
CAA Chapter 32 News

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

July, 2017



Chapter 32 members hard at work giving our parking lot its first ever re-sealing job.

We will see YOU at the ARC for the July meeting. July 15, 2017 at 10:00 am.



President's Corner

by Dave Doherty

Friends and fellow aviation enthusiasts,

This is the big month for EAA. AIRVENTURE!!! What started out as a small gathering of planes and people in 1953 has become the largest gathering of planes, pilots, vendors, and all things aviation. There are so many informational forums and events, it is impossible to attend all of them. If you're looking for that special gadget for your plane or artwork for your study, you can be sure it will be at the convention. I've been going to the EAA convention every year since 1964 with a few exceptions (sometime life just gets in the way of having fun). Looking back, it's amazing how much it's grown. EAA has become so much more than a group of people building airplanes and sharing what they learned amongst themselves. It has become the engine for an entire industry worth many millions, if not billions of dollars. I'm proud to say I've been a very small part of that evolution.

As in the past, our chapter has a lot of people attending the convention. I like to ask new members going there for the first time what they think, and hearing what they say. It's usually something like; "I had no idea it was so big", or "I thought I know what I wanted to build, but after seeing all the choices, I don't know any more", or "There's no way I can see everything in the day (or days) I have here". Without exception, everyone is awestruck. I still get that way after 40+ years.

There's something for everyone at AirVenture. There are planes, planes, planes. They run the gambit from very early aeroplanes from The Great War to today's state of the art military jobs, and about everything in between. Even better, you can see most of them fly at some point during the week. It's how do you say ... Awesome in many ways.

This year, the event will start July 24, and winds up on July 30.

AirVenture wouldn't be possible without the myriad of volunteers. Jack Pelton touched on this subject in the July issue of Sport Aviation. Chapter 32 members will do their fair share of volunteering. Some will be at the runway, marshalling and directing aircraft to their respective locations. Others will be working with Young Eagle activities. It goes on and on. I'm going to try and do my part. The Spirits of Aviation Flying Club LLC's RV-12 will be on display in the newly repurposed "Blue Barn" that will be ground Zero for Young Eagles. Several of us will be volunteering there to promote flying clubs, Young Eagles, and the joys of recreational flying. I'm really looking forward to it this year.

The air shows at AirVenture are always spectacular. The field closes to traffic around 2:30 every day, and the airshow lasts for hours with the very best of performers displaying their mastery of the air in their craft. There are even a couple night time air shows. After the flying is done in the night shows, some of the best firework displays is presented. Crowds run into the many tens of thousands for those shows. Again, all I can say is ... Awesome.

Getting back to Chapter 32 and what has been going on, I have to take my hat off to all our members who volunteered last month and made improvements to our facility. The garage doors and entry doors all have been scraped of chipped paint, and have a new coat of paint on them. Also, our driveway and parking lot received a coat of asphalt sealant (the first coat ever). The base of our flagpole even has a fresh coat of EAA32 blue paint. The place looks really nice. There are a few pictures of members hard at work in this issue. Quite a few more worked on painting and sealing. My apologies to those who weren't pictured.

Hangar Space Available

Gary Johnson sold his Sonex, so we have a space available in one of the EAA hangars. Rent for that space is \$85.00 per month. Please contact Don Doherty at (636-397-4713) if you are interested.

Thanks guys and gals for all your hard work, and to the spouses who granted time off to come out and spend time at the airport.

Our July Young Eagles event went smoothly, with a number of pilots flying 25 kids. This program is something EAA and our chapter should be very proud of. Together, we've flown well over two million kids, and our chapter has flown around 7,500 since the program started. It's paying dividends. The next Young Eagles Rally will be held on August 12. They are a lot of work, but everyone has fun. Thanks to our many members who volunteer their time and planes to make it all work.

Our regular monthly Chapter 32 meeting will be held on July 15 at our Aviation Resource Facility (Chapter building) located at Smartt Field (KSET), 6410 Grafton Ferry Rd, Portage Des Sioux, Mo. Meeting time is 10:00 A M We'll be discussing regular chapter business and Airventure. Our chapter has had a fairly large contingent of volunteers at Oshkosh in the past, and we'll work on final plans. As we did last year, EAA32 is planning on having a chapter area on the Camp Scholler grounds. Several of us are heading to Oshkosh prior to our chapter meeting (weather permitting) and staking out a large enough campground to be together. We all have great fun in our encampment, sharing our experiences and such. After the meeting, we'll BBQ hot dogs &

burgers and do a little hangar flying. Come on out! Let's have fun!

I was happy to read the articles written by some of our members. We need more of that. How about it guys? John's series on places to get that hundred dollar lunch meal has made me want to try some of those locations. Dave's status reports on the Kitfox he's rapidly making progress is inspiring. It's gratifying to me to see the stuff in print, as it shows we're sharing what we find out with each other in an open format. Thanks to our contributors!

Please come to our next meeting on July 15, 10:00 AM at our Aviation Resource Center, 6410 Grafton Ferry Rd, Portage Des Sioux, Mo (Smartt Field), see what we've been doing, and what our plans are for the next few months. Bring a friend. Get involved! We're all having tons of fun...

Blue Skies to all,

Dave Doherty

P.S. If you're flying, have fun, but most of all, fly safe!





June Meeting Minutes

Dave Deweese

June 2017's meeting began with the Pledge, Dave Doherty presiding.

Name tags are here, if you didn't sign up for one see Dave.

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

We're sending two people, Kyle and Nicole Schneider to the Advanced Air Academy. Kyle volunteers at nearly every event including the one last Saturday. Rick May reports that we flew 34 kids with 7 pilots over 23 flights. Note that we start getting points after a pilot flies ten kids in a given year. Currently the chapter gets \$10 per point. This year is the 25th anniversary of Young Eagles so pilots get a special pin. EAA32 has 123 flights for the year so far.

Kyle is visiting today with his mom and thanks the chapter for sending him to the academy.

Ron Burnett has food coupons. We made \$120 profit last month thanks to a big order from Dave Harster.

Dave reports that the interested party considering the BD-4 has decided against it. He'd been asking \$3,000 and will consider offers from chapter members.

There's a flying club building a Thatcher CX-5, a new club already working on avionics for their RV-6A, and of course the Spirits group with the RV-12 that flew at last weekend's Young Eagles event. The RV-12 will be on exhibit at Boeing's "Blue Barn" up at Oshkosh.

We'd talked about having an open house in honor of the chapter's birthday. Dave McGougan is heading up a committee and already has some volunteers. An early thought is to get as many members as feasible to display aircraft, and demonstrate construction techniques in the ARC. We're looking at September.

Dennis Wiss had some dirt brought in to fill in low spots around the airport, we got some of it to spread around. Next Saturday (June 24) will be another work party at the ARC to paint the doors and seam seal the driveway. A recent work party scraped old paint off the doors but pending rain called off further progress.

Bill Doherty reports a new flight school at Spirit. They're having an open house Friday and Saturday the 23rd and 24th. "Elite Aviation," on the north ramp at the end of Edison Drive, used to be "Air Associates."

We're going to make a display of chapter members with name and photographs to put on the wall. Lisa's here today taking pictures, if she taps you be ready to stand still and smile. If you have a picture you'd like us to use email a copy to Dave.

There's a welding class starting up taught by the Cozy Girrls. Note that the class is full.

AirVenture is coming up soon. Dave's going to try to get one of the FAA Pink Shirts to discuss the approach. The chapter has three camping passes and will organize a compound, hopefully in the same place as last year, just west of the big hill.

No guest speaker this month.

This year's election will elect or re-elect Vice President and Treasurer. Nominations will close in October, election's in November, installment at the December holiday party. Incumbents are Don and Bill Doherty.

Gale Derosier notes that a fly-out to Reilly's Roost takes place on June 24.

Dave got a box of X-15 paraphernalia, a WWII gun camera, and an aluminum model of a Hellcat from the son of a man who worked at McDonnell. He gave the X-15 information to the Missouri Aviation Historical Society and the gun camera to the CAF.

Chuck Gorman's wife Katie soloed but is not in attendance today, avoiding the traditional cutting off of the shirt tail.

Dave McGougan is nearly done with his new plane and asks who to contact for inspection. Dave responds that he could go to the FAA FSDO and ask for someone to inspect the aircraft, another option is to contact a DAR (Frank Baldwin, Gale Derosier's neighbor).

Don has a sign-up for cutting grass around the ARC.

Movie of the month is Midway. Coincidentally the CAF collection of Japanese WWII planes is parked on the ramp between the ARC and CAF. BBQ and social hour starts at 6:00.

John Brules (?) won \$40 in the 50/50.

Safety Tip of the Month

Joe Miano

Sweating in St. Louis

Welcome to our summertime flying season with all of the heat and humidity that is so typical of St. Louis weather. Sweltering heat and high temperatures make it a critical time to begin to factor in our airport density altitude. This very important calculation has a direct bearing on engine power output, propeller efficiency, and the amount of lift that will be generated by the aircraft's wings. We all know that the air temperature is the most significant variable that will determine the density altitude at our airport for that day.

As the outside air temperature increases the air molecules become less dense and will affect the airplane's power because the engine takes in less air. The aircraft's thrust is lower because the propeller is less efficient in thin air and also the airplane's lift is reduced because the thin air exerts less force on the airfoils. Density altitude is the pressure altitude corrected for the non-standard temperature and is calculated for the airplane's expected performance. Please realize that density altitude is not a height reference but rather an index to the aircraft's expected performance for the planned flight.

Knowing the correct density altitude is required knowledge prior to using the performance and profile data charts inside the Pilot's Operating Handbook. When you are using the airport's AWOS or ASOS automated weather stations, the density altitude is given during the recorded METAR brief to help aid the pilot during the preflight planning. Calculating the current density altitude before takeoff is necessary to determine if the airplane needs to have some fuel or baggage off loaded. This might need to be done to ensure a safe takeoff and smooth flight.

One last thought, the old saying of "If you can get the doors closed, you can take off" is NOT a good piece of flying advice or rule to follow!

Until next time....

Fly Safe!

Joe Miano

Safety

Learning as we Go

“Fuel System - Checked, Ignition - On, How about the Pilot?”



For the past months we have been getting ready for our flight. We have examined the big three things it takes to run and fly the aeromachine. One, the FUEL and its components. Secondly, the IGNITION system and how to assure it is working properly. The third system we need to examine (I know this assumes that there is plenty of air around us) is the HUMAN factors, we need to look at ourselves!

We were at the end of the runway ready to for takeoff, one last time to run the I M S A F E check on yourself.

I Do I have any Illness? Should I be flying? Really?

M What Medications are you taking? I did not realize one time that taking a prescription medication for Poison Ivy that I was not legal to fly. Also I learned from Dr. Sill that taking “the little blue pill” grounds you while you are “up” with it. On a layover one of my first officers was up with the blue pill but flat on the floor due to lack of blood flow to the brain and causing problems with his vision. That flight attendant call to my room to explain what was happening to my First Officer. Though the call was quite strange I told her to call 911.

S Stress. Any stress taking your mind away from the task of flying? While giving a (B)FR one time I could see the applicant was not really focused. I asked about his wife. Oh she is OK. How is your daughter? I am going to KILL that S.O.B. she is married too! I am going to.....Hey buddy, why don't we fly when that situation at home is a better thing so you can FOCUS on flying!

A Alcohol. When was that last drink? The FARs say 8 hours from bottle to throttle. My company manual says 12 hours. The biggest problem with the new hire pilots is drinking. At the big jet place close to 3% of the peeps are in the alcohol program.

F Fatigue Was it a good night's sleep last night or did you sweat the small stuff while trying to sleep?

E Eating Did you have a good breakfast? It is the most important meal. Are you eating too much? The FAA doctors now are checking if you are overweight and those who are over the average weight are susceptible to Sleep Apnea. This pilot dropped 30 pounds in 90 days to get back to his flying weight of 175 pounds. Medi-Fast works if



My Medi-Fast meal for the day! B, L, and Dinner

you follow the program.

Just today as I went to donate blood. The new rules for how many Red Blood Cells you can give has changed and because one must wait 72 hours to fly after giving blood, I needed to change my blood giving day to next week.

The new Basic-Med Program will have you talking to your Primary Care Physician (not the FAA Medical Examiner) about whether you can be a Basic Med pilot. Remember, WE need to take care of ourselves.

Alrighty, we have Fuel, Air, and Spark from our plane's magnetos, should we take off? We did the IMSAFE mantra.

What is the weather at the departure airport?

Can we get back to this airport if we do take off and have a problem? How would you do it?

Flying gliders we wait until we get to 200 feet above the ground before we will turn back IN TO THE WIND to land back and make some kind of landing back on the airfield.

In a single engine airplane I would turn at 1,000 feet above the ground. Until those altitudes are reached, we SHOULD land straight ahead. The "stall and spin" turn to final was witnessed by this youngin' at Oshkosh in the 1980's by a Skyhopper aircraft and it did not end well for the pilots.

In the Big ole jet airliner the FAA will let us take off in weather conditions in which we cannot return to that departure airport if...there is an alternate airport with landing minimums within a 330 nautical miles.

Headsets for Sale

Rich Jimenez has donated his C-172 to Wings of Hope. He has two headsets for sale:

ASA Model HS-1A...originally \$110.00, asking \$50.00. Only used about 5 hours.

David Clark...originally \$326.00, asking \$163.00.

Call Rich at (636) 528-4967

1220 Red Oak Ct., Troy, MO 63379



**mr. bill with some Young Eagles.
I think they liked it!**



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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