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# CAA Chapter 32 News

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

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**March, 2018**

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**What are these guyz doing?  
Check out the article inside this issue.**

**We will see YOU at the ARC for the March meeting. March 17, 2018 at 10:00 am.**



# President's Corner

by Dave Doherty

Fellow chapter Members,

Daylight Saving Time has finally arrived. The sun sets

after 7:00 PM now. That allows people to have a chance to fly their planes after work for those who ply the 9 to 5 circuit. I expect a lot of folks will renew their association with the sky now that the opportunity presents itself. It's another sign that spring is nearly here. I look forward to spending more time at the airport doing airplane things.

We had a Board of Directors meeting on March 3. In it, we discussed numerous things we'd like to do as a chapter, and are working on a budget to accommodate. We have a great chapter, and your Chapter 32 leadership is doing all it can to continue its tradition of having lots of activities and interesting things for everyone.

This month, my son David completed his flight schooling and had a successful check ride at Clermont Airport near Cincinnati. Way to go, Dave! He took most of his flight training in my 1946 Taylorcraft BC-12D, and has his tail wheel endorsement. His training went pretty quickly, as he was between jobs, and had plenty of time to work on it. He now has a job in Greensborough NC working as a stress analyst at Honda Jet. Dave let me know he'd like to use my Taylorcraft for a while. I may have some difficulty getting it back. It's OK though. As a member of the Spirits of Aviation Flying Club, LLC, I still have the use of a plane, and can still fly. Plus, we have a Van's RV-6A gestating in the hangar. Hopefully it will be flying by this summer.

We have a new item at the ARC. Joe Sargent has fabricated a display panel for us. It will hold a hundred four by six photos of our members. The new display panel has been installed on a prominent wall in the ARC, and will be populated with pictures and names of our members. Lisa Minao has been taking pictures of members for that purpose. The photos in the display will also have the member's name and project or plane they fly or are building. As space permits, we hope to also have photos of some of our members who passed on and went west. I'm excited about this new addition to our facility. We still don't have photos of all our members, and may ask those we don't have a picture of to either provide one or let us get their mug shot. Thanks Joe, for the beautiful display!

If you weren't at our last meeting or been to the ARC in the past month, you missed the RV-10 that was parked there for a couple weeks. Some of our members purchased it from a gentleman in Florida, and are now proud owners. They're forming a flying club for it. As with many of our chapter members' projects, this RV-10 isn't finished even though it's flying. They're making a few enhancements; The Florida plane was fabricated without cabin heat. Who needs heat in Florida? Well, we need it here in the Midwest. They've started installing cabin heat. Also, the plane was built as day VFR only, so they're adding nav lights. Future enhancements will be an autopilot and certifying it as an IFR aircraft. All it takes is a little time ... and lots of money! Congrats to you guys. It's a beautiful plane.

Also in the ARC is a Thatcher CX-5 project another group of chapter members are fabricating. Another flying club is in the works. It looks like the fuselage is nearly completed, and it will be fun to see how it progresses. They're even adding air conditioning to this plane! I look forward to watching how this project progresses during the coming months.

While we're mentioning projects in the ARC, plans are for a Zenith 750 Cruiser fuselage to be built during a week long period sometime in the not too distant future. The kit is on order, with a 12 week lead time, which means it will probably arrive in the May time frame. The schedule is still a bit unknown, so look for this in the coming months.

There may also be some final assembly of an RV-6A in the ARC when it comes time. This plane is currently in my T-Craft hangar, and is waiting patiently for the weather to warm up and people to get back to work on it. We have made painstakingly little progress in the past few months. That's about to change. Some major hurdles have been or are about to be completed. We still haven't decided on whether we paint prior to final assembly or after. If we do it prior to final assembly, it looks like costs are a bit less. Would anyone like to help paint it? If so, let me know.

Mentioned at the last meeting was reworking our flight simulator. We have a Polliwagon center section that'd make a great simulator, and I'd like to get a project going to integrate the chapter's portable simulator into it. The new simulator would be a great asset during Young Eagles events, open houses, and various air shows and other activities our chapter gets involved with. Think about this guys and gals. How can you help make this possibility become reality? It shouldn't take too much effort if a good group gets together and works it out. Plus it'll be lots of fun.

Here's a brief look at our calendar based on what we have planned to date:

- March 17 – Regular Chapter 32 meeting at our Aviation Resource Facility (ARC). After regular business we'll have a lunch break (sandwiches will be provided), then a Financial Review by Treasurer Don Doherty will be made.
- April 6, 11:00 AM - One of the local preschools has scheduled visit to the airport weather depending. We're talking a group of 3-5 year olds plus parents and teachers. This will be done on the patio outside the terminal as well as inside the banquet room. Airport management is asking us to bring over one or two planes that day so the kids could see them.
- April 14 – Young Eagles Rally at Smartt Field. This is Chapter 32's first of seven or possibly eight Young Eagles events. Needed are pilots, ground crew, greeters, food service helpers, and more. Let's make this year a great Young Eagles program year!
- April 21 – EAA Chapter 32 regular meeting. 10:00 AM. - NOTE CHANGE OF VENUE: Meeting will be held at Creve Coeur Airport. A tour of the Antique Aircraft Museum will follow the regular scheduled meeting.
- April 28 – Movie at the ARC – 1927 film "WINGS". The first movie ever to win Best Picture at the Academy awards. This is a film about two men who become fighter pilots during the Great War. A must see for aviation film aficionados.
- May 12 – Young Eagles Rally at Smartt Field
- May 19 – EAA Chapter 32 Regular meeting. Lunch after the meeting, guest speaker
- May 25 – Movie at the ARC – Movie TBD
- June 2 – EAA Chapters Poker Run – Various chapters will participate. Pancake Breakfasts, BBQ lunches, hangar flying. With an entry fee, participants get a playing card at each stop. Prizes will be awarded for the best hand by each participating chapter.
- June 9 – Young Eagles Rally at Smartt Field – International Young Eagles day. Expect a big turnout.
- June 9 – Flying kids with Cancer hosted by Flying Vikings organization in conjunction with St. Louis children's Hospital. Pilot volunteers needed.
- June 16 - EAA Chapter 32 Regular meeting. Lunch after the meeting, guest speaker
- June 28 - June 30 – Movie at the ARC – Movie TBD
- July 4, 6 & 7 – Fair St. Louis downtown at the ARCH fairgrounds. EAA32 and other chapters are working towards having a presence there.
- July 14 – Young Eagles Rally at Smartt Field

- July 21 - EAA Chapter 32 Regular meeting. Informal format, mostly geared towards planning chapter 32 things going on at Airventure.
- July 23 – July 29 AirVenture Oshkosh – The big show
- August 11 – Young Eagles Rally at Smartt Field – International Young Eagles day.
- August 18 – EAA Chapter 32 Regular meeting. Lunch after the meeting, guest speaker
- August 25 – Movie at the ARC – Movie TBD
- September 8 – Young Eagles Rally at Smartt Field – International Young Eagles day.
- September 15 – EAA Chapter 32 Regular meeting. Lunch after the meeting, guest speaker
- September 22 – Movie at the ARC – Movie TBD
- October 6 -7 – Young Eagles Rally at Creve Coeur Airport (1H0). Vintage Chapter 39 Open House & Fly-in.
- Oct 13 – 14 – Spirit of St. Louis Air Show & STEM EXPO. EAA Chapter 32 hopes to be involved.
- October 20 - EAA Chapter 32 Regular meeting. Election for President and Secretary - Planning for following week's open house. Lunch after the meeting
- October 27 – Smartt Field Open House and SCFS Pumpkin Drop – Open House and Fund Raiser for Chapter 32
- November 17 – Final EAA Chapter 32 Regular Meeting
- December 8 – Annual Awards and Holiday Banquet – location, menu, guest speaker all TBD.

There will be additional events and activities as the year progresses. Mark your calendars for the dates above. We look forward to seeing everyone as best they can make it to the events. As I said before, some things will interest some, others will be interested in something else. Hopefully we offer something for everyone. And it's a lot of fun to help and share the wonders of flight with others.

We will be forwarding any information to our chapter members via newsletter and website. Once again, I'm excited about the new year and programs our Chapter is planning. To find out more, come to our next meeting on March 17 at the EAA Aviation Resource Center (ARC) located at 6410 Grafton Ferry Rd, Smartt Field, St. Charles County. Meeting time is 10:00 AM. And don't forget about paying your dues or becoming a life member. In order to make it to our roster, dues must be paid by the March meeting. After that, things get fuzzy about making it on the roster, and the chapter needs the dues money to complete its mission(s).

*Blue Skies to all,*

*Dave Doherty*

# February Meeting Minutes

Dave Deweese

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

Minutes approved as published in the newsletter.

Don gave the Treasurer's report, including savings and Andy Dorris, a new member, is with us today. Melissa Wolfe is a new member, she's interested in the Youth Academy for her son Wesley Dunn (13), who'll visit soon.

Dave has new lifetime member jackets for John Huebbe and Michelle Stephenson. John was not here but Michelle got to show hers off.

Under old business, Dave covered upcoming Young Eagles event dates for 2018 in Rick's absence.

Rick Burick has donated some books dealing with design. We'll incorporate them into our chapter library. Dave asked if we had a Chapter 32 stamp for our books; Bill Jagust may know.

Chris Ward has ordered his Zenith 750 fuselage kit, it will be here by May, and will bring it here to the ARC where we'll attack it as a group. His goal is to complete it in a week.

Behind Dave's podium is a completed Van's RV-10. Bob Murray, Brian Peetz, and two other members have purchased it for a new flying club. The plane came from Florida. The owner was not flying it much (it had 64 hours over three years) and wanted to sell. Coming from a warm climate, it has no heater, or lights for that matter: it's built for day VFR, the upside being it's very light. It's going to be in the ARC for a little while longer while the club works out a few minor issues: lights, heater, directional gyro, and antennas. The long-term plan is a full glass panel. It's going to live in a hangar at Creve Coeur.

There's also a plans-built Thatcher CX-5 in the ARC: a tandem two-seater with an 85 horsepower

Revmaster VW. The fuselage is open for work on the controls. It started with a wingtip another builder had started from a kit, Ron drove up to Georgia with a trailer to pick it up, after this the construction has reportedly gone quickly. There's a single-seat CX-4 on the airport and performs well.

Dave McGougan's Kitfox Model 2 continues to progress. He's discovered that the right wing was build by Raven in Canada, forcing Dave to strip it down to the spar and build new ribs. Now it fits. The struts are also for the Raven and needed some work as well. Everything's now covered except for the tail feathers. He's still hunting for an engine and is considering a Rotax 582 for sale in Oklahoma. He'd like to have it rebuilt and installed by summer.

John Thayer has done some research on sheet metal brakes, he's found one on Craigslist for \$1300, he's also been checking government auctions. Tim Dempsey, a former chapter president, is in attendance and may have an older brake that needs some work. Note: Tim's currently with Chapter 1402; his group is interested in working with us at our Young Eagles events.

Art Zemon is back after an absence and has been busy with his BD-4 project. His goal is to fly it to Oshkosh this year. He negotiated a good deal on some firewall forward work so it's now in Florida. It'll come back here with the engine on, Art will work on some other details like interior and antennas. Between that and flight testing he doesn't intend to paint it right away.



Joe Sargent completed a display case for 4x6 photographs of chapter members. It will go right where our old refrigerator sits, we'll get rid of that.

We'll hold our Board of Directors' meeting here on Saturday, February 24.

Last month we talked about things to do as a chapter. We're shooting for a poker run in May, a meeting at Creve Coeur followed by a museum tour. More details to follow after the Board of Directors' meeting.

Bill Doherty has Dierberg's and Shop-n-Save cards in Ron's absence. We've gotten around \$9 from Amazon for purchases over a three month period.

Chris Ward attended a meeting in Jefferson City and they'd like to participate in the poker run. Dave will contact them.

We moved and seconded to close the meeting, followed by a 50/50 drawing. Total pot: \$88. Rich Emery won.

## **Dues, Roster, and Newsletter**

Chapter dues of \$40.00 were due as of January 1 and payable to the chapter via Don Doherty, Treasurer. If I have not received a renewal form from Don by the end of this month, this is the last newsletter you will be getting. I will also be issuing the chapter roster soon. Please have your renewals to Don ASAP. If I get a significant number of renewals after that, I will reissue the roster. Thanks in advance for keeping your dues up to date.

## **Magazines**

As much as we have appreciated magazine donations in the past, we ask that you stop them, at least for a while. We have an overabundance of them, and we have realized that these days kids aren't much into reading anything that doesn't have a display screen and buttons. Thank you.



# Learning as we Go

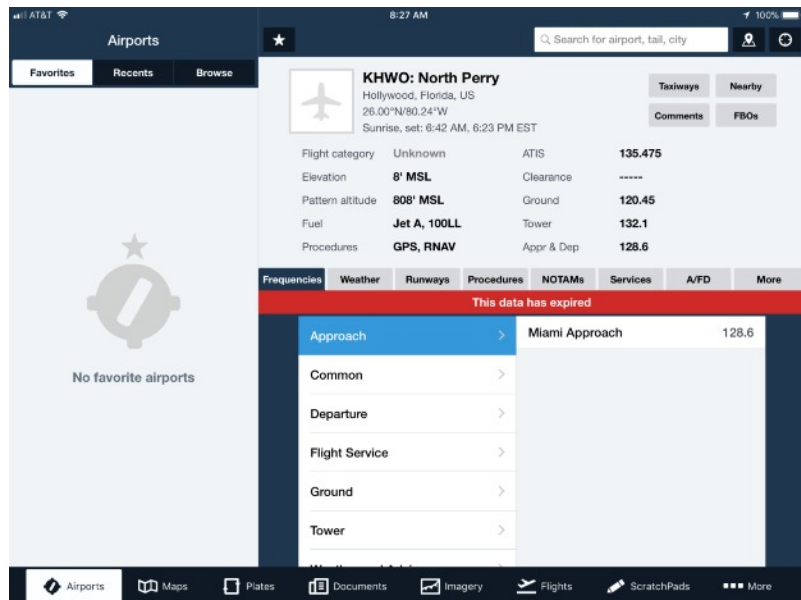
## “Pre-flight Planning-check, Now to Make It All Work”

mr. bill

With almost forty years of giving flight instruction the biggest request from pilots has been, “How do you TALK on the aircraft radio and WHAT do I say?”

The WHO I am, WHERE I am, WHAT I am wanting to do, and WHY I am wanting to do this flight (photo operation, touch and goes, start of my cross country answer) works perfect. To continue the saga started last month of me flying a 1956 Piper Tri-Pacer from West Hollywood Airport (KHWO) in Fort Lauderdale, FL to Smartt Field (KSET) in St. Charles County, MO we were able to review some of these basic communication skills required. We will learn that the same things you say in an uncontrolled airport traffic area are the same things you will say at a tower controlled airport. At the towered airport someone is going to talk back to YOU so you just need to HEAR, UNDERSTAND, and REPLY to the controller. Let's give it a try.

With the flight plan info in your iPad you can just “tap” on the airport and the airport diagram pops up to view the runways, taxiways, and frequencies for the airport.



Screen shot of the KHWO airport diagram

The FARs required pre-flight planning (airport layout, runway lengths, and fuel requirements) was done the night before so when I get into the airplane before the flight I have my info card with field elevations, all frequencies, my mini flight plan that has the distances to the fixes along the route and a click type pen. For planning purposes flying 120 mph is 2 miles a minute so it is



simple math to determine our ground speeds. The iPad will give you all that info too.

To start the flight we need the current weather. The ATIS-Automatic Terminal Information Service frequency will provide us the current weather at the airport and the expected runway for departure. The alphabet code of the ATIS “Alpha, Bravo, Charlie..” (write this down on your note card) will let the controller know you have the current weather. (ATC is required by law to give YOU the current weather conditions at the airport.)

CLEARANCE CONTROLLER: This person at a busy airport will coordinate how you will exit the airspace around this airport. After the ATIS we will call Clearance Delivery and tell them WHAT we want to do and WHY.

GROUND CONTROLLER:

Most airports have designated lettered taxiways (with the letter “A” starting at the south end of the airport and working north with the letters.) so by tapping on the iPad the airport layout chart is visible. The ground controller will give you taxi instructions. WRITE THEM DOWN because you HAVE to read them back and especially the HOLD SHORT OF RUNWAY 1Right instructions you are given. (The joke about this trip was that I did it without a co-pilot, flight attendant, autopilot, or a bathroom, and I was single engine.) Please do not ever be afraid to ask for a repeat or a Progressive Taxi to get to where you are to go on the airport. I have heard it asked for at the Chicago O’Hare Airport. The old guys laughed but hey sometimes it is confusing. O’Hare Airport changed the “Romeo” taxiway to “J2” one night at O’Hare and WE BIG BOYZ AND GIRLZ were ALL lost the next day. It happens.

So I have started the engine on my trusty Tri-Pacer, I have the ATIS “code” and I call CD-CLEARANCE DELIVERY and say:

“Hollywood Clearance Tri-Pacer 4434A, at the Van Wagner hangar, departing to the northwest, with information Charlie.”

“ROGER 34A, ON DEPARTURE FLY RUNWAY HEADING TO 4,500 FEET AND SQUAWK 2101, Miami departure frequency 128.6.”

“Tri-Pacer 34A hold runway heading, climb to 4,500 feet, and squawk 2101, departure frequency is 128.6”

Alrighty, that was easy. Put your heading bug on runway heading. Put 2101 in the transponder and turn it to ON and ALT so it is working and it will show your Altitude after takeoff. Some airports have ground radar and keep track of ground traffic via the ground radar. All the help you can get is good!

GROUND CONTROLLER: After plugging in the CD info we can now call ground control and ask for permission to taxi for takeoff. Try not to PLAN what the GROUND CONTROL will give you because this can cause confusion. I have seen people say that “THIS” is how we will get to the runway only to have the controller say something different and then you ALWAYS remember the first thing. Just write down the taxiways and the HOLD SHORT OF “XX.” As I write down the instructions I draw a double line before the intersection I am not to cross as a memory aid. After reading back my taxi clearance I taxied to the runway.

“Tri-Pacer CROSS runway 1 Right taxi and hold short of 1 Left on Lima.”

“Tri-Pacer 34A CROSSING 1 Right taxi to 1 left”.

After my run up and I am ready for takeoff, I put in the tower frequency and say:

“Hollywood tower (WHO) Tri-Pacer 4434A, (WHERE) ready for departure at 1 Left, (WHAT) ready for take off.”

“Tri-Pacer 4434A, taxi into position 1 Left and HOLD.”

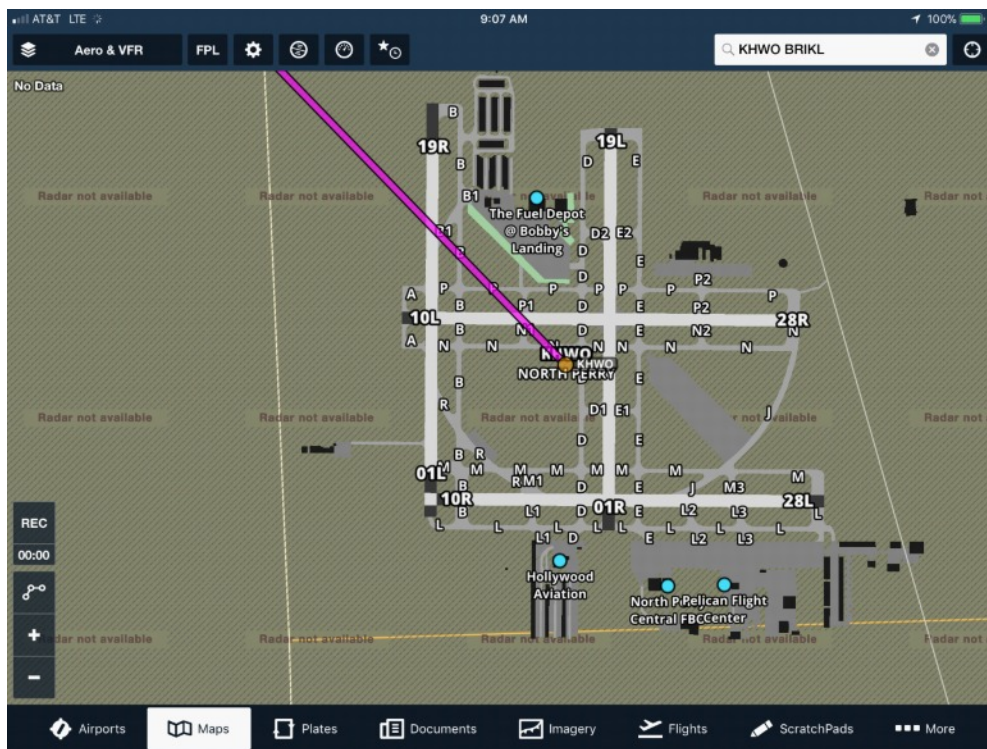
“Tri-Pacer 4434A into position on runway 1 Left and HOLD.” (I do not turn on the landing lights. Lights “on” means we are clear for takeoff.)

“Tri-Pacer 4434A clear for takeoff runway 1 Left.”

“Cleared for takeoff (lights ON) Tri-Pacer 4434A.”

“Tri-Pacer 4434A safe trip, contact Miami Departure.”

“4434A to Departure, good day sir.”



“Miami departure. Tri-Pacer 4434A with you, level 4,500 feet.”

“Hello Tri-Pacer 4434A radar contact, proceed on course and advise of any altitude changes.”

“On course for Tri-Pacer 4434A. I will advise of any changes.”

Next month we will look at some neat benefits of staying in communication with departure and continuing the adult supervision with *IN FLIGHT FOLLOWING*.

### iPad screen shot of the KWHO taxi chart

“Hollywood ground, Tri-Pacer 4434A, Van Wagner hangars taxi for takeoff.”

“Tri-Pacer 34A taxi to runway 1 Left via Lima hold short of runway 1 right on Lima.”

“Tri-Pacer 34A taxi via Lima to 1 Left. Hold short of 1 Right on Lima.”

Q? What is the other name for the ATIS information code Whiskey?

A: We have the “booze news.”

Q? What is another and sometimes better name for information “Delta?”

A: Information “Dixie” for the ATIS code and taxiways down in the Atlanta, GA International Airport

# Dave McGougan's Kitfox Project

Dave keeps working away on his Kitfox. In his own words:

*Two pics, one of my completed horizontal stabilizer and the other is the rudder in work. Since this pic was taken the rudder has been completed and the elevator is in work. Once the elevator is finished, the plane is covered and I have to wait for the weather, specifically the temperature to be above 65 degrees to apply the Polybrush. While I am waiting for that I can order the windshield and glass over the doors.*

*Dave*





# Safety Tip of the Month

## Pilots, Man Your Planes

We are one month away from the start of our 2018 Young Eagles flying events. Now is the time to begin to prepare our aircrafts to insure many trouble free flights to all of our Young Eagle participants. As pilots, we need to check that our aircraft are working properly without any major squawks and are ready to fly. A good spring cleaning of both the inside and outside of the airplane always makes the aircraft look good and professionally maintained. A working pair of headsets for each rider is a must to ensure good communication when you are explaining what you are doing and answering questions aloft. Also, make certain that you have a couple of sick bags on board just in case one is needed - better safe than sorry. Having a couple of thick cushions or extra pillows is a good idea if your Young Eagle flyer has any trouble trying to see over the cockpit glare shield or out of the side windows.

Remember to be gentle with all of your turns and flight maneuvers so that you do not frighten any of your nervous passengers. Our Chapter 32 is a large contributor to the Young Eagles program, thanks to our Young Eagle Coordinator Rick May. Our hard working ground crews and chapter members must also be recognized for all of the hard work and caring that they all contribute to the Young Eagles program too.

I am looking forward to seeing everyone at our opening Young Eagle event next month. Until then, Fly Safe.

*Blue Skies,*

*Joe Miano*



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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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