
EAA Chapter 32 News

The official publication of Experimental Aircraft Association Chapter 32 - St. Louis, MO (Jim Bower, Editor)

August, 2020



I'm not entirely sure why President emeritus Dave is wearing a mask, but this seems to be the sign of the times. We are proud of our former president for (almost) life Dave for winning the major achievement award. Nobody is more deserving.

Newsletter Contributions and Deadlines

Anyone wishing to submit articles, advertisements, rants, etc. to the newsletter should send them to your friendly editor on or before the Saturday before the scheduled meeting. Send contributions to newsletter@eaa32.org.



President's Corner

by Bill Doherty

In what seemed a journey of a thousand years for me personally I finally crossed the goal line on July 17 and passed my Private Pilot Check Ride. More accurately, my first lesson took place in the summer of 1985 while I was an Air Force ROTC cadet at Lackland AFB. I was assigned the callsign "Hang-24" which was determined by which side of the training area we went to out of what is now South Texas Regional Airport (HDO) in Hondo. This was where the Air Force conducted their Flight Screening Program at the time. Everyone assigned to the east was "Hang". My first solo was August 15 and for that day my callsign changed to "Papa-24".

I don't think they still have this program, at least not as it was in 1985 and probably not out of Hondo, Texas. Looking on Google, I can still see the rows of shade port hangars under which they kept the fleet of T-41 Mescaleros. That's a C-172 with the rear seats removed and in an Air Training Command paint scheme. Somewhere in the basement I have a picture of a 21-year-old, 149 lb me with my civilian flight instructor Al Azimi and one with my Air Force Flight Training Officer, Dale Braun cutting off the tail of my T-shirt after my solo. No solo dunk tank for us cadets. That would come later for soloing in the T-37 and T-38. But I didn't get that far. I joke they lost interest in me when they realized they could time my running speed with a sundial. That's actually not too far from the truth but I digress.

Time passed, life went on and included many of the usual distractions that often keep people from pursuing the dream of flight. You know, distractions like girls, paying rent, having a car, girls, maintaining said car, girls, job changes, debt management, and so on. I admit there were a couple attempts to start training during the interceding years. A ground school here and there but never the funds to get in the air. Finally, in 2008 I decided to focus on it and purchased a big block of time from St. Charles Flying Service, then located at St. Charles Municipal Airport (3SQ). Within weeks the price of oil shot through the roof along with the associated cost of flying. The frequency of my lessons quickly stretched out. As the economy slowed, my position with my employer was eliminated and the flying stopped.

After a couple more starts and stops as money permitted, I finally arrived in late 2019 and flying started again. This would have been completed in early 2020 if not for COVID 19. And on July 17, possibly the hottest day this year I succeeded. I kind of looked at it as an act of defiance against the pandemic and the loss of AirVenture this year. Thus, the Oshkosh 2020 hat in the picture. SCFS and my instructor, Joe Malkowski were sworn to secrecy until the check ride was done and I could tell my family all three of us Doherty boys are now finally pilots. The next day was meeting day when I could share with my aviation family of Chapter 32.

That's the highly abridged version. My story is painful to me. An entire potential career went by and part of me grieves it. I share the story because I know somewhere others are working toward their goals and may be encountering discouraging obstacles. Those goals may be a similar dream to fly or they may be altogether in another direction. I want them to know they're not alone. Many, indeed, most of us have had to struggle to get to the goal line. Don't give in and let go of the dream, persevere, push! The taste of victory is truly sweet and worth the effort!

After our meeting last month, those attending posed for a group picture on the ramp in front of the ARC. We posted this picture on EAA's facebook page and it received many likes. We're all giving the thumbs up sign in the picture. Someone asked why and it was quickly explained this was something Paul Poberezny liked to do too. It's a tradition in aviation and communicates all is good. I thought it a nice tribute to Paul and to say, "32 is here and we're all good"!

I hope you took advantage of the Spirit of Aviation Week and online convention. You can still visit EAA's website and peruse through many presentations as well as check out many vendors. Considering the short time they had to put this together I think they did a fine job of it. I wouldn't be surprised to see this become a part of the regular convention going forward and continuing to evolve in content and quality of presentation.

Moving forward in the chapter, it'll soon be time to think about officer nominations. We'll need to form a nominating committee for this task. Also moving forward and with the goal of engaging chapter members I'd like to see us really focus on some workshops together. Young Eagles is awesome but as we've seen this year it can't be our sole activity around which we plan. Workshops will engage our members to share with and teach each other new skills as well as keep our social interaction alive. We can do these in small groups. That's better for minimizing health exposure and better for teaching. We've been given the opportunity to refocus, to plan, to improve, and to increase the various activities that help provide value to our membership. Let's take advantage of this opportunity!

As always, check out the EAA.org website for upcoming webinars and other programs. There are some new programs coming from HQ. That's all I have right now from my dining room table. I'll see you at the ARC or maybe in the pattern!

Until then stay vigilant and fly safe!

C.A.V.U!!!
Bill Doherty,
Interim President
EAA Spirit of St. Louis Chapter 32



Dave McGougan's Kitfox Project

Dave says this month's report on the Kitfox will be without any pics because everything I did doesn't change previous photos. I have been prepping for joining the wings to the fuselage and have had some advice from Kim Nack, in fact it was he who discovered that the two wings were from two separate aircraft. Turns out the bolt size that joins the struts to the wings are different, one is An4 the other is An5, also each wing has different strut receiver brackets. The good news; all measurements and lineups are identical for both wings, which caused Kim to give my plane a new nickname "Frankenstein Fox or Frankenfox" ! Everything is now ready so the next pictures you see will have the wings joined to the fuselage. Best ever Dave

LATE BREAKING NEWS! Dave has attached the wings. It's looking more and more like an airplane.



July Meeting Minutes

Dave Deweese

July's meeting began with the Pledge, Bill Doherty presiding.

Approved meeting minutes from June.

Don gave the Treasurer's report including balances for savings, checking, and Ray foundation. Regarding the latter we received the

Tim Santos is visiting, started taking lessons here at the airport and is considering building a plane, is thinking of a STOL model. Dave (Preschel) from Maryville, working on his license at the airport in St. James, likes Rutan designs. Louie (? Louis) is here to thank us for the scholarship, is taking lessons in Greenville.

Flood report: river is at 15.8 (18 is flood stage, it's in the ARC at 21 feet.)

Old business:

Chris presented Louie(sic) with a hat and t-shirt, we don't get to cut the tail off because he already solo'd. (He gets a polo shirt and pin when he gets the license.) Kyle reports that he's got his cross-countries done and is planning on doing his check ride on the 27th, 2 flights to go before that.

Rick May is not sure if we'll get to do any Young Eagles events this year, we'll leave it up to pilots. He welcomes any input. Ron has flown 7 individually this year. Cabinets are open during the meeting for anyone who needs forms, certificates and log books.

Bill Doherty is now officially a pilot, as of yesterday. Shelby, one of the instructors he met, is a former Young Eagle. He'd like to draft her to speak at an event.

Jim reports they held an online meeting on July 7: they're putting the Explorer Post in "suspended animation" for the time being, current circumstances making events tricky.

Ron has food cards, see him after the meeting. Bill reminds of us of [smile.amazon.com](https://www.smile.amazon.com).

Dave Doherty had outplacement surgery with some issues in his chin, he's doing fine.

ARC improvements: west wall braces pending, clean-up issue around the Sport Wing in process.

Chris is making progress on the 750. He was in ICU last week so has made limited process but is planning to vinyl-wrap the plane. The plan is to wrap it in sections: rudder and some other parts first, then ailerons. Smaller pieces will be on display by next month. Contact Chris if you want to help out and you can meet up at the ARC.

?? Planning to put money down on an RV-14.

Bob Murray reports the RV-10 flew last night.

We're planning to do a builder workshop, maybe electrical, in September or October.

Bill played a video from HQ on Spirit of Aviation Week. Check the EAA website for specifics.

Don gave the annual financial report, delayed due to cancelled meetings. Q&A afterwards included fund-raising possibilities, also what do do about hangar expenses: these are ongoing despite delayed reconstruction and lack of tenants.

Afterwards we plan to do our group photo here as we won't be in Wisconsin.



Learning as we Go

“Some of the best of EAA 32”
mr. bill

Happy August 2020 to y'all! Have you recovered from EAA Oshkosh AirVenture this year? President Bill Doherty has some great photo highlights from the event. (Hint- they are all blank because the event did NOT happen.)



Though the event did not happen the Volunteer Awards DID go out and one of the highlights this year was the Major Achievement Award was given to.....

Our very own Dave Doherty! Yeah Dave (see cover).

Our EAA 32 has a lot to be thankful for in this situation because of Dave. EAA 32 has been in the top 25 most active chapters for the past several years. EAA 32 laid the road map for the EAA Flying Clubs with the Van's RV-12 thanks to Dave and the others he brought on board with that program.

Dave also helped clean out the EAA 32 ARC-Aviation Resource Center last year by allowing 5 feet of river water take over the building for a time so we could then turn around and clean it out from top to bottom.

Now if we can just get Dave to get rid of this Corona Covid-19 stuff, we can get back to doing the wonderful business of this EAA 32 Chapter that the 2020 EAA Major Achievement Award winner, our very own, Dave Doherty has help accomplish for the past years. Thanks Dave!



A: mr. bill

Q? Who was the EAA 2005 Major Achievement Award winner?

A2Z Aircraft

Do you need something from Aircraft Spruce? Would you like to support EAA32 and save some money at the same time? Of course you would!

Just go to <https://a2zaircraft.com/> to place your order for anything that Aircraft Spruce sells. You will get a discount and EAA32 will get a donation.

For Sale

Pneumatic rivet puller. Still in box; never used. I bought this after mine took an unauthorized trip down the Mississippi last year. After I sold my airplane, I realized I didn't need one any more.

\$50.00 firm

Jim Bower (jimbower@hotmail.com or 314-750-1613)



Yosoo Air Rivet Gun, Professional Air/Hydraulic Rivet Gun Riveting Tool Air Power Tool, Industrial Air Hydraulic Pop Rivet Gun Pneumatic Riveter Kit Set 2.4-4.8mm
by Yosoo

Currently unavailable.
We don't know when or if this item will be back in stock.

Eligible for **amazon smile** donation.

- Powerful durable, high speed production tool, wide range of applications.
- Hydraulic piston for increased power, quick-release air source, multi-directional...

Touch the image to zoom in

New Instrument Panel Takes Flight

Bob Murray

From late March to early July we worked to put a brand new glass instrument panel in our RV-10, as reported in the April, May, and July newsletters. We are happy to report the plane is back in the air and the new systems are working splendidly! Here's a picture descending toward Creve Coeur airport from the north at dusk.

The change from round dial instruments to an EFIS and the addition of an autopilot are considered major alterations. This requires Phase 1 flight testing for at least 5 hours. It didn't have quite the excitement of an actual first flight since the airframe and powerplant were not modified. But it was fun to see the plane get back into the air.

We conducted flight tests using the EAA Flight Test Manual, but abbreviated some of the control and stability tests for things that did not change. We signed off Phase 1 After 11 hours of flying. Still, this is a big change so testing and tweaking continue.

The biggest revelation came from instrumenting all six cylinders, showing that some were running much hotter than others. The front two cylinders have air dams meant to divert more air to the back. The air dams were too large, giving the front cylinders the highest CHTs (Cylinder Heat Temperature). With hot summer weather, they were over 450 degrees during full-power climbout. We have cut the air dams in half and that has partially evened out the CHTs. There is still room for improvement so experimenting continues.

We have a new interior yet to install and are also working out details of cabin lighting and a new 3D printed center console. So no worries about being bored due to lack of airplane work. We can relax and work at an easier pace now that the plane is flying, so life is good!



Photos from the RV-10 Gang

Aerial Oddities - “Twin” Ercoupe

Some time ago, I found an actual “Twin Cub”, two J-3s stuck together like Siamese twins. (And I thought the term “Twin Cub” was just to make fun of the Piper Apache!) Apparently, some people weren’t satisfied with the F-82 Twin Mustang or the various German Zwilling aircraft from WW 2.

This story was stolen from the interwebtubes. See the following for more details:

URL: http://ercoupe.com/story_4.php

“Grady Thrasher III of Athens and Watkinsville, Georgia, sent me this story about his dad, Grady Thrasher.

Many people have seen pictures of the amazing Twin Ercoupe. Grady's dad is the person who built it.”

“I am the son of Grady Thrasher, who in 1946 built the first (and only) twin or "Siamese" Ercoupe in Athens, Georgia. He flew it in the "Thrasher Brothers Aerial Circus" from 1946 to 1950. He could loop it and spin it. I am presently working on a history of the Thrasher Brothers Aerial Circus, and I ran across your website. I thought you might find the attached photos and story interesting. The two children in the photo on the twin Ercoupe center section wing are my sister, Miki Thrasher (now McFatter) and me. We often took family trips in the Ercoupe with my father and me in one cockpit with the controls and my mother and sister in the other.”



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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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