



EAA CHAPTER 32 NEWS



Jim Bower, Editor

August, 2005

Don't miss the August meeting (8/28/05)! Jerry Erickson will share how to get an A&P certificate. The barbecue potluck starts at 1:00. Bring a side dish (and/or some bucks), and prepare to be well fed. The "normal" meeting will start at 2:00, as always.



This bunch of Chapter 32 folk made their way to the Chapter House on Saturday July 30 for the group picture.

See inside this fine issue for several impressions of Oshkosh, and a few other interesting things!

EAA Chapter 32 Meeting Minutes

June 26, 2005

It was a HOT day at the ARC for the June 26th meeting. After a fine bbq lunch, the meeting was called to order at 2:00 pm with the Pledge of Allegiance.

Three visitors braved the steamy weather, and we hope they come back again!

President Laura gave a short report on the Sport Pilot Tour event. It was a complete success, other than some folks needing to leave early to beat some bad weather.

The St. Louis County Fair and Air show was mentioned and volunteers were requested. It is noted that last year the Chapter made a lot of money selling sodas and water.

Mr. Bill talked about the programs coming up for the August and September meetings. Stay tuned.

Some coming events: September 10 is the Ozark Silver Swallows reunion and Young Eagle rally. September 24 is the Smartt Field Open House, another chance to fly Eagles.

The meeting was adjourned at 2:25 pm. Gary Liming gave a very interesting talk on the events that lead up to one's first flight in a new homebuilt.

We regret to inform you that longtime chapter member and good friend, Bill Blake, passed away on Sunday, August 14. Bill was a valued member of our chapter and the EAA, and was instrumental in drawing plans for a number of homebuilt airplane designs. Some of his work can be seen in the EAA museum in Oshkosh. A memorial service will be held on August 20, 2005.

St. Louis Fair and Air Show Coming Labor Day Weekend

Hey gang,

Welcome back from Oshkosh those that went. Hope you are rested, we have a busy September ahead of us.

The St. Louis Fair and Air Show is coming up quick (Labor Day weekend, September 3rd, 4th and 5th). For you new members, we have a booth and Aviation Theater at the St. Louis Fair and Air Show at Spirit of St. Louis Airport in Chesterfield on Labor Day weekend. We talk to the public about aviation, we hand out flyers about our chapter (and try to recruit new members), we hand out flyers for Young Eagles. We also provide forums on "How to Build and Airplane" and "How to get your Pilots License" on Saturday and Sunday. On Monday, Scout Day, we prove two workshops for Boy Scouts and Girl Scouts that they can use to earn their Aviation Merit Badge and Aerospace merit badge. We also use this event as a fundraiser where we sell soda and water and hold a raffle. (See later in this article.)

We need to submit a list of volunteers who want to help with this year's event. You will get into the event free and if you stay for at least half of the day, you can get lunch or dinner free. It's really a great time to hang around and talk about aviation. If you are interested in attending, please send me your name and what day or days you want to attend. This is not set in stone, if you are not sure if you can make it, send me your name anyway. If you are not on the list, you have to pay to get in.

If you are interested in having your airplane on display, let me know that too. We need to get your N-number to the control tower so they can direct you to the static ramp. You will need to fly in Friday morning (before noon, when they begin practicing for the Air Shows) and plan on flying out late Sunday afternoon (after 5pm). Of course this all depends upon the weather. A few years ago, we had thunderstorms predicted for the weekend and understandably no one wanted to leave their plane out in that. (Yes that was the year we rained out). Let me know if you want details.

We will also need a volunteer crew for set up on Friday (yes those lovely tents again) and a tear down crew on Monday.

As mentioned above, this year at the STL Fair and Air Show we are going to sell soda and water again to raise money. We sell for cash while others have to take the tickets. Three years ago we made about \$400 on soda and water sales alone.

In addition to that, I am organizing a raffle. We will be raffling off small toys and items this time. When I was a kid (yes I can remember that far back) I remember going to carnivals where you paid a quarter and got to pull a piece of paper out of a jar. If your number matched the number next to the prize, you won that price. I'd like to do that this year (except charge \$1 - inflation and all). Someone donated some toys for the auction last Christmas that didn't get put out. We will auction these as well as a few other items that have been donated. We also have a lot of small things like Frisbees, posters of plane, etc. and a lot of things that Jim Baker has brought back from Kid Venture in the last few years. I hope to have enough stuff that every kid gets to walk away with something.

If you can, please donate new toys or model kits, etc or something aviation related for this. I'd like every kid to walk away with something. It can be an airplane from the Dollar Shop, or an unopened model kit that has never been used. The more stuff we have, the better attention. Bring what ever you have to the meeting or the hanger and I will pick it up.

I will have more information at the August 28th meeting as well as the sign up sheet, but if you know you will attend the STL Fair and Air Show, let me know as soon as possible.

Thanks for your continued support!

Laura Million

Impressions of OSH

By Laura Million, Allison, Chris, and Amanda

When I wanted to write about my impressions of AirVenture, I thought “Where do I begin?” The 5 days I spend there went by so fast it’s all a blur. As some of you know, like the last 2 years, I brought my niece and nephew along to AirVenture with me and Amanda. My nephew broke his hand a week before leaving for OSH and was so

of us). He loved KidVenture and the Kids Activity Area (basically anything his cousin Amanda likes). He loved the Wisconsin Brats. He just loved everything. If you want to see AirVenture from a new perspective, see it from the eyes of the kids.

I’ve always been impressed with the people at AirVenture: the visitors, the staff, and the volun-



worried that he couldn’t go. He was able to come so I thought I’d ask the kids to give me their impressions of AirVenture. Allison, 14 years old, enjoyed the Fly-market and the outlet mall (no surprises there). Amanda like the Kids Activity Area in the campground, KidVenture and of course being left alone with her cousins at our campsite. Chris, 11 years old, had lots to say. He like the Masters of Disasters team, especially the pyrotechnics. He was thrilled on Tuesday to get Mike Melville’s autograph on his hat. Chris has gotten into rockets with Boy Scouts and was really impressed with Spaceship One (as were the rest

teers. Amanda and I always camp in Scholler and it’s very crowded. However, I’ve never heard of any problems. Scholler is transformed into a small city with over 10,000 people camping together. Most people are very friendly and well behaved (ok some party longer than I like to be awake, but that’s expected). This year, even before I pulled in, my neighbor came by and helped me back in my camper. In contrast, on the trip up to Oshkosh, I blew a tire on my camper and discovered that I did not have a jack or lug wrench. I was near a rest stop with traffic going by and no one stopped to help me.

The staff in Oshkosh has always been helpful. This year I was working in the Membership Tent and an elderly gentleman came up and complained that he tried to park in the handicapped place with just a note from his doctor (no handicap decal or hangtag). He had called several months earlier and someone told him that that all he would need is a note from his doctor to park in handicapped. When he arrived, the parking staff told him that he could not park there without the pass, the letter was not enough. A staff member from EAA made a phone call and about 10 minutes later they had a handicapped parking pass for him. I knew from experience that they would help, but I never expected service that fast. The staff at EAA is always willing to help even beyond the ordinary.

The volunteers at AirVenture are also remarkable. Listening to and talking with some of the Young Eagles volunteers reminded me that the Young Eagles program is alive and well and thriving. So many volunteers are willing to not only share their success stories, but share their ideas so that the rest of us can use their ideas and materials to make our Young Eagles Rallies a success. I also had the pleasure to stand in for our Veep, Bill

Jagust who could not be present to accept his Major Achievement Award. This year they presented the award during the Leadership Breakfast and had time to read a summary of the nomination letter we presidents sent in for the nominations. As I listened to what these 10 winners did to receive the Major Achievement Award, I realized what incredible company I was in. These are not the grumblers of the chapter. They are not the ones that ask, what's in it for me. They are the ones that return month after month, year after year and give everything to their chapters. They build airplanes, they hold office, and they participate. And every one of them was modest about their Major Achievement Award. They don't do it for the glory or praise, they do it because they love aviation and they want to share their experiences. I was humbled by what I heard. Every year EAA picks 10 people to receive the Major Achievement Award. If this year's recipients are just a small sample of the volunteers that make EAA, this organization is in good hands. That is my image of AirVenture and of EAA. Oh yeah, I remember seeing a few planes too.

Laura Million

Calendar of Events

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Sunday, August 28th – **General Meeting, Noon – doors open, 1pm Pot-luck BBQ, 2pm General Meeting, Presentation following the meeting: How to get you're A&P license by Jerry Erickson**

Friday, September 2nd – **Set up tents and displays for St. Louis Fair and Air Show, Time: TBA**

Saturday, September 3rd through Monday, September 5th – **EAA 32 booth and Aviation Theater at the St. Louis Fair and Air Show**

Saturday, September 10th – **Young Eagles Rally for Ozark Airlines Silver Swallows Reunion, Time: setup 8am, flights begin at 9am.**

Saturday, September 24th – **Young Eagles Rally, Time: setup 8am, flights begin at 9am.**

Sunday, September 25th – **General Meeting, Noon – doors open, 1pm Pot-luck BBQ, 2pm General Meeting, Presentation following the meeting: Bi-annual Flight Review with Bill Jagust**

For details or check for last minute changes, see the webpage at www.eaa32.org or call the EAA32 hotline at 314286-9932.

Oshkosh 2005, You Had To Be There!

by Jim Hann

Well folks, another AirVenture is in the books. I had a great time and here is a laundry list of why. First and foremost, I spent the week with my Dad. This was his fourth or fifth convention; he never tires of the airplanes, even at 74 years young. He is a big fan of



the F-86 Sabre, has pictures of the ones that have been at the convention, including the “gate guardian” Sabre in front of the EAA museum. Second major reason, I volunteer. I have for the last three years, as others in our Chapter do. My time is spent at Flight Line Operations, also know as FLO. I am one of over three hundred folks who either stand along runway 9-27 with orange paddles in their hands telling airplanes where to go, or parking the spam cans when they get there. In this position I get the chance to see airplanes closer up than anyone else at the convention, although some airplanes get more up close and personal than even I want! Third, and last, and longest, is the many moments that will never be repeated.



To start off with, how about a list of the historical moments I saw. Sitting in the Theatre in the Woods listening to the Mojave Aerospace Ventures team talk about the X-Prize flights was incredible. That discussion transitioned into an announcement about The Spaceship Company, a joint venture by Burt Rutan, Paul Allen, and Sir Richard Branson. In turn, the talk turned to Virgin Galactic, and what they would be doing with the SpaceShipTwo family produced by the Company. Watching two, no, three Burt Rutan & Company creations fly down the flight line (White Knight/SpaceShipOne and Global Flyer), two of them destined for the National Air and Space Museum in Washington, D.C. very soon.

What about seeing history fly down the flight line in the form of a Heritage Flight? The flight consisted of a P-38 that rested in the Greenland glacier for fifty years, a beautifully restored P-51 (I believe it was a rare C model), a big thundering F-4, and a current frontline fighter, the F-16. Yet more historic aircraft as six tri-



motored airplanes flew around the pattern with an average age near 70 years old, and yet another tri-motor on static display. Wait, what about the five airworthy (and six total) B-17 Flying Fortresses on the same airport? The thirtieth anniversary of the first Vari-Eze



coming to Oshkosh was this year too, celebrated by a mass fly-in of Burt Rutan designed or inspired “glass backwards” aircraft! What have I forgotten?

How about a chance meeting? What are the chances of an encounter with an engineer from NASA? This particular gentleman is working on the next generation of glass cockpits and was on his lunch break from the NASA building. He was very interested to hear the thoughts of a guy who spent the last six years sitting behind a group of CRTs mounted in a cockpit. It was an interesting lunch at the Aces Café that day. Or the engineers we had just seen running a hybrid rocket motor outside that same NASA pavilion? It consisted not of tire rubber and laughing gas like a SpaceShipOne motor, but of a hardware store acrylic cylinder and oxygen. This two inch diameter, four inch long display motor could put out one pound of thrust for four minutes.



Finally, I saw an airplane among the thousands of factory-built airplanes that I flew with its first owner. A brown (yeah, brown) Mooney MSE that was the best equipped airplane I flew as a flight instructor. To cross paths with it a thousand miles and fifteen years on from the first time I sat in it was cool. And having the chance to talk to the current owner and finding out what the old girl has been up to in the thirteen years since you last flew her was priceless.

And then there are the events that might not be historical or personal but are memorable none the less. For instance, let's talk about the weather. What would Oshkosh be without Wisconsin's and Mother Nature's best display of weather extremes? How could we camp at Oshkosh without a forty to fifty degree temperature swing between high and low temps during the week? Then of course the obligatory level six thunderstorm with eighty mile per hour winds that shred and/or send tents, or other things flying across the campground.

On our last night camping Dad and I were again sitting with our neighbors on 11th and Sunset. Around the campfire we all expressed our lack of willingness to leave the next day even though we all are planning to return to the same spot next year. What else can I say? EAA, Oshkosh, or AirVenture, what ever you call it is always addictive, fun, crazy, draining, energizing, friendly, and above all family. AirVenture 2006, here we come.

Then there are the personal moments. Yeah, we did a Chapter 32 picture, I always enjoy that. I have friends that I see in person only at Oshkosh. All the modern conveniences of cell phone and e-mail are great but seeing friends face to face this one time at AirVenture is still the best. There is nothing better than sitting around a campfire with new and old friends enjoying a beverage and recapping the day and the year. On Saturday morning I was walking through Camp Scholler and nearly (literally) ran into a friend and fellow airline pilot. (Over) loading my van with friends to go to dinner in Appleton, maintaining a tradition started a few years back. Then there is the fun of introducing friends to the AirVenture joys of camping in Scholler, watching airplanes, and of course using the unique shower houses the EAA engineers/improvisers/scroungers have devised. For the first time this year (for me), meeting with others who are building the same airplane you are trying to build over brats, burgers, and baked beans.



Learning As We Go

mr. bill

“My summer vacation.”

After one thousand miles by aeroplane (easy on the buttocks) and one thousand miles by car, (not so easy on the buttocks) within 10 days, this travel trip came to an end. Five cool airshows were in the bag.

The adventure started with my American Eagle flying schedule taking us to Dayton where we needed to arrive before the Dayton Air Show practice started. How cool to sit on the ramp and watch the THUNDERBIRDS blast by. Well, after the demo the flight crew headed for some Skyline Chili at our layover hotel. After bedding down for the night the call came at 12:34 a.m. that the early morning departure flight was canceled so we were now to leave at 6:00P.M. Cool!! Sleep in and head to the airport to watch the whole Dayton Air show that afternoon.

The next Wednesday, after a flight to Chicago and a quick hop to Fort Wayne, Indiana and a westerly car ride of 60 miles, had me at the POPULAR ROTOR-CRAFT ASSOCIATION'S (PRA) convention in Mentone, Indy-an-ner. The gyro boys were just leaving for “coffee at the next town over” and would be back in two hours. Plenty of time to check out the PRA Museum before the whirling blades returned. In the museum (a 25' by 60' building) was displayed the 1960s technology of wood crafted rotor blades attached to aluminum lawn chairs with a (outboard motor) boat fuel tank strapped on the aluminum frame. They had the fuel tank less model also which was called the “glider” version. It was attached by a rope and pulled behind a car so one could get some experience before handling the powered version. The old photos and drawings of the early gyro days were priceless.

The “cool landing” award went to this individual who has designed a landing gear that can reduce a ten “G” landing to “zero.” It was demonstrated at Oshkosh last year but probably was missed by many. This brave boy comes in at 50 feet above the runway and just stalls and lets the gyro fall to the runway. The landing gear hangs down a bit but has “air shock absorbers” that release air from the cylinders to slow the machines RAPID descent to zero without any damage. Everyone watching is in horror and the “gasping sound” from the audience is very loud as they assume this chap is going to crush the airframe.

Later after assisting in attaching the rotor blades to the hub bar and learning how to “square” blades on this mans gyro we went to the next event, the strong man competition. This is where you put the hub bar with its two 13 foot aluminum bonded airfoil blades on your shoulder and hoist and mount the hub bar into the mast of the gyro.

After walking the grounds and checking out the 30 plus gyros on the field the previous eight gyros came back over the tall corn, landed, and taxied into the engine cool down-rotor spool down area. St. Louis gyro man Greg Gremminer was out there as usual giving flight instruction to all waiting and wanting.

Well, the weather was hot and the towering cumulus were building so the 3 hour visit needed to be wrapped up. After viewing the “Mentone EGG-The Egg Basket of the Midwest” (about a seven foot high 4 foot wide egg shaped rock painted white) the race to Fort Wayne airport was on for the flight home.

The following Saturday the ground vehicle was packed destined for Brodhead, Wisconsin about 35 miles west of Beloit, WI. Always hearing about the “low and slow” fly in the stop was necessary on the summer of flying fun. The Brodhead event sponsored by the local EAA chapter has several 1910s and 1920s era aircraft on display and flying. Many had old three cylinder radials along with the “flat four” earlier Continental engines on the airplanes. The fly in is for the Bernie Pietenpol aircraft, many with the Ford Model A engines. Top speed at this place is 80 miles per hour on a good day. Great old fashion fun, cars, and airplanes. Top that day off with a “Brat” cookout with plenty of corn on the cob and it was heaven. Umm mmm good!

Awaking Sunday morning started the trip to the mother land. It was 100 miles away and the old two lane road has four lanes now right up until the last two miles of road. The intersection of these roads should be completed by next year to save a few minutes getting on highway 41 which takes you to Oshkosh.

Next month I will review Air Venture - Oshkosh.....

Editor's Corner

One of the perks (ok, the ONLY perk) of being the newsletter editor is that I get to spout off on things that are on my mind whenever I want. Any rebuttals to my ramblings will be faithfully printed in the next issue.

OSHKOSH

If anybody in my audience has not yet attended the mother of all aviation-related events, shame on you! Please remedy this in 2006! I dearly look forward each year to attending this extravaganza, and almost didn't get to go this year (*complicated story involving a business trip*). I made it though, and spent the best part of four wonderful days in the company of airplanes, good friends, and airplanes. (Did I mention airplanes?)

Because I drove up, I was privileged to stay in an honest-to-goodness motel. I really appreciated this on Monday night when the monsoons hit! In previous years, I have camped out and had a great time (except for nearly drowning in a crappy tent). A new tent is definitely in my plans.

Having said this, I must say that AirVenture 2005 hit a new high (low?) concerning the use of motorized vehicles on the airport grounds. Is it me, or have the numbers of Gators, scooters, cars, and trucks increased since last year? Why are there so many "VIPs" who get to blast around the grounds in air conditioned comfort, while the rest of us trudge from one exhibit to another? I even saw one guy nearly run down by none other than Bob Hoover driving an SUV. How'd you like THAT on your tombstone?

Another bone of contention between AirVenture, Incorporated and the folks who pay the freight is food prices. Hey, we all love to get a \$100.00 hamburger, so what's wrong with an \$8.00 burger? If you don't like standing in lines, don't eat. (This line of reasoning brought to you by AirVenture, Inc.) I personally see no reason why food can't be a bit more reasonable (especially after paying \$20.00/day to get in the gate), but anybody who has been to Disney World, Six Flags, or a ball game would ask that question as well.

The EAA sent out a questionnaire about AirVenture 2005 (I assume most everyone got it), and I definitely made my opinion known. Maybe things will change.

ST. LOUIS SUMMERS vs THE RV

The weather gods do not like me this year. Summers in our beloved St. Louie are hot steamy affairs, but somebody has really turned up the heat this year. It must be because your friendly editor has an outside project that has eclipsed his real calling. I'm in the throws of the world's longest front porch rebuild project, and my aluminum mistress has not been touched in many months. Waaaaa.

CHAPTER OFFICE

Now we get to the real reason for this column (the previous stuff was just for warmup). Nominations are now at hand for chapter offices, particularly President.

Laura's second term is coming to a close, and she is chomping at the bit to resume her normal life (mainly chauffeuring Amanda to all her activities). You've heard the term "it's a dirty job but somebody's gotta do it"? Well, whoever coined that phrase had Chapter 32 President in mind. The job description is as follows:

- Conduct all meetings,
- Give up your normal life,
- Spearhead all chapter events (Young Eagles, Christmas party, Sport Pilot tour, St. Louis County Fair & Airshow, etc.),
- Liaise with Oshkosh,
- Listen to whiners and naysayers who won't lift a finger to help in any way, shape, or form, but love to sit in the back and criticize, then defame you behind your back.

All this for no pay and dang little recognition. Interested yet?

The only way we can continue as a chapter is to have a full compliment of officers, INCLUDING president. So far as I know, nobody has stepped up to the plate yet, including myself. I fall back on the excuse that I already have two jobs (three, if you count BBQ chef). Not only that, but my RV project would really suffer (see previous entry in this column).

Would somebody please give it a shot?

These comments are strictly the opinions of the newsletter editor and do not necessarily reflect those of any other chapter member, or even reality.

INFORMATION HOTLINE
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CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS

Check out our Fantastic Web Pages at
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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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