



CAA Chapter 32 News

Jim Bower, Editor



September, 2011

Another one leaves the nest!



Please read this month's feature article, in which your friendly editor unabashedly talks about his new ride.



A little champagne to celebrate the first flight!

The September meeting (Saturday 9/17/11) is a short one at the ARC, followed by a fly-out to Mexico, MO.

August Meeting Minutes

Dave Deweese

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

Minutes from last month's meeting were approved.

Don Doherty gave the treasurer's report, including checking and savings account balances.

Dave called for a show of Oshkosh attendees. Art Zemon saw a BD-4C at the Bede tent and has decided to build one. It has the same engine as his Piper Arrow but is 30 to 40 mph faster, and is also wider. Jim Bede Jr. just got his pilot's license and needs a certificated plane in which to build time, so Art is going to trade his Arrow for a partially built plane and a prop. He's on the lookout for avionics and an IO-360.

Dave Doherty found an interior for his Taylorcraft. Getting the plane itself took some work. The former owner flew from Los Angeles to Amarillo Texas, where he was grounded by winds. After waiting a few days for better weather Dave sent him home, then he and Don Jonas went to fly her back themselves. After 28 years since his last left-seat time Dave worked with Bob Kraemer to get current in the taildragger, and is now signed off to fly it.

Gale has passed the 40 hour test period in his Rans. The first passenger was his wife, and after that his son.

Chapter 64 is hosting the Tri-Motor on September 24, 25, and 26. They are expecting 500 to 600 people, and are looking for volunteers (see elsewhere in this issue). On Saturday the 24th there will be a hangar dance; we'll be bringing a tent, tables, and chairs. Flights will be \$60 for EAA members and \$75 for the general public.

Jeff Stephenson has soloed on July 22, the anniversary of Neil Armstrong's moon landing, incidentally. After flying the pattern during some early morning lessons, Nick, his instructor, said "two more and I'm out of here". Nick was able to record the first flight with Jeff's camera. The first flight was from runway 18, and since then he's made about ten more takeoffs from 9 and 27. Jeff was clever enough to wear an old t-shirt to the meeting, as Bill was waiting to cut off the tail.

Dave Doherty suggests that we hold our September 17 meeting at Zenith in Mexico, Missouri, where they'll be holding their open house. We moved, seconded, and voted to proceed. We'll hold the meeting at KSET in case of bad weather. Dave's considering a future "field trip" meeting at the Silver Creek glider club.

In honor of the 100th anniversary of naval aviation, this month's movie will be Flight Command.

Next we recognized visitors. John Pilla, an ex-navy mechanic, is getting back into aviation. Sam Bell, Chuck Maggart's son-in-law, was also in attendance. He's a National Guard mechanic, mostly F-15s. Tony Krause found us on the internet, he's moving from St. Louis from Evansville. He flies a Cessna 150. Joe Wurtz is a CAF member and new EAA member. He recently brought his 12 and 14 year-old grandsons to one of our Young Eagles events.

Chapter elections are coming up. Nominations for President, Vice-President, Secretary and Treasurer will be accepted through the September meeting.

We also need a Christmas party committee. We'll meet the All Occasions Banquet Center, the same location as last year, and still need to arrange a speaker.

Our old refrigerator is dead and needs disposal. We'll check Craig's List for people who haul away old appliances to sell for scrap.

The anniversary of 9/11 is coming up. Chapter 64 members are organizing a fly-over of Jefferson Barracks, and are looking for pilots interested in participating. Harvester Christian Church will also hold a tribute to firefighters and rescue workers at the Family Arena.

Since our presentation fell through, we closed the meeting and toasted Jeff.



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
- EIS1

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

Jeff McKee



Project for Sale

Zenair Zodiac CH601 HDS. The S stands for tapered speed wing. It's a 2 place side-by-side, all metal, low wing tail dragger kit fabricated in Mexico, Mo. It uses approximately 8500 aircraft quality 1/8 and 3/16 pop rivets for construction. All welding and bending has been done at the factory. Kit includes all parts except engine, instruments, engine cowling and upholstery. Construction is approximately 50% complete. Feel free to contact me if you have any questions or want to see the aircraft.

Ralph Morris

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Fellow Chapter 32
members and Friends;

This month, EAA Chapter 32 is having our last organized Young Eagles Rally on Saturday, September 10. Together, we've introduced the Spirit of Aviation to a lot of kids ranging from 8 (and some younger than that unofficially) through 17. We've hosted Boy Scout Aviation Merit Badge clinics as well as Girl Scout activity badge seminars, and also a few other groups. My thanks go out to everyone who helped and worked those events. I think your help does make a difference. We couldn't have done it without you.

Also this month, my daughter is getting married. The wedding is also on September 10th. There's an extremely high likelihood that the Doherty boys won't be in attendance for the Young Eagles rally. Someone else will have to carry the ball when it comes time to cook for our visitors.

Last month's movie Movie of The night was ""Flight Command". It was a pretty good story, and those that attended said they liked the movie. I enjoyed the flying scenes with the Grumman F3F-2's. The movie showed how they landed them on carriers. Back in 1938, carriers had straight decks, and when they landed, there were a lot of aircraft beyond the landing area. If you missed the arresting wires, you'd slam into the other planes on the deck. It was a good history lesson. This month, the movie will be replaced by another activity. More about that later.

I was signed off to fly my little Taylorcraft solo last month. It's been a long time since I flew the left seat by myself. Right now, the plane is in for an annual. So far, my mechanic hasn't found too much that needs fixing. The FAA sent out a bulletin to pay particular care and inspect the plane closely for cracks in the spar. My plane might have an issue there. My mechanic isn't very well versed on wood construction, and I'm

President's Corner

by Dave Doherty

searching for a good wood man. I think I've found one, and am trying to get him to come over, take a good look, and provide some guidance. Worst case is I take the plane down for repairs and replace spars as necessary. I'm not too keen on doing that, but safety is the primary thing. I won't fly my plane if it isn't as safe as it can be. That's the right thing to do.

This month, EAA Chapter 32 is having a "Fly-out" to the Zenith factory in Mexico Missouri. The date is the same as our regular meeting, September 17. For information about the event and directions, please go to www.zenithair.com. Prior to the fly-out, there will be a short 10:00 AM meeting at the ARC at Smartt field (KSET). We will be accepting nominations for chapter officers volunteering to run our up-coming election.

I'm working on my campaign now. Also, on the 17th is the CAF Hangar Dance. If you like Big Band music, you don't want to miss this. A number of our Chapter 32 members attend this every year.

Chapter 64 is hosting a tour stop this month with the EAA Ford Tri-motor at St. Lois Downtown Airport on September 23 – 25. On Saturday evening, there will be a dinner and Hangar dance at St. Louis Downtown airport. For our chapter, the Hangar Dance is in lieu of our monthly Movie at the ARC.

Also in this newsletter is a request from their president, asking for our help. Please note that volunteers working a 4 hour shift will be awarded 2 tickets to the dance. EAA Chapter 32 has offered help by providing tables, chairs, and whatever other assistance our members can offer.

Thanks for participating in our chapter. Together with the other area chapters and aviation organizations, we are the Spirit of Aviation in St. Louis. United we stand. Let's make it all it can be.

Dave Doherty

Chapter 32 members,

I am sorry about not being at your last meeting. I was working that Saturday as a docent at the Air and Space Museum. If you and your members will forgive me, I want to invite you and your members to to a fun and exciting 3 day weekend at St. Louis Downtown Airport, Cahokia, IL 62206. There will be Tri-Motor rides, food and beverages, a Dinner and Dance on Saturday night \$15.00 per person, Car Show, and the Greater St. Louis Air and Space Museum will be open too.

We are also in need of volunteers as ground crew members for this event. The job will be to help passengers get on and off the Tri-motor. The dates are Sep. 23, 24, and 25. The hours are from 9:00am to 5:00pm. We are asking for volunteers to work a 4 hour shift. 9 to 1 and 1 to 5. Anyone who does a shift will be awarded 2 tickets to the Dinner Dance which will be Sat. Sep. 24th 2011 at 6:00 pm. There will be food, drinks and a great band. "Catfish and the Big Boss Blues Band".

Sincerely,

Rick Rehg

Prez EAA 64



Come take a joyful and memorable flight in the
Take a ride on the EAA's 1929 Ford Tri-Motor
At St. Louis Downtown Airport (KCPS)

Thursday, Friday, Saturday or Sunday September 22nd, 23rd, 24th and 25th, 2011

Sponsored by Experimental Aircraft Association (EAA) Chapter 64 - The Eastside Chapter
in conjunction with the
Greater St. Louis Air & Space Museum

Volunteer positions EAA64 is looking for are (per 4 hour shift):

Cashier (1 local assistant) *We need at least one designated assistant per shift.*

Passenger Escorts (3) If the volume of business dictates hot turns, a minimum of 3 volunteers will be required for escorting passengers to and from the Ford. The cashier cannot leave the ticket sales unattended and therefore cannot assist in the passenger escort process.

Starter One individual will be designated the Starter and be responsible for ensuring the general safety of the plane and public during aircraft operations. Only the Starter should provide direction to the pilots.

Learning As We Go

“Those Special September Dates”

by mr. bill

Time flies when you're having fun! Here I sit realizing that it is now September and the newsletter editor has made his call with the deadline for this monthly rambling! The calendar says tomorrow is September 05. A day that is special because I was recalled back to American Airlines four years ago. Remembering back ten years ago to 09/11/2001 when some people stole airliners and smashed them into buildings, the airline industry was truly set back. Within months those on the bottom of all the airline seniority lists were let go because flying and flights were cut back. The saving grace at one airline was that during the “big hiring boom period” one guy had the wisdom to have written in the pilot's contract that “if we should ever furlough at AA airlines that the pilots be offered jobs at the AE airline, the commuter airline affiliated with the major. “That WILL never happen,” someone said. Well September 11, 2001 changed EVERYTHING! Within days it DID happen and junior pilots were furloughed. Two years later it happened to this pilot. I was offered (employment) a class slot at the commuter to fly the new Brazilian Embraer (Junior) Jet. All I had to do was show up for the 10:00 am class on December 08, 2003 with my logbooks. Some furloughed pilots had a lot of anger and frustration towards the major airline because of the actions taken and did not show up. Many still have anger to this day. But a job is a job! A jet is a jet. Flying is FLYING! My shirt says, “I do fly for food!” To help with the hardship the minor airline kept our all important date of hire date from the major airline which kept our pay near the six figures mark. Not bad for a job we did not have to interview for. Just show up with your logbooks showing you have 3,500 total flight hours and we were offered a left seat position on the Junior Jet. Of the 112 guys furloughed 12/02/2003, only 44 had the minimum total flight time of 3,500 hours needed for the insurance requirements to fly captain. Those who did not have the time were the military guys who had only flown 1,000 hours during their 7 years commitment in the services. Ouch!! Of the 44 eligible, 22 showed up to class and only 10 finished the program 8 weeks later!

The four years at AE was fun flying with 20 something-year old pilots and flight attendants! My lowest flight time first officer had 194 hours total time with 120 hours in multi-engine aircraft. He got his Private. Then he worked on his multi-engine rating. Then went for the Commercial and Instrument in the multi-engine aircraft. Just a bit expensive don't you think? But he had the minimum multi-engine time of 100 hours for the application and was hired by AE.

Before I was able to transfer back to AA, AE scheduled me to go through my yearly recurrent training September 03, 2007. It cost me a box of cookies to get that training date changed to later in the month of September. A time when I would be gone and at the majors!



Last day at Eagle

BACK AT THE BIG SCHOOL

So on September 05, 2007 I was heading back to the majors and it was a GREAT feeling. Back on the “Mad Dog” DC-9-80 and also again based back in St. Louis, Missouri. Strangely, I was in the same building that I was for AE. The AA classrooms are up front in the building and the AE classrooms are in the back of the building! It is an ACCOUNTING thing I am told. You do know that accountants run airlines now!

Now with the tenth anniversary of 9/11 approaching, new rest rules are looming from the government which will also require the new hires in the first officer seat to have 1,500 hours total time before they can be hired. You can see the situation the airlines are faced with. If the military boys only have 1,000 hours after seven years and only 200 people obtained their commercial certificates last year...there is going to be a serious pilot shortage. So the minors are hiring ANYONE before the new rules go in affect. So with all the talk of the unemployment numbers and the lack of jobs, the airlines a hiring like crazy.

Also, seeing that our retirement is tied to the Stock Market the old guys are bailing out because the market has hit its high point. The soon to retire retiree has the option to look back 90 days and pick the day he "wanted" to retire. That of course would be the day the market was the highest in the last 90 days.

September 01, 2011, 113 major airline guys retired from AA. The number is projected to be 150 to 200 guys October 01, 2011. Hard to run the flight schedule when you do not know who is going to bail out and retire from the airline!

Also, in the new government regulation is the PRIA Act. The Prior Record Information Act will allow employers so see ALL my training records to see if I had any issues as did the captain on the commuter flight that impacted the ground in Cleveland. Now with the Air France incident where the pilots pulled back on the controls and the throttles causing the Airbus to fall from the sky, training records are be-

ing looked at. The basic skills should still be there. I still hand fly the DC-9-80 to altitude, get it trimmed up, then put on the autopilot. With the automation today some people get in the habit of Gear UP! Flaps UP! Autopilot ON! Later it is Flaps extend. Gear down. Autopilot off at 500 feet and land it. Some just let the autopilot do the autoland! I also believe that not flying smaller aircraft on the days off causes those basic skills to erode! Unless you own a Big Bonanza with all the same bells and whistles as your airliner! I'm just saying!

Needless to say I am very thankful for the blessing of a great job, with great people, and a great airline! With the BIG announcement last month of a new airplane order of 960 jets over the next 20 years, it is fantastic news! Also with the retirement age being raised to 65 four years ago (the retirement age was raised to 65 years old mainly

because most airlines do NOT currently have a company retirement plan anymore, given away in bankruptcy) the government felt it necessary to allow those whose retirement plans vanished in bankruptcy court, additional time to recoup some of their lost wages and retirement funds! I have 17 years left to go before the big age of 65! It may be 67 by the year 2023! "Ahhh Sonny! What did ya' say? I can still fly? Gear up Sonny! You know I remember when....."



Back at the Big School in the AA DC-9-80 Flight simulator in 2007

What a Long, Strange Trip It's Been

(With apologies to The Grateful Dead)

Jim Bower

It's unseemly for the editor to inject personal stuff, so I have always tried to avoid talking about myself and my project in this fine publication. However, recent events are too momentous to refrain at this point. Please forgive me this conceit, and rest easy in the knowledge that I won't do it again. Never. Ever.

Thanks to mr. bill, N143DJ got air under all her tires for the first time on August 10, 2011. As it turned out, I was an "essential crewmember" for that first flight, being the one most intimately familiar with all the knobs, switches, and valves of my creation. I think Bill meant if the fan quit, he didn't want to have to search around by himself for something to make it go loud again. Thus, I was aboard for that historic flight, and it was a good one. The overhauled AeroSport Power Lycoming O-320 never missed a beat. I didn't notice any control problems, and all the gauges appeared to work properly. This is good. Let me say a big THANKS to all of those who helped me, to my dear wife who stood by me all those years, and to the Huebbes for the champagne and a great video.

When I started my RV-6A project in April of 2000 I never thought it would take so long to get it off the ground (literally). Van's Aircraft claims approximately 2,000 hours of build time but I quickly learned calendar time is a whole different thing. Life happens, and there was plenty of downtime for hanging out with the boss, home improvement projects, vacations, illnesses, and just plain "the heck with it" days. I was fortunate in that I never ran out of parts or things to do, so I can't blame the delays on that. It was also my goal to avoid making Donna feel like she was a "builder's widow". She tells me I succeeded at that, which makes me happy.

A lot of things happen in 11 years. We had 9/11 and all the fallout from that which particularly affected us pilots in various ways. I lost both of my parents and other family members (on both sides), as well as good friends, coworkers, and pets. I changed jobs twice, and we're not driving the same cars we had in the beginning. My weight has changed up and down and what hair I have is going grey. At least we didn't move! Kids (not mine)

who weren't born when I started are now the perfect age for a Young Eagle flight.

The FAA lets us build our own flying machines for "education and recreation". I have to say that the recreational aspect didn't last as long as the duration of the project did, but it sure was an education! I learned a lot about aircraft construction: riveting, metal work, types of fasteners, torque values, fiberglass, wiring, various aircraft-grade parts, etc. I found out \$1,000.00 isn't really a lot of money. I met a tremendous number of great people who helped me in myriad ways, from basic construction to serious engineering issues. I repeatedly heard "90% done, 90% to go", which is not a joke when you have something that looks like a finished airplane but is nowhere near ready to fly. Installing the systems was a real challenge, because my old-school kit left a lot to my discretion as to what equipment to use, how to configure it, and where it should go. The upside of all that is that I know every inch of my airplane, what is there and how it works.

Over the years I flew very seldom, and I was sure getting tired of building and not flying. There were some times when I would have gladly sold the whole thing and used the money to buy a flying (production) airplane. Many factors prevented me from doing this, particularly the feeling that in some vague way I would be letting down my Chapter 32 family. Additionally, a production aircraft requires paying a mechanic to do almost all repairs and modifications. And a production aircraft in my price range would be quite elderly, scruffy, and no doubt in need of expensive work.

Because my insurance company required it, I sought formal training to enable me to properly fly the airplane. Because I know my limitations, I sought the training to enable me to fly it without causing damage to it or myself. I traveled to beautiful far-off Oregon and got 8.3 hours of RV-6A dual with Mike Seager, who has provided such training for over 4,000 other RV pilots. Spending time with Mike underlined the fact that I didn't know squat about flying an RV, but he worked with me long enough so that I confidently climbed into my own airplane and flew it without incident.



As a (finally) successful builder, I have been asked my advice on many things, including what to build, suppliers, tools, methods, procedures, etc. I am naturally biased toward Van's Aircraft products but I love and respect all airplanes, so I would never taunt anyone over their choice of project.

Warning: “words of wisdom” to anybody contemplating constructing their own aircraft now follow. #1: Hold nothing back and make dang sure you have the complete support of your immediate family (spouse, kids, etc.). Without that, you are doomed to fail in either your project, your marriage, or both. #2: Accept the fact that this will require more time and money than you or anybody else can predict. You must be fully committed to see it through no matter how long it takes. Rest assured that the finished product will actually be cheaper than whatever equivalent spam can you can buy, and you'll feel better about it than if you had just run out and bought it. #3: When (not **if**) people ask when you'll be flying, just say “Saturday”. Don't specify WHICH Saturday, but know that some bright shiny Saturday you will indeed be at the controls of your creation. It gets done when it gets done ... don't rush it, or you will be frustrated (don't ask me how I know). #4: Make sure you develop a network of fellow builders. Sometimes this is hard to do if you're building something fairly unique, but do your best. Builders of even the most common kits get stuck once in a while, and if you can't find somebody to get you over the hump you will never finish. I'm sure there are hundreds of partially built projects in garages and basements all over the country gathering dust because the builder just couldn't get past

some issue or other. I can probably think of more things, but I don't want to bore you.



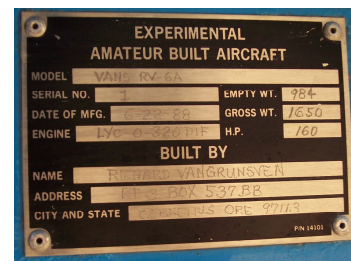
I stand ready to give whatever help I can to anybody who is embarking on this journey. It's a real kick to be flying around the air in something that started out as a pile of parts that came by UPS.

“Old Blue”

My transition training was not conducted in just any RV. I had the privilege of flying Van's Aircraft RV-6A serial number 1, affectionately known as “Old Blue”. Built in 1988 by none other than Richard VanGrunsvan (Van), she has trained and/or provided the infamous “\$30,000.00 free ride” to innumerable would-be RV builders, including our own Ron Burnett. (***I WISH my RV had only cost \$30k!***) For the purpose of my transition training, Mike Seager used Old Blue, and I don't know how many ham-fisted Cessna drivers besides me have successfully learned the secrets of RV flying, courtesy of this classic. Don't think I wasn't worried about being “the idiot from Missouri who broke Old Blue”, either. Well, she and I survived training, and I know she will live on to help keep many more pilots safer and to improve



homebuilt accident statistics. As to the side number, that's a story unto itself, and we did get a comment or two from other pilots. Despite that, she didn't bite.



I heartily recommend anyone building an RV to consider training with Mike when they get ready to fly. Staying for a few days in a bucolic Oregon town will do your heart good, especially if you bring your spouse who stood beside you all those years.



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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