
EAA Chapter 32 News

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

March, 2013

March MOVIE AT THE ARC EAA Chapter 32 Proudly Presents:

When: March 30, 2013

*Where: EAA 32 Aviation Resource Center,
Smartt Field*

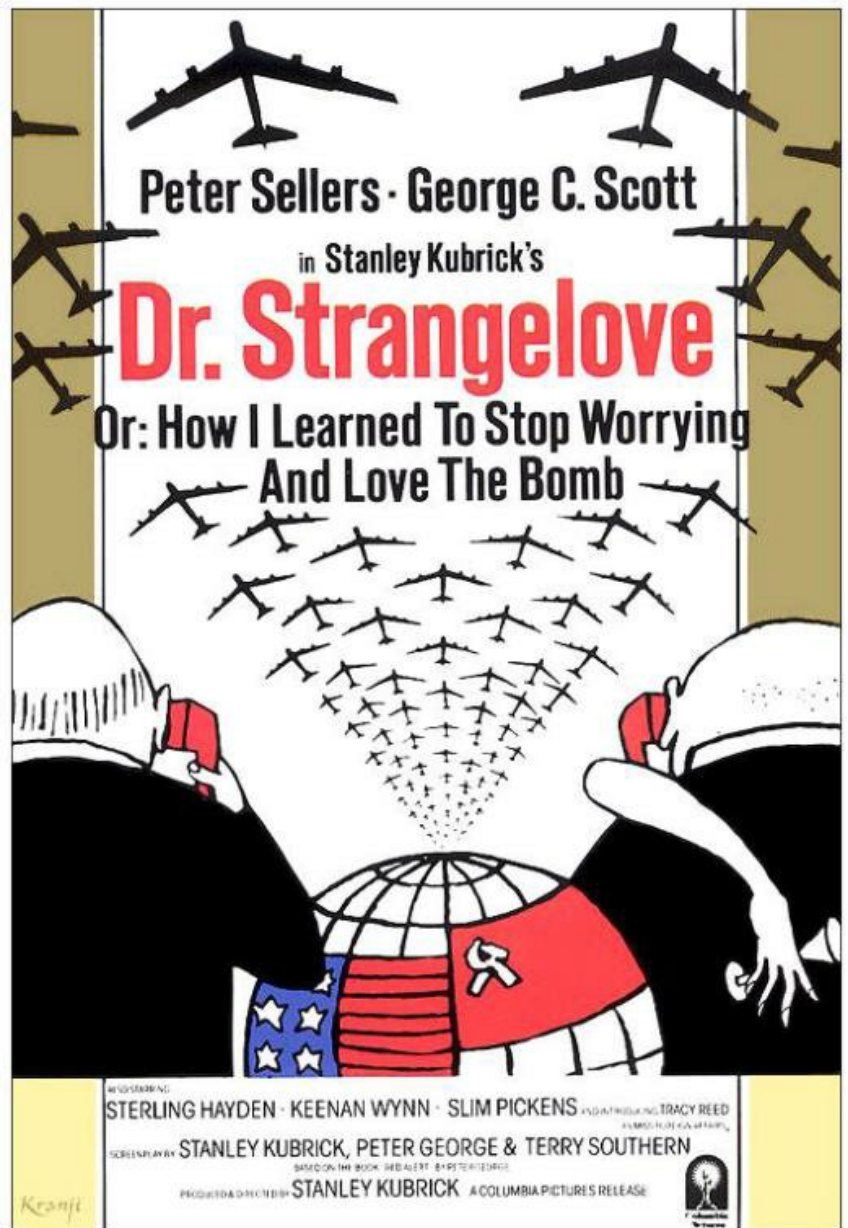
*What time: Social hour 6-7 PM, movie starts at
7 or thereabouts.*

*An episode or two of Sky King will precede the
movie.*

*Pot Luck Dinner – Bring a dish or side.
Chapter 32 provides a meat entrée*

“Dr. Strangelove or: How I Learned to Stop Worrying and Love the Bomb” (1964), satirizes the nuclear scare of the time. It was directed, produced, and co-written by Stanley Kubrick, starring Peter Sellers and George C. Scott, and featuring Sterling Hayden, Keenan Wynn, and Slim Pickens (not to mention a young James Earl Jones).

The story concerns an unhinged United States Air Force general who orders a first strike nuclear attack on the Soviet Union. It follows the President of the United States, his advisors, the Joint Chiefs of Staff, and a Royal Air Force (RAF) officer as they try to recall the bombers to prevent a nuclear apocalypse. It separately follows the crew of one B-52 as they try to deliver their payload.



**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on March 16, 2013.**



My Friends;

I'd like to start this article off by thanking everyone who attended our February meeting for the overwhelming support and passage of our updated Chapter By-Laws, and enduring the long meeting. We tried to outline upcoming events, which should provide something for everyone. This should be a good year.

During the week following our Chapter 32 meeting in February, I made a visit to St. Louis Community College at Florissant Valley. They have several aviation related workshops geared for the homebuilder in the works. In the fall semester, a new program should begin. It's a two year A&P course. Details are still being fleshed out, but it looks like there will be a program in the St. Louis area on this side of the river. At present, the nearest program is with the Southwest Illinois College (SWIC) in Granite City. Enrollment in that program would require Missouri residents to pay out of state tuition, and costs are very high. The SLCC program looks to be a great addition to the St. Louis area. A big shortage of qualified mechanics is forecasted in the not too distant future. To that end, our chapter has an opportunity to get involved. As things evolve, I'll keep our membership informed of progress and what we can do to help get this fledgling program off to a successful start. I'd like to mention the current president of Chapter 64 is a faculty member there, and we have an opportunity to work together on a number of exciting things.

Announced at the February meeting is another welcome opportunity for our chapter. The EAA Foundation's B-17 will make another appearance in St. Louis over the July 4 week. Like last year, it will be hosted by Chapters 64 and 32 at CPS and SUS respectively. We will work proactively to publicize the event before and during the Fair St. Louis. We have a real opportunity to make this a special year for the B-17, and have some special events in mind to make good use of this historic plane's visit to the area.

President's Corner

by Dave Doherty

Another event that we have become involved in is Aviation Day at the St. Louis Science Center on March 9. This is their first year having an aviation event, and we will have a spot near the main entrance to the Planetarium. It's going to be inside. The Science Center is showing the IMAX movie "AIR RACERS". Personally, I look forward to seeing the movie. It provides an up close and personal look of what it's like at the annual RENO AIR RACES. Footage includes in-cockpit views of actual air racing, flight lines full of racers, and video of what the pilot sees while doing aerobatic routines. This newsletter should be published shortly before the event. We have volunteers signed up to help during this event. If anyone would like to assist and help get the word about EAA, our Chapter 32 and Aviation in general, please contact me and let's get involved...

March is usually the beginning of good weather for us fair weather flyers. If you haven't flown much during the winter, be extra careful. Flying is much like riding a bike, but one can get rusty. Be safe if you fly. We need you.

We need to get started on some of our projects this spring. There is a lot to do. The Fly-Baby project should get cranked up and be in full swing by this summer. Come lend a hand and see how much fun it is to build a plane. We've got lots to do in addition to the plane project. Some of what we're doing will get started this month. If you haven't been to a meeting in a while, come on out. It's always a good time spending a few hours with a few dozen close friends.

March 30 kicks off our Movie at the ARC program. At the end of the month, we'll be presenting the classic movie "Dr. Strangelove or: How I learned to stop worrying and love the Bomb". This movie pokes fun at the political times of the 1960's. See the ad elsewhere in this newsletter for movie info. As usual, there will be a pot luck dinner starting around 6:00 PM with the movie starting around 7:00 or sundown, whichever is more convenient. Location is at our ARC facility at 1610 Grafton Ferry Rd (St. Charles County Airport – Smartt Field).

Our meeting set for March 16 will hopefully feature a presentation by an aircraft homebuilder and his airplane, weather permitting. Come and hear what he has to say and let him show off his handiwork. It should be interesting.

Looking forward to April, the Young Eagle events begin. We should have a great year. More and more people are becoming aware of this program. I'm proud to be a part of it. We will need pilots, security, flight crew, and much more to put these events together. Our chapter does a great job with the Young Eagle events. This year should be no different.

At the April meeting, we will have a presentation by Joe Gurney about the Navy Blue Angels team and their complete history. This is a great presentation, and brings out many facts most people don't know about this team, from its origins and types of planes flown, to what's involved in putting on one of their shows. I'd expect the place will be packed for this presentation. We'll have more to say about that at our March meeting and the April newsletter. Stay tuned.

Thanks to everyone. I hope to see you at our next meeting on March 16.

Blue Skies to all,

Dave Doherty

Super Hornet For Sale

"Super Hornet". They were made in Ramona CA but the company has gone out of business because of the economy. They let me build the plane myself in the factory with their equipment and help. I flew it from CA to KSET. It cruises at 110 mph with over 3 hrs of fuel on board and can hold a 492 pound payload with full tanks (600 lb useful load). It has a lot of extras and would have cost over \$70,000.00 if made in the factory in 2007. I'm asking \$30,000.00. Some of its equipment:

- SUPER HORNET E-LSA
- 100 hp Rotax 912s
- Two 9 gal fuel tanks (18 gal total)
- Electric pitch trim on both front and back sticks
- Two storage areas
- Two GPSs
- Alt + AS both front and back
- Hot mike intercom
- VHF radio (ptt on sticks)
- Mode C transponder
- Position and strobe lights
- Side doors
- Extra large tundra tires
- Deluxe seat covers
- Electric flaps
- BRS chute
- EISI

I can be contacted at 314-265-6123 or at jeffmckee@earthlink.net

Jeff McKee



February Meeting Minutes

Dave Deweese



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

Don Doherty gave the treasurer's report, including checking and savings balances. Our recharter check to HQ has been received, but is yet to be

cashied.

Joe Gurney is visiting, he'll be giving a presentation in April concerning the Blue Angels.

Bill Roland is visiting from Chapter 64. He notes his chapter has about 5 Fly Baby projects flying.

We're thinking about a flying club around our Fly Baby.

New member Charles Beysslance is here for his second meeting. He's about ten hours into his flight instruction.

As previously mentioned our chapter recharter has been sent to HQ and received.

This is the last month to pay dues and be included in the chapter roster. This year is our first for the new, lifetime membership of \$450, with the option of 3 \$150 payments. This will include a fleece jacket with the EAA32 logo sewn on the back.

Bob Kraemer had an article in the newsletter about runway markings and operations. Dave would like to see a presentation regarding operations at towered airports. Bob spoke regarding a letter he wrote to the FAA. As a result of the pilots' bill of rights you will receive a letter stating that you are subject to an investigation if you are getting a new license, rating or medical. Bob feels this is a large effort in manpower and expense in paper and postage, especially in this paperless age. He hopes that the wording will be along the lines of "can be investigated" rather than "will be investigated". Bob read his letter and the reply he received. One important point is that a medical is an investigation, so nothing is new there, but this extra letter might be alarming if you're not aware.

We've got a number of I.D. tags floating around. Dave's going to start taking pictures to post on a board to help us match names with faces.

Dave McGougan spoke about the veteran's project. He passed out questionnaires to all veterans present, and told the group they could return the forms personally or put them in the folder in the office.

Ron Burnett has Dierbergs and Shop n Save coupons, plus Schnuck's cards.

Oshkosh called Dave and wants to bring the B-17 to St. Louis over the July 4 holiday and asked if we'd be interested. Like last year they'll start downtown and end up at Spirit. We'll be working together with Chapter 64. He mentioned that the Blue Angels will be in town in 2014 and reminded them that it would be yet another good opportunity to have the B-17 in town.

Don Doherty has the compressor working, Mr. Bill fired it up so we could all hear the proof. It still needs to be piped up and needs a belt guard. Our auxiliary tank is ready.

The refinished propeller is back on the Sonerai.

March 9 the St. Louis Science Center is going to show an IMAX movie, "Air Racers". Mike Saettele will be bringing flight simulators and we'll bring the Sonerai. Dave will post on the Yahoo group for volunteers.

This is our meeting to discuss our revised chapter by-laws. Jim Bower wondered if we needed to mention publishing a newsletter in the by-laws. He also noted that he, as newsletter editor, maintains the member database because it facilitates the mailing list, while the by-laws include this as part of the secretary's duties.

Some differences include staggering chapter officer elections, and legal provisions for removal of chapter members, the latter suggested by National. Don noted that our treasurer will be bonded, for the security of both the chapter and the treasurer. Motion was made to approve the by-laws as written and seconded. We voted, and a majority approved the new by-laws.

Note that Laura has the new by-laws available on the main page of the chapter website, www.eaa32.org.

Lee Arnold: the AOPA has been working to get private landing strips made available for public use while waiving liability. Currently insurance is required if you give permission to others to land on your strip. Other states have such rules in place and AOPA is trying to get this set up for Missouri.

Rick May is compiling a list of YE pilots and sent out some letters. He has one correction: Troy's YE events will be on the first Saturday of the month. Dave suggested that Rick write a newspaper article regarding our program.

Editor's Corner

Happy March! I don't know about you but I'm really looking forward to warmer weather. I've had about all the snow and ice I want for the foreseeable future. Unfortunately, Mother Nature doesn't care what I want. For various reasons I haven't had the RV out of the barn in many months and I am itching to fly again.

As previously mentioned, the roster is a done deal and if you haven't yet paid your dues you aren't going to be in it. In fact, you probably aren't even reading this newsletter...so there. I'd like to once again take the opportunity to ask everyone to consider getting the newsletter via e-mail if not already doing so. The USPS keeps increasing its fees in inverse proportion to the frequency and quality of its service (no more Saturdays soon). This means you are standing a better chance of getting your ripped-up newsletter delivered in a plastic bag with an insincere apology about mishandling (but no refund).

One last thing...if you have an ad in this newsletter, please let me know if you are STILL selling the item in question. Otherwise, all ads disappear next month.

Jim Bower - Editor

Safety Tip of the Month

Smoke and/or fire on the flight deck or in the cockpit can be disconcerting to say the least, and can border on causing panic. I will mention two classes of fires that may occur: --- electrical and fuel. If you experience smoke as your first indication, try to determine the odor/smell.

Suspect electrical ----- check for a tripped circuit breaker. Next turn off all electrical power, including lights, strobes, radios, navigation equipment, etc. Slowly turn each one back on, starting with the strobes. If you smell smoke or observe fire then you have found your suspect. Turn it off.

Suspect fuel----- if the smoke/fire is coming from the engine compartment, turn off the fuel. If a twin, shut the fuel off to the offending engine. Do not forget to forward slip so as to insure the smoke fumes are directed away from the pilot's compartment. You can die just as easily from smoke inhalation. Definitely turn off your oxygen if so equipped.

A portable fire extinguisher is also a good idea if you have room in the aircraft.

DO NOT ATTEMPT TO PUT OUT AN ELECTRICAL FIRE WITH WATER ----- water conducts electricity.

Try to get on the ground ASAP in all cases, before the fire consumes the engine compartment wing or you !!!!! Remember it doesn't take very long for a fire to quickly disable you or the aircraft.

Bob Kraemer

Radio Out Procedures

By Diane Earhart

Editor's note: For those of you who don't know her, Diane is a newly (and happily) retired Air Traffic Controller from St. Louis Downtown Airport. She is also a CFI and a member of Chapter 64. She kindly gave permission to reprint this article here.

Hi all,

We have had a couple instances over the last few months that have made me think that it wouldn't be a bad idea for everyone to review radio out procedures, no radio procedures, or NORDO procedures. If you [as a pilot] don't do what we [as controllers] expect, then NO ONE knows what to expect or protect for.

I've had pilots answer me before that s/he isn't worried about losing a radio because s/he has a handheld as a backup. Okay, but that doesn't do much good if your handheld is in your flight bag in the way back or if the batteries are dead or any other Murphy's Law that will be enacted.

A lot of pilots get wrapped around the axle trying to remember exactly what each light gun signal means. Just remember that if you see green, keep doing whatever you're doing. If you see red, stop doing whatever you're doing. (If you're on a runway and see a flashing red, for instance, stop being on the runway--exit the runway. If you're in the pattern and see flashing green, keep being in the pattern. You'll see steady green when it's your turn to land.) By the way, if you're in the pattern and lose your radio and see a steady green, it does NOT mean "cleared for touch and go;" it means "cleared to LAND."

Everyone is rusty on NORDO procedures, including ATC, because we're all lucky that radios are pretty dependable and don't fail very often.

What if you lose your radio in flight? You might lose your receiver or transmitter or both. Having one or the other is good. If you lose just your transmitter, your first clue is going to be that ATC is issuing you the same instruction more than once even though you're acknowledging. Rock your wings or flash your landing light to alert ATC that you can't transmit. Unfortunately, the new generation of controllers may not have the experience to recognize this. Did you know that about 2/3 of controllers now have about 30 years of experience but are either eligible to retire or will face mandatory retirement within a year or two? If you get a lot of "How do you hear the tower? How do you hear the tower?" rocking your wings or doing something visual will be

their answer. If it's a radar controller (approach or center) that can't hear you, push the ident button. Now ATC will know that you can hear them but you can't answer.

Don't land without a clearance. You may have to go around once or twice to get the controller's attention to realize there's an extra airplane in the pattern. (This happened to me once when they were waiting to go IFR until I landed, so no one was looking out the window, plus I was in the right seat of a Mooney with a student C152 pilot in the left seat and we lost the alternator. I was trying to get the tower's attention while watching for a light gun signal while telling my student how to manually lower the gear which the handle was mounted on the left side wall. Good times!)

What if you call ATC and don't get an answer? Try again because s/he might be on another line. Then try another radio. (I usually try each radio twice.) If you've just come from another frequency (like from approach control who you WERE able to communicate with but now can't get the tower) go back to the last frequency where you DID have contact. What if there is still no joy in Mudville? You don't know if you're transmitter-only or if you're completely dead. You should continue to broadcast your intentions just in case the tower can hear you. Use the same procedures as you would at a non-towered airport--report inbound about ten miles out, then on downwind, base, and final. It would be a good idea to broadcast at least one of your first transmissions something like, "Tower, if you're answering [N number], I'm not hearing you. [N number] is over Horseshoe Lake inbound." Maybe you got lucky and heard the ATIS so at least you know the numbers. If not, proceed inbound and watch for traffic. Look at the windsock(s) to see what runway to use and look for other traffic in the pattern (both directions). Join the pattern and keep watching for a light gun signal. If you see one, transmit that you see it, such as "[N number] sees the green light, understand cleared to land [runway #]." At that point, if they can hear you, they'll probably stop with the light gun so now you'll know that they can hear you.

As with any landing, exit the runway at the FIRST taxiway that you can safely do so, as the AIM says. Turn toward the tower and watch for a flashing green light that tells you it's okay to keep doing what you're doing, which is you want to go to the ramp. Don't worry if you have to cross another runway or if the tower might not know which ramp you're going to. ATC will work around the NORDO (you with NO RaDiO) and work

with the aircraft that they CAN talk to. If you're worried, stop at a runway you need to cross and look back to the tower for a green light, but they may not be looking at you right then. There is NO light gun for "taxi part of the way, but hold short along the way." Either way, really look both ways before you cross another runway. That's good advice even if you've been told you're good to cross. Mistakes can happen by controllers or confused pilots. I wouldn't cross a STREET without looking both ways, even if I have a green light. It's the prudent thing to do.

I've had a for-real radio failure probably 4 or 5 times in my life and all but one was because the alternator failed, so I lost all the radios. That means 7600 doesn't do much good. The one time it wasn't the alternator, it turned out to be the avionics cooling fan so that one radio worked at first but by the end of the flight had overheated. I squawked 7600 and I had a green light before I was even at the edge of the Class D. You can see the lights for A LONG way! (I used to know how far away they'd have to be visible but ATCs don't have to know that anymore, so I flushed it from my memory.) And the light is aimed with a sight like a gun sight. If you see a light signal and wonder if it's for you, it is!

The last NORDO I worked about a week ago, I heard one pilot call 2 or 3 times and then another pilot call 2 or 3 times and I heard they were inbound from Horseshoe Lake. I could see them on the radar because they were the only target around Horseshoe Lake. We saw them out the window when they were probably 3 miles NE and we started shooting a green light. They stayed wide and continued south, so I thought they were probably trying to skirt the Class D. It was frustrating to us in the tower because we didn't know where they were going or which runway they were going to line up for or were they going to Sackman to land and call on the phone or what was the plan?? We just wanted them to come on in and land. They got the problem figured out over JB Bridge and came back inbound and crisis averted but it was a bunch of whoo-haa that didn't need to happen. And don't be afraid to squawk 7600. If it's not the alternator, that tells us EXACTLY what's going on (that you have a radio problem) and that you're trying to tell someone about it. By seeing which way you're flying, we can guess which airport you're planning to go to. Help us help you. Just don't forget to look to the tower for a light, and start looking as soon as you know (or think) you have a problem. Now that we have this lovely \$7.3 million new tower (that some of you come for a tour and some have not) you can actually SEE the tower and a light gun without having to look through the trees.

Now, why should you do all of the above as I've told you? Well, I COULD say "because Diane says so" but

that's not usually a good enough answer for the FAA. If only there were some sort of MANUAL that contains INFORMATION of an AERONAUTICAL nature that even AIRMEN who don't know the name has changed that would give these answers. Waaaaaaait a minute.....

I'll even make it easy for you. AIM paragraph 4-2-13 is where you want to look. It's a little trickier if you're IFR. Chapter 6, Section 4 paragraph 6-4-1 is where you want to start. (Also the Instrument Flying Handbook, which interestingly, is the ONLY place where you'll find the definition of "Clearance on request." There's your trivia for the day.) No excuses now--these publications are all on line. Not like only maybe 10 or 15 years ago when you had to buy these publications and read through them without other options.

While we're talking about radios, let me share a couple other things with you. See if you're still reading!! LOL If you DON'T laugh or if you don't see why I'm sharing these with you, tell me and I'll refresh your memory. Better yet, dig out your AIM and look it up. These both actually happened to me, right here in river city.

#1

Me: Turn left at the next intersection and then contact ground.

He: Roger, ground point five.

Me: no no no no no no, ground one two one point eight.

#2

He: Is your ATIS on the air? I'm not hearing anything on one two one point five.

Me: Good thing.

I have one more request from ya'll that is becoming a recurring habit. I'll save it for another email refresher!

Thanks for reading this and refreshing your brain on what I know we all learned oh-so-long ago and maybe haven't thought about since we took our private pilot written test.

See ya!

Diane Earhart

Learning As We Go

“Log Books - Days of Our Flights”

by mr. bill



***The logbook collection from
38 years of flying***

The first logbook came in my Cessna Pilot Center-Private Pilot Training Pouch when I was a junior in high school. That book lasted me until I headed off to the big University of Illinois- Urbana & Champaign Aviation Flight School. Those Blue Books have my training entries from college for the Commercial, Instrument, Multi-engine and Certified Flight Instructor (CFI) Certificates I obtained. My first big Master Logbook contains the formative years of flight instruction and flying for a family business.

After school the dual received training flights continued with me adding the Single Engine Seaplane Rating down at Jack Brown's Sea Plane Base in Florida. I have since tried for the Multi Engine Sea Rating but there was always something grounding the twin engine machine they had. This rating is still on my bucket list.

The RED covered logbook is my glider flying. There is a bucket list wish for this book too! Hopefully, there will be more info later.

My Professional Pilot life of flying started with when I obtained 1200 hours of flight time. I could now fly for hire and really using my Commercial Certificate. I took a job flying a Cessna 210 Centurion on July 18, 1985. During my six months of flying this single engine aircraft nightly between Peoria, IL, Chicago, and

Detroit, I met a fellow flying a twin engine Cessna 310. I became his replacement on his check hauling run as he upgraded in the company on February 02, 1986. Great, now I am logging that much needed multi-engine flight time. This company was growing and had just added its second Learjet! After a year of flying the reciprocating Cessna 310, I slide into the turbine powered twin turbo prop, the Piper Cheyenne. Now I was burning Jet-A Kerosene, still hauling checks, and loving it. With those major airlines hiring like crazy back in the late 1980s there was a lot of movement in the flying industry. After six months and 566 hours of turbo prop flight time, I was asked to sit in the right seat of the fire breathing turbojet Gates Learjet Model 24, 25, and the turbofan (gas sipping) Lear 35! Yea ha jet time! I was to sit right seat for 1 year to get at least 1,000 hours of co-pilot time but wait...the majors are still hiring our Learjet captains and you are needed NOW to go to Flight Safety and do the emergency drills this weekend so you will be ready for captain upgrade on the Gates Learjet on Monday!

Wow! Captain on the jet after 22 months with this company when they originally said it would take 5 years! Now to get 1,000 hours of (PIC) Pilot In Command jet time and those airlines will have to hire me! Well the Learjet run I inherited was the BIG one. I left KSTP- St. Paul, Minnesota and accomplishing eight takeoff and landings a night for a total of 8.0 hours of flying, Monday thru Thursday. I also had 5 hours of flying on Sunday, a day that was used for training new copilots and captains while we still were doing the Federal Reserve check runs. Those Certified Flight Instructor Certificates came in handy.

So why all the details with the logbooks?

When one finally obtains 1,500 hours of flight time one visits the local FAA office to get their “blessing” to take the ATR - Airline Transport Rating written exam. When your logbooks prove you have achieved 1,500 hours of experience permission is granted to take the written exam for the Air Transport Rating.

The logbook pages in question

My logbook was looked at by the FAA representative and quickly was pushed back to me. What's wrong sir? "Really, this is too perfect. (I print like a draftsman.) This logbook is fake." I was stunned! What else did I have to prove my penmanship? I quickly took out my check book and showed him the checkbook registry and he said, "Boy you are anal!" No sir I am short a finger on the right hand and my writing is poor but my printing is...well, nice! "OK, son you win! Here is your sign off for the ATR written!" Whew!

Well, after my 1,000 hours of PIC Jet time I filled out my application for TWA and was told that I would not be called for an interview for at least 6 months. That was good because I was four months behind in updating the logbook. Three weeks later TWA called and said bring those logbooks, yourself, and come and talk to us! After burning the midday and midnight oil to get things caught up I swore I would NEVER let those books get behind again!

Here we are 25 years later when I have to fill out the NEW and IMPROVED online FAA Medical Form which asks you how much total flight time you have and how much time you flew the last 6 months. I precisely stated: 17,164:04 and 356:15 the last six months. "REALLY!" stated Dr. (also Captain) Miriani?? Yes Sir, REALLY! "Pretty anal mr. bill." Sorry, I promised myself that I would NOT get behind again in my logbook entries.

As I stated at the February EAA 32 monthly meeting, the FAA is starting to check things on the applications, like are you receiving disability income for a medical condition and flying an airliner? Do those hours add up correctly every time you get a medical? Are you really the age you state on the forms? They found one guy who was actually 69 years old and still flying airliners when he changed a birth date of 1944 date into a 1949 one!

Well along with this obsession with the minutes of flight I came across a small fact that on February 07, 2013, with 17,393:17 hours of flight time in my logbook, I made my 10,000 landing. Yes, I was filling out that column too! *(For the record, mr. bill has made 5,683 day and 4,317 night landings, and never bent an airplane! - ed.)*

Well those trusty logbooks helped me in 2004 when I was transferred to American Eagle Airlines. I needed to prove I had 3,500 hours total flight time to fly as captain on those new Embraer Jets that were coming at a rate of three jets per month. Thanks logbooks!

FYI with the logbooks: They are required to be in permanent ink. One lad took his books in and they were in pencil and the FAA said SORRY!

Also, be honest! One lad had many entries in his logbook claiming he flew a certain Navion airplane in upper Minnesota. Trouble was the ATR candidate did not know that the airplane was the inspector's brother's aircraft and had not flown in years. So, ALL of this individual's flight time and all his Pilot Certificates were revoked because of the false record keeping. Ouch!

Q? What was the top speed Mr. "Fearless Felix" reached when he jumped out of the Red Bull Capsule?

A: Felix reached Mach 1.23 which was 843 miles per hour!

MARCH MADNESS!

Film companies sometimes make specific odd demands and stipulations... Columbia Pictures agreed to finance Stanley Kubrick's *Dr. Strangelove or: How I Learned to Stop Worrying and Love the Bomb* (1964) only with the expressed condition that actor Peter Sellers play at least four major roles in the film. This was largely due to the consensus that the only truly great part about Kubrick's previous film, *Lolita* (1962), was Peter Sellers. Sellers only ended up playing three of the four parts written for him, though, as he was injured and unable to perform in a tight airplane cockpit set. While Sellers is certainly the foundation of the film, the rest of the cast (including George C. Scott, Sterling Hayden, Slim Pickens and James Earl Jones in an early role) is excellent and intriguing as well. *Dr. Strangelove*... is one of Kubrick's most enduring films and a Cold War era masterpiece, often cited amongst the top American Films of all time, and maintaining a surprising degree of relevance to this day.



U.S. Air Force General Jack D. Ripper (Sterling Hayden) has lost his mind and ordered his planes to attack Russia with nuclear bombs. He has also cut off all communication to the base...

Ripper's executive officer, Group Captain Lionel Mandrake (Peter Sellers), must try to reason with the deranged General and get him to call back the planes with a special three letter code that only he knows...



The Pentagon is made aware and General Buck Tugidson (George C. Scott) must alert U.S. President Merkin Muffley (Peter Sellers again)...



While meeting in the War Room, it is decided to alert the Russians to the impending nuclear assault, so that they might shoot the planes down before they reach their intended targets...



The Russians threaten to set off their own "Doomsday Device", the existence of which is confirmed by scientific advisor, Dr. Strangelove (Peter Sellers once more)...



Can anything be done to prevent the end of the World?



BD-4 Project For Sale

- Plane is 70% completed
- Original BD 495 kit
- Fuselage stretched 18 inches to accommodate Subaru SVX 6 cylinder engine with custom intake manifold and partial custom motor mounts. Larger tail empennage modifications.
- Dynafocal motor mount for Lycoming engine.
- Project includes: instrumentation, turn bank coordinator, vertical speed indicator, altimeter, air speed indicator, fuel gauge, section gauge, electronic management system.
- Glass wings 400 hours flight time/previous owner completed with heated pitot tube
- Adjustable front seats, Piper style
- Rear seats – Cessna, modified
- 2 plus full sets blueprints, original BD4 builder's guide, 27 newsletters from Roger Mellema, BD4 expert engineer.

\$10,200 asking.

Contact: Bob Reynolds at 636.634.1700





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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