary Kasten to order your gift cards today.

EAA and Aviation Merchandise: Is your family looking to give you something special, maybe aviation related? Point them towards our CafePress shops for Chapter 32 merchandise at www.cafepress.com/ea32 or other aviation related merchandise at www.cafepress.com/wefly. Proceeds from both go to Chapter 32.

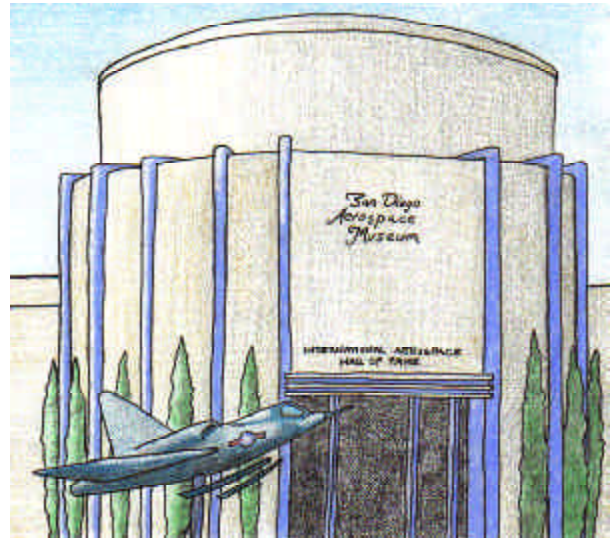
Aerospace

by Dave Deweese

Digging deep in the memory banks for inspiration this month. What with the temperature cooling down and the skies becoming gray the mind turns to hibernation. Things warm up, however, if I go back all the way: All the way to the city of my birth, San Diego, 1966. Those years were big 'uns in the story of the Space Race, and having a dad who worked in the aerospace industry really brought it home, so to speak. According to Mom I learned to count to ten backwards in imitation of an Apollo launch.

It was 1970 when Dad got a new job with McDonnell-Douglas and moved the family east to Missouri so the recollections of California are those of a little boy of four or less, but for all their age they lack nothing in clarity. Dad got me out of bed to see the Lunar Module departing the moon and the prismatic effect that turned the LEM's thrust into rainbows is still a clear image in my brain. (Some reinterpretation becomes necessary, though. Mom worked at the San Diego Zoo and often spoke of primates. When Viet Nam came on the news and the anchor made mention of "guerilla warfare" my little head imagined gun-toting apes lurking in the trees. Needless to say the prospect of going off to war was an early but distinct fear.)

San Diego had an air museum, or "Aerospace Museum" to be more precise. It wasn't as expansive as the institution in Dayton, Ohio, that we visited years later. It was, however, the first in my experience. Our new hometown of St. Charles had no such attraction in the vicinity. In fairness one must mention the excellent Planetarium, the Science and Natural History Museum in Oak Knoll Park, and the National Museum of Transport, whose collection of railroad hardware is as good as any I've seen. All are home to many fond childhood memories. Nevertheless I anticipated the trips we made back to the Southwest, about every other year. Southern California held such attractions as



Disneyland, the San Diego Zoo, Sea World, and I looked forward to the Aerospace Museum as much as any of 'em.

Early in 1978 the San Diego Aerospace Museum burned to the ground. Arson was the reported cause, but who would want to do such a thing? That summer we visited California again and the lack of a visit to the friendly old place was depressing. For some odd reason, (maybe the fact that I was eleven,) girls were becoming as interesting as aircraft and along came the adolescent urge to dismiss any attachments to childhood, and I kept my disappointment secret.

Airplane people are a resilient bunch, however. A new museum was in place by 1980, a good lesson at the time: In an activity where the possibility of starting over from scratch is always at hand you don't get far if you're discouraged by setbacks.

The new museum is a fine replacement for the old, incidentally. If you find yourself in San Diego pay a visit. A few years back I had the chance to take my daughter there and show her around. She was eight at the time and enjoyed the area designed for kids. They have a real live BD-5 with the cockpit open so the young folks can try her on for size. Danielle fit in quite comfortably and wanted to see what Dad looked like as pilot. "Maybe I'll build something bigger", I thought after I climbed in and managed to smile in spite of control-panel dinged shins. Nearby is a four row, twenty-eight cylinder turbo-supercharged aircraft engine: an inspiring sight. In the sunny atrium a MIG-21 sits near an F-4, just like the ones from the news-

casts of decades before. Outside is a Convair Sea Dart, a rare bird requiring a test pilot who needs both flying and swimming skills.

Long story short, a phoenix rose from the ashes. Despite all the gloom and doom on television lately there are encouraging stories to be found.

This month's Internet lead comes from a younger, hipper individual than your nerdy narrator, namely my twenty-something stepdaughter, Janel. She pointed me at a site called Youtube.com, basically a spot where folks can upload and share home movies and video clips. Go to the site, enter a word, and click "Search". "Ultralight" brings up a bunch of inspiring clips, as

does "Piper Cub". Use your imagination and get a look at what fellow airplane buffs are up to all over the world.

I tried to look up pictures of the original Aerospace museum on the Internet, but they so scarce that I may be forced to visit the library and look up images in an actual book, with actual paper pages. Now there's a flashback for you.

Until the next meeting, Happy Thanksgiving, and happy contrails...

Dave

Help your Chapter Save Money

This article was published in the October newsletter, and the response was underwhelming. So, plan on seeing it every month for the foreseeable future.

One way of saving the chapter money is to reduce newsletter expenses. Right now, we are paying about \$80.00 per month for printing and postage, which works out to \$800.00 per year (we don't issue newsletters in July and December). To put it into perspective, that amount is equal to the yearly dues from THIRTEEN members! Six members at the meeting immediately asked me to remove their names from the mailing list. Now THAT'S proactivity.

For quite some time, Web Designer Laura has been posting the newsletter on our website for the benefit of members who have elected to read them online. The advantages are many: You save the chapter money and November, 2006

you will be able to see pictures in the newsletter in full color and better resolution than is possible with the printed copies. You even help avoid killing trees, and be directly instrumental in depriving the USPS of money. Not only that, but your newsletter is NEVER shredded by a careless postal worker. If you must have a hard copy, you can print it out.

We will notify you via the Yahoo board AND by your personal e-mail when the new newsletter is available. So, if any more of you want to help save money for the Chapter, please consider removing your name from the mailing list. Just notify me (your friendly editor) at jimbower@hotmail.com, or 314-869-8971. Also, if your current e-mail address is different from the one shown in the roster, or ever changes, you will need to inform me of that as well. Thank you!

RV-6A Project For Sale

This RV-6A project is loaded with options, instruments, avionics, and extras. It's about 60% complete. I purchased it via an auction and spent the last 3 months inventorying and organizing parts/hardware, studying plans, checking and documenting work done to date. The workmanship looks fine. Unfortunately, I've also come to the realization (with guidance from my better half) that I don't have the dedicated time needed to finish the project.

Project includes:

- Empennage, Wing (pre-punched), Fuselage, and Finishing kits
- Sliding Canopy
- Full gyro panel
- most of Van's options
- New King KLX-135A Moving Map GPS/Comm
- New King KT-76C Digital Transponder
- Equipped for night flight (strobe/position lights, ldg light, panel lights)
- Organized hardware, documentation (Van's does recognize me as this serial #s owner), and builder's log w/ pictures

The wing and fuselage kits are completed past the quick-build stage (which saves you the \$9,000 additional for the Quick Build options).

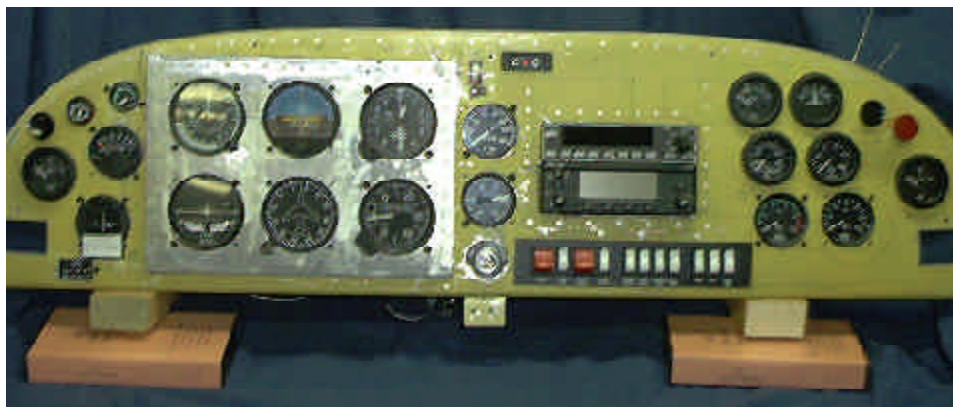
Project elements completed (or mostly completed) include; empennage, control surfaces, flaps, fuel tanks, control sticks, MLG fairings, instrument panel, battery box, fuel system, brake system, rudder pedals, windshield, and canopy. (The engine mount is for an O-360.)

The project inventory totals more than \$35,000.

Selling for \$26,000.

Contact me for a detailed inventory list and a CD containing 150+ picture builder's log.

Mike Piccirilli
14815 Sycamore Manor Ct.
Chesterfield, MO 63017
(636) 530-1748



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 \$49,500

636-724-4735 Gale Derosier



WW 2 Tapes and Lycoming O-320 Parts

I removed the propeller governor drive and oil line from my O-320 because I'm using a fixed-pitch prop. These parts look to be brand new (my engine is an Aero-Sport Power overhaul), and probably only have a couple of hours on them. Make an offer.

Also...the entire "The World at War" series on VHS, narrated by Sir Laurence Olivier. Over 25 tapes...only watched once. Make an offer.

Jim Bower

314-869-8971

November, 2006

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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