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# EAA Chapter 32 News

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

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**October, 2020**

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**Who says airline pilots can't multitask? Our intrepid mr. bill is navigating the big jet over our fair land while working on his newsletter article. See inside for another fact-filled tale from our resident pro.**

## Newsletter Contributions and Deadlines

Anyone wishing to submit articles, advertisements, rants, etc. to the newsletter should send them to your friendly editor on or before the Saturday before the scheduled meeting. Send contributions to [newsletter@caa32.org](mailto:newsletter@caa32.org).



# President's Corner

by Bill Doherty

This past month of September marked 75 years since the end of World War II. I noticed hardly a mention of it as the milestone passed. We've been too focused on current issues. The greatest generation is almost gone now.

Today we struggle to comprehend the enormity of that war effort. It's hard to imagine and visualize something like a 1,000-plane raid or B-24s coming off a production line less than 60 minutes apart 24 hours a day. Working at an FBO and fueling airplanes I sometimes think about the logistics of all that. Even for one squadron of bombers or fighters, how long did it take to fuel them all and arm them for battle? How did they even transport all that fuel to the airfields?

Recently, I had the opportunity to touch that moment in history when a special C-47 stayed the night at my employer, TAC-Air. "That's All...Brother" was on the ramp when I arrived for work one night. It was an overnight guest while on the way to a flyover of Washington D.C. to mark that 75<sup>th</sup> anniversary. The next morning, I made sure I was in the Avgas truck when it came time to fuel it. The crew did the actual pouring of the fuel, but I was honored to assist and operate the

truck for them. By the way they took over 600 gallons. The aircraft holds up to 800.

For those who may not know, "That's All...Brother" was the actual C-47 that led over 800 aircraft into Normandy to deliver the paratroopers on D-Day, June 6, 1944. The aircraft was found several years ago in Oshkosh at Basler Turbo Conversions. The CAF acquired it and after displaying it at Airventure, restored it to its D-Day configuration, complete with paratrooper seats and imperfect invasion stripes. They were, after all painted on in a hurry on all Allied aircraft.

According to the CAF crew, "That's All...Brother" carried paratroopers from the 101<sup>st</sup> Airborne on that mission. I often wonder what became of those brave young men who jumped that morning from that plane to take on a very formidable and prepared enemy.

Let's not forget what they and so very many did for all of us, for all of mankind.

October is here with crisp fall air. The leaves are turning and as I write this the sky is clear! The annual St. Charles Flying Service pumpkin drop was officially cancelled. Then an announcement appeared on Facebook that they're having it after all on the 24<sup>th</sup> albeit on a smaller scale. In the past, Chapter 32 has participated as the provider of food for the event that became an airport wide open house. As with so many other things, COVID 19 has caused us to cancel that for this year. That hurts. It was a good fundraiser for the chapter.



We hope to have an electronics workshop after the meeting this month. Bob Murray will be presenting. We're looking for anyone who would be willing to lead workshops to teach various aircraft building skills to our fellow chapter members. If you're interested, please let us know at the Chapter meeting or contact me. If we can start with one or two ongoing workshop programs in 2021 I think we can quickly learn how to do this and build on it.

This year as in all even numbered years the offices up for election/re-election are the Chapter President and Chapter Secretary. If you're interested in either of these offices, please let the nominating committee know prior to this month's chapter meeting when the list of candidates will be announced. Open nominations will be taken at that time as well. Officer elections will be at the November meeting.

As always, check out the [EAA.org](https://eaa.org) website for upcoming webinars and other programs. Here's a link where you can find this month's Chapter Video with Charlie Becker. In this month's Chapter Video Magazine, Charlie discusses EAA HQ staffing updates, our new point of contact for the Ray Scholarship program, the launch of Young Eagles Workshops, and a virtual event for the annual Wright Brothers Memorial Banquet featuring Astronaut Jim Lovell speaking about Apollo 13.

AddThis Sharing Buttons

<https://eaa.org/videos/chapters>

That's all I have this time. I'll see you at the ARC or maybe around the pattern!

Until then stay vigilant and fly safe!



**C.A.V.U!!!**  
**Bill Doherty,**  
**Interim President**  
**EAA Spirit of St. Louis Chapter 32**

# September Meeting Minutes

Dave Deweese

September's meeting began with the Pledge, Bill Doherty presiding.

Reviewed EAA Together video: YE items and Lincoln welder drawing.

Airport renovation has begun, Dave Doherty presented some specifics. Tie-downs will be available for planes: they need to be moved out during hangar work. If you have tools in your space it's a good idea to move those to a secure location.

The airport administrator has alerted us to people opening the gates and hot-rodding on the runways late at night. Be vigilant, make sure your hangars are locked.

Pumpkin Drop is cancelled due to pandemic.

The Huebbe's own a couple of businesses on Main Street: Sugar Bot, Ice Cream Shop. An employee fell for a scam and they could use some support, if you could patronize them it would be appreciated.

Approved last month's minutes as published in the newsletter.

Don gave the Treasurer's Report including checking, savings, and Ray Foundation balances. Shortly we'll be returning some to EAA that Kyle didn't use.

Michael Putnam is visiting and intends to join our chapter, he owns a couple of Tri-Pacers. He needs help covering one. Tracy is visiting, he flies a Bonanza.

As of midnight the river level is 15.9 feet and falling. The official flood level is now 20 feet, originally it was 18 feet. Major is still 29, it still enters the ARC at 31.

Louie reported his flying progress, last week he completed his night cross-country. Don reports Kyle completed his training the day before our last meeting. Dave Doherty says that Chris Ward's looking to do two scholarships next. Bill got an email from HQ regarding a scholarship for someone 18 to 23 from the St. Louis area who has already soloed.

Rick spoke on YE workshops, there's a webinar 9/24 at noon. He believes this will fit well with our own chapter plans to do workshop events. Bill had an inquiry from a Diane Produrus that he'll forward to Rick regarding her kids who are interested in flight. He asked how many pilots were interested in doing flights and got a show of hands. Ron asked if we could restrict an event by

reaching out to interested parties. Rick will be POC. Dave Doherty also got a similar call. Rick plans on an event on the second Saturday (10th) in October, no Scout event, no food (bring your own). Moved, seconded, and voted in favor. Jim Hall described a virtual event with cameras in aircraft along with pre-flight and post-flight.

Bill also has an inquiry about Explorer Scouts, he let Jim Hall know the details.

Membership committee needs to meet.

Board of Directors will meet 10/3 at 11:00. Bill would like to try meeting at TacAir.

Fundraising: Ron has food cards for Dierbergs. He also gave a debrief on the antique aircraft fly-in at Blakesburg in Iowa. 270 planes showed up. You have to be a member to attend, but Ron says it's well worth it if you like radial engines and planes from the twenties and thirties.

Jim Hall held a meeting for the advisors of the Explorer Post. Andrew's in Chicago and reports they've been doing online meeting, they're looking in to participating. If you're interested in becoming an advisor let Jim know. Note that the scout event in Forest Park is scheduled for next year.

New business: New member Grant has a Zenith 601 project that's about half done and needs help getting started.

We're officially entered in the Lincoln welder contest. We qualify for additional entries, up to 4, if our chapter has technical advisors and other requirements.

We've formed a committee for the November elections for president and secretary and will report in October.

Bill listed monthly webinars including Young Eagles workshops, Founder's Innovation Prize, and emergency bailout procedures.





Bill reviewed possibilities for upcoming workshops. Give it some thought and we can discuss in October. Michael Putnam is willing to bring in some components for us to cover. We can discuss funding these in the board of directors' meeting. Bob is still planning to do an electrical workshop, tentatively in October after the meeting, though this is not official.

Plans for the holiday dinner: do we even want to do that this year? We'll pass on it for 2020 after a show of hands reveals some reluctance. Instead we'll plan for a regular chapter meeting, tentatively the second Saturday.

Dave Doherty reminds us that October is the end of the sign-up process for B-17 and Tri-Motor visits. Bill plans to apply. He notes that EAA splits proceeds with the hosting chapter.

## Ballot Notary Service

**From Art Zemon**

**I pledge allegiance to the flag of the United State of America, and to the republic for which it stands....**

This upcoming November election is critical to the future of our United States. Actually, *every* election is critical. The difference this year is that Covid-19 is making it difficult for many people to vote. Missouri allows for both *absentee* voting and *mail-in* voting. Unfortunately, most absentee and most mail-in ballots require notarization. For many folks, finding and getting to a notary public is a real chore.

I have become a Missouri Notary Public so that I can notarize ballots for the upcoming election.

If you, or anyone you know, needs their Missouri ballot envelope notarized, I will do it for free.

I live in St. Peters. Call or text me to make an appointment 314-503-3229 or email me at [art@zemon.name](mailto:art@zemon.name)

Vote.

It's your right.

It's your privilege.

## DEADLINES

October 21 is the last date to request an absentee ballot.

The correct deadline for returning absentee ballots is November 3. They must be received by the election authority by 7:00pm that day.

The Missouri secretary of state has published this article:

<https://www.sos.mo.gov/CMSImages/ElectionGoVoteMissouri//2020VotingOptions.pdf>

# Learning as we Go

## “The Flight Review-What I Look For and What We Learn”

mr. bill

Our group of mature gentlemen and GIRLS in our EAA Chapter are truly a bunch of talented people. Being with this group for the last 32 years has been really an awesome experience. Just from the flying aspect of this group I have been able to use my Certified Flight Instructor certificates to keep this group “Flying.”

We had some talented people building cool EXPERIMENTAL aircraft like the Lancair, Thorp T-18, Defiant, and the Mustang II to mention a few. The chapter soon learned that the local flight instructors would not fly in those airplanes. I was able to help out in many ways with “First Flights” before the EAA Flight Advisor Program came into play.

We really hit the ground running when EAA introduced the Young Eagles Flight Program in 1992. Our group took to the program extremely well. We decided to clean our airplanes, inspected our aero machines, renewed our medicals, and I provided FREE Biennial Flight Reviews for those in the group. Well here we are 27 years later and we are still going strong.

Recently I flew with one of those fine gentlemen Mr. Joe Sargent. My introduction when meeting a Young Eagle Pilot is to thank them for helping out in the Young Eagles Program. I remind them that because of their great effort EAA Chapter 32 has been in the Top 25 Chapters for Young Eagle events.

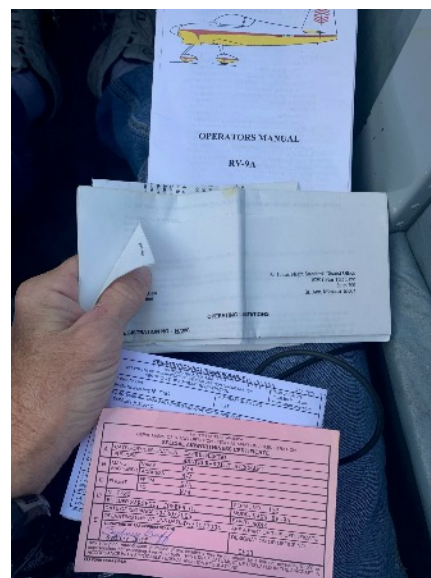
So on this day flying with Mr. Joe, I thanked him for his flying of the Young Eagles and his story of flying the RV-9A over the Lewis and Clark Trail to the Northwest from St. Louis, MO.

When people hear that Joe built that airplane in a one car garage and he flew it up to the northwest they are in awe.



This day during the Flight Review I will check that

ALL the paperwork is in order on this Van's RV-9A, just incase the friendly FAA should ramp check this airplane. The Special Airworthiness should be displayed first, followed by the Aircraft Registration. The Radio Station. License is optional now unless you plan to fly into International Waters.



**Pictured here is all the required paperwork for the Van's RV-9A.**

A list of Operating Limitations, included in that would be the required placards. Sometimes that is listed in an Operating Handbook. This booklet may also have the weight and balance graphs or charts.

During the flight there were many problem solving situations that came up. The wind shifted and the runway changed. There also was a pilot in the traffic pattern at Smartt who was calling the wrong positions as he went thru the traffic pattern. Both Joe and I had our “heads on a swivel” looking for this plane on final for “runway 36.” We both saw him on final for 18 after looking around the traffic pattern.

## A2Z Aircraft

Do you need something from Aircraft Spruce? Would you like to support EAA32 and save some money at the same time? Of course you would!

Just go to <https://a2zaircraft.com/> to place your order for anything that Aircraft Spruce sells. You will get a discount and EAA32 will get a donation.

## Learning as we Go (Continued)

My standard landings assessment now is for the pilot to do a normal full stop landing, a go around from a balked landing, and a landing where you might not be able to view all the instruments. This day I covered the airspeed indicator right after takeoff to simulate a clogged or blocked airspeed pitot tube.

Well after Joe's smooth landings and EXCELLENT pattern work I was very happy to sign him off for his Flight Review. He showed above normal mental and the flying skills were great since that IS he's airplane.

Thanks again Mr. Joe Sargent for all your contributions to EAA32. Thanks for being an awesome pilot too!

A: It was called the O-2.

Q. What was the military designation of this airplane?

A: It was the C-337 Skymaster.

Q? What was an airplane made by Cessna that served in the Vietnam War.



# Dave McGougan's Kitfox Project

Enclosed are a couple of photos of the new turtle back cover. The old one disappeared! Really! I carried it back to the hangar after the flood and haven't seen it since. So in pricing a new one (\$300) I decided to design and make my own. It took 3 weeks and cost \$32. It is installed and needs only a minor cosmetic piece on each side to be ready. Kim Nack dropped by each day to help me with this part. I am now working on the doors! Yep, redo! The doors that came with the plane do not fit! Frankenfox has struck again! Back to the drawing board, literally! I was able to rescue the plexiglass from the old doors, the rest will be all new! I am about 1/2 way through the door build.

I finally located throttle cables for the engine, sent the guy the money this morning. I have several small welding jobs if we have anyone in the chapter that can operate tig or mig welders.



**New seat cushions!**



# Chris Ward's Zenith Cruiser Project

I have been working on my project for the last few months. A few friends have come out to help me with my build. Bill Elliott even came from chapter 429 in Jefferson City. Frank Dressel has been a big help working on seatbelts and landing lights. He even moved the wings to Cool Touch Wrapping on Friday. Louis our Ray Foundation winner has come out a few days to help me build. I will be starting to work on my instrument panel over the next few weeks. The wings may be back from the wrapper by our next meeting.



# Young Eagles

## Saturday October 10<sup>th</sup>

This past Saturday, as was discussed at our last meeting, we dipped our toes back into the idea of trying to have a Young Eagles rally under current guidelines regarding Covid 19. This was undertaken with minimum expectations of our typical rally. A mailing was sent to chapter #32 members and young adults that had been associated with our sponsored Explorer post #9032 (now in a holding pattern). While participation was less than we have had in the past, which was expected, it seemed everyone had a good day. Thanks to everyone that came out. Ron Burnett, whose Luscombe was a big hit, Don Jonas, Bob Murray with the RV10 and new to the Young Eagles cadre, Mike Schwarzkopf with his Cessna 170. Mike has been a chapter member over a year but had never participated in a Young Eagle event. Thanks Mike and welcome to Young Eagles. Another newcomer to our Young Eagle event as well as to our chapter is Tim Santos. Tim is also taking lessons at St. Charles Flying Service. In my old age I have forgotten how far along with his lessons he said he was, but I do recall he was quite impressed with the performance of Bob's RV10 compared to his typical flight lessons in a 172. Welcome.

Also, Louie Puder, and his parents were in attendance. Louie is our current participant in the Ray Foundation scholarship program, and said he should be taking his check ride this Saturday, we can all wish him good luck as we attend our upcoming meeting this Saturday. Louie also had a chance to experience the difference between his typical C152 ride compared to Ron's Luscombe and Mike's C-170. Frank Dressel and Chris Ward were working on Chris's Zenith so we had a little building going on as well. Thanks to several of the YE regular crew, Paul Smith, Dave Deweese, Lisa Miano, Bill Wehmeier, Joe Sargent, and Jim Hall. We did a little flying, a lot of hanger flying and leaning on the fence watching airplanes and enjoying a great Fall day at the airport.

# Young Eagles Workshops

## New EAA Program

As we all know 2020 has been a tough year regarding our favorite pastime aviation participation. EAA has tried to look at different things to keep some kind of normalcy around for us. The virtual AirVenture / Oshkosh was well done and if you haven't had a chance to view any of the workshops, articles, and other on-line programs take a look it may surprise you and they are still available on-line at the national site [www.eaa.org](http://www.eaa.org).

A new program that was just released in September titled **"Young Eagles Workshops"** has struck my interest. Much of this material is available on line including a program handbook. Overall this program is a lead up to, or a follow up after a Young Eagles event, the latter being of more interest to me. At chapter #32 we have had in the past and continue to discuss the concept of workshops for our members. Our previous sponsorship of the Aviation Explorers post #9032 did also encompass some meetings where particular segments of aviation were featured. If in past years during your potential Oshkosh experience, if you ever wandered over to Pioneer Airport and took a stroll through the "Kid Venture" experience you would have seen several booths discussing the same various principles of aviation on display. At our own chapter Young Eagle events Laura Million's Scout Merit Badge class covers some of these same principles more so in a beginner or an abbreviated 3-hour program. **"Young Eagles Workshops"** to quote is geared towards school age youth approximately 11 to 17 years old, however much of the program is also designed for a chapter to be flexible in what and how they present the program including potential participation in younger adults, (think Eagle Flights). In fact, the 12 different modules of the program reads more like a listing of what is covered in ground school training. The program suggests depending on the organizers design a partial program could be jammed into a partial presentation of the topics available, a full day event or a multiple day (2) event. Guidelines also restrict any sleepover events. So, why am I writing about this in our newsletter especially in today's environment, in the middle of October, with 4-5 months of cold weather facing us and probably minimal good flying weather for a while? I would like membership thoughts.

Check out the posted webinar, perhaps give it some thought and let me know what you think. If you have any thoughts drop me an e-mail direct at [rmay5154@aol.com](mailto:rmay5154@aol.com) and let me know.

*Thanks, Rick*



Pictures courtesy of Lisa Miano





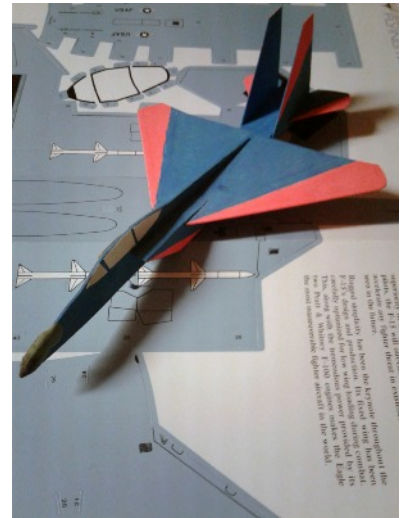
# Loot From the Vault

As some of you know, after Saturday EAA events, I often swing by the house I grew up in: it's in a subdivision off 94 just south of Boscherton. Mom and Dad moved to assisted living but kept the house, and later sold it to middle daughter Jessica and her fiancé. My task has been to separate wheat from chaff in the stuff they left behind. My reward is a treasure trove of history: letters, pictures, memorable items of all shapes and sizes. Many are breadcrumbs marking the path of a life-long airplane nerd.

We moved to Missouri late in 1970 after Dad took a job with McDonnell Douglas. Here's an open house we attended soon after. I admired my old man even more than before, knowing that he worked at such a place. I wish there was a picture of the F-15 "Streak Eagle": an unpainted version of the fighter, foregoing any unnecessary weight in pursuit of maximum performance. It left a lasting impression on my little brain, even the cool name, reminding me of the phrase "streak of lightning". (Years later, after Ray Stevens recorded "The Streak", I began to wonder if "Streak Eagle" was some sarcastic engineer's wink at the bare-metal bird.)



At some point Dad brought home a stack of cardboard, punch-out-and-fold glider versions of the F-15. We put a couple together, and in memory I saw a manila envelope with several more, though I was never sure if that was a figment of my five or six year-old imagination. At least one plastic F-15 model crossed my workbench, as well as a catapult-launched glider I built as



a teenager from plans in a model airplane magazine. Believe it or not I found the stack of cardboard fighters in Dad's old desk, the glider was in a cabinet: survivors.

Fast-forward about ten years to 1980 or '81: here's an air show I attended at Spirit. It must have been a C.A.F. event as the planes look to be of WWII vintage. Hey: it's Mr. Bill on the fuselage in the upper right! No, not our Mr. Bill, just the little clay guy from SNL. And check out the character in the lower right. Was there a pilot shortage at the time, forcing airlines to send other primates to flight school? I don't recall, though you can tell he's a sure-enough pilot by the attention he's getting from the young lady.



Around that general era it appears that the family and I visited Smartt Field a time or two. A couple of grainy shots show skydivers landing, another records a DeHavilland Beaver and what looks like a Viet Nam-era Huey behind. Could this have been near that part of the ramp where I now walk Young Eagles out to friends' planes? Next time I'm out there I'll be trying to dredge up memories from those four-decade-old afternoons.

As there's not a coherent plot line to my rambling I'll arbitrarily close for now, but may have to write another one or two on this subject, depending on what further artifacts turn up.

Onwards and upwards,

(Do335)Dave





# For Sale

Zenith 601/650 empennage Kit, save big \$650.00

Ron Burnett 314-518-8563



## Editor's Corner

A few months back (maybe it was last year...how time flies), I wrote about selling my RV-6A. Well, I've kept in touch with the new owner, who has had lots of questions about different things. It turns out he is a fairly new pilot who got his license in a Cessna 150. I'm sure transitioning into the RV was quite an experience for him. At any rate, he's a very nice guy and I'm really glad my RV found a good home. Recently, he flew up from his home base in southwestern Arkansas and met my bride and me for lunch in Sparta. He has had an absolutely gorgeous paint job done to my old bird! I'm sure most of you remember the bare aluminum with some random cosmetic glitches. Well, Gary fixed all that and here's the finished product:





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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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