



EAA Chapter 32 News

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

July, 2013



We call our facility the Aviation Resource Center (ARC). Once again, it served as our ARK to keep several airplanes high and dry during the June/July flood. Here's hoping this is the last one for quite a while! See inside this issue for more flood pictures, and some other exciting articles.

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on July 20, 2013.**

The Flight Not Taken

by Art Zemon

Let's talk about a road not taken, less romantic than Frost's.

Two roads diverged in a wood, and I, I took the one less traveled by, And that has made all the difference.

Robert Frost

My phone rang one night and I answered to hear Sven's voice. He was training to get his pilot's license and had been asked to plan his next cross country flight. This one was to be at night across farmland in the middle of the country, from one small airport to another small airport. Sven wanted help figuring out the best way to handle the flight. I started asking Sven questions.

Me: How would you navigate there?

Sven: I would use the VOR [a radio navigation instrument].

Me: Does the plane have a GPS or an ADF [alternative radio navigation instruments]?

Sven: No.

Me: So if the VOR fails? [Pilots always have a Plan B, in case a radio or instrument breaks.]

Sven: Ummmm.

Me: Could you follow the interstate? The lights of the cars can be easy to see at night.

Sven: No. There isn't an interstate running anywhere near my destination.

Me: Is your destination airport near a town with lights that you can see?

Sven: Nope. The nearest town is 30 miles past my destination.

Sven's instructor had posed a tough problem for him. He was to fly to an airport that would be particularly difficult to find at night. He would be flying an airplane with just a single navigation instrument. Sven's only backup would be "dead reckoning," a technique involving meticulous attention to airspeed, heading, and time. Now I understood Sven's concern.

Me: If your instructor was not coming along on this flight, would you do it? Right now, with the skills you have today, would you try that flight alone?

Sven: No.

That was "the answer" and the end of Sven's flight planning. This flight was too risky.

I congratulated Sven on figuring this out for himself, on knowing his limits. I encouraged him to tell his instructor about his decision.

After that, Sven and I talked about some of the other risks of a night cross-country flight: the difficulty locating a suitable emergency landing spot if the engine quits, the difficulty simply maintaining level flight when you cannot see the horizon, and the difficulty confirming your location mid-course when there are no visible landmarks.

By the end of our call, Sven had two answers for his flight instructor. First, he was going to say that he would not take the flight. Second, as an academic exercise, Sven was going to explain how he would fly the route if he were to do it. I think that was the ultimate goal, to get Sven to learn something about judgement and also to plan a night cross-country flight.

We can apply the same judgement to all of our trips and, most of the time, we do. But sometimes, we forget the bottom-line question: Should I take this trip at all? I missed that question

one night when I was a teenager.

I had been visiting a friend in Chicago one winter. By the time I was ready to drive home to Indiana, it had been snowing heavily for quite awhile. The roads were tough, to be generous about it. Less than a mile after I got onto the tollway, I lost control of my car, mashed the front end of the car into the concrete barrier on the right side of the road, bounced across both traffic lanes, crumpled the back of the car against the center divider, and came to a stop on the left shoulder. I had thoroughly wrecked our family's good car, the one that my step-father used for his daily commute. While I was catching my breath, the snow plow drove by. Had I been one minute later, I would have been following the plow on clear pavement. Had I been a more experienced driver, I would have still been at my friend's home, waiting for the next day and better weather to take my trip.

As I have gotten older, I have gotten less insistent about making every trip exactly when I first planned to make it. I am not more fearful; I am just more conscious of the risk-benefit balance.

Should you take that trip? Not necessarily.



Please Turn the Pump OFF!!

When you visit the ARC and use the bathrooms you need to turn the pump ON so they will flush. Please do not forget to turn it off. The constant pressure erodes the valves in the toilets until they leak. The resulting water then fills the holding tank, which costs \$275.00 to empty. Don Doherty notes that in recent weeks it has been left on twice. We thank you in advance for your consideration.

Safety Tip of the Month

KOSH (Oshkosh) is just around the corner, and having flown in there a number of times, here are a few things to ponder:

Read the NOTAM on the VFR and IFR arrival procedures.

Be very watchful of the enroute and terminal weather forecasts.

Ensure you have enough fuel on board for possible delays or re-routes.

Before you go, practice slow flight and minimum controllable airspeed control.

Practice accelerated stalls.

Be very careful of proper loading; tents, clothes, equipment for camping. Items placed in an improper location can increase the stall speed.

If possible, take a pilot or observer who can help you look out the windscreen, windshield.

Practice short field spot landings. This is normally the required procedure at KOSH. Crosswinds or tail winds can happen at KOSH, if you cannot handle the runway they are putting you on, DO NO ATTEMPT a landing.

Pre-flight your aircraft carefully: oil level, fuel level, tire inflation, lights, controls, radios, nav. gear and you; ----- (your physical condition, sleep, colds, medicine you have consumed).

Be prepared for the unexpected ALWAYS, especially in the landing phase.

Bob Kraemer

Learning As We Go

“EAA is About People, not Airplanes”

by mr. bill



**Young Eagle, now a
newly minted private
pilot**



Families building airplanes together



**Young eagle flight then, now Air Force
Cadet 2nd Class
Cadet Richard States-Glider Instructor**



Gale D. and our future captain!

Well, did you see? Airplanes or our future?

Speaking of airplanes....We are now officially using iPads at the airline and it is pretty cool.

We are now saving _____ miles of paper a week?

(2,100 miles)

How does a pilot, who finds themselves on the "back side of the power curve, land an airplane?

I think we saw how not to do it this past weekend!



Daughter and Dad flying out to give some Young Eagle rides!

Last Year - Drought. This Year - Not So Much

Smartt Field just can't catch a break this year. No sooner had we dried off from the May flood, the water rose again! This time was considerably more serious than the last, causing the airport to close for a time. As you can see by these pictures, our beloved ARC just barely kept its feet on dry ground, sheltering a half-dozen aircraft within its walls.

The flooding forced the cancellation of both the May and June Young Eagle rallies. We did have a make-up rally in late June, but it was not as well attended as we would have liked. This was probably a blessing in disguise, because we were a bit short of ground crew as well. We thank those who showed up to fly the kids, and to safely escort them to and from their flights.

You may have noticed this issue is a bit thinner than most. This is because our intrepid chapter officers spent many days hosting the EAA's "Aluminum Overcast" B-17. We look forward to hearing from those who helped out and those who rode the giant bird.







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!

TO:



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