
✈ EAA CHAPTER 32 NEWS ✈

Jim Bower, Editor

September, 2003

Don't miss the meeting on September 28! Lots of very important stuff to do, not the least of which is nominating chapter officers! Ron Burnett says: **"BRING YOUR CHECKBOOKS"**, because he still has lots of store coupons and doesn't want any excuses.



If you are very lucky, you may get to see this airplane at the September meeting. Our good friend Bill Collette finished his RV-4 "Sola Fide" after many many years of painstaking work, and he is justifiably proud of her. She first flew on 31 July 2003. Chapter 32's chunk of Van's Air Force is growing!

INFORMATION HOTLINE

314-286-9932

**CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS**

August Meeting Report

(Shamelessly stolen from the web page - thanks, Laura!)

PLEDGE OF ALLEGIANCE

RANS AIRCRAFT

The good folks at RANS Aircraft of Hays, Kansas, brought out two of their planes, the S-7S Courier and the S-6S Coyte II for members to view, then answered questions during the meeting. These aircraft generated much interest, and the RANS people spent a long time cleaning drool off of their aircraft.



RANS Aircraft spokesman answering

WELCOME NEW MEMBERS

ST. LOUIS SCIENCE CENTER CELEBRATION OF FLIGHT

The St. Louis Science Center has asked Chapter 32 to participate in their Celebration of Flight, November 8 and 9th. We are asked to provide aircraft for a static display and to hand out information about our organization. We may even supply speakers about for workshops. Most events are still in the planning stages.

NEW LEADERSHIP

Stan has announced that he will not be running for President next year. Anyone wishing to nominate or be nominated for President or Vice President, needs to contact Stan before the next meeting.

ENTERTAINMENT BOOKS

Ron Wright has received the newest shipment of Entertainment books. If you purchase a 2004 book for \$22 you will receive a free 2003 book. Both books have \$20 worth of Shop N Save coupons in the back, so you earn a profit of \$18 with just using the Shop N Save coupons. See Ron for your books.

The meeting adjourned for barbecue.

Calendar of Events

September 28th 2pm – General Meeting

October 18th 9am-2pm Young Eagles – Greenville Airport, Greenville, IL

October 26th 2pm – General Meeting

November 8th & 9th Celebration of Flight – St. Louis Science Center. More information to be announced

November 23rd 2pm – General Meeting

December – TBA – Holiday Party

Young Eagles Report

September 13 was a nasty, rainy, day, but somehow 66 kids got flown.

Pilot Totals:

Geroge Stephenson	30
Frank Szachata	23
Bud Getz	7
Harry Rahn	6



During the YE day, Gerry and Ernie were giving away "Free Advice" and Ray Kennedy took advantage. Well, you get what you pay for!

The Next Young Eagles Events:

October 18, 2003 - Greenville (IL) Airport.

Pilot and Ground Crew Briefing at 8:30am.

Flying Kids at 9am.

More details to be announced.

Contact [George Stephenson](#) if you are a Young Eagle's Pilot or [Laura Million](#) if you are available to work ground crew.

Learning As We Go

mr. bill

“THE REST OF SOME PREVIOUS STORIES”

LAWG June 2003: In my haste to get to the runway in the June article I forgot to put the landing gear down. Glad this was only a writing accident.

:45 As the Glideslope Pointer (which depicts the 3.0 degree slope to the touchdown zone on the runway) starts to move I call GEAR DOWN. With three green lights I arm the SPOILER HANDLE so that when the main wheels spin up upon landing, the SPOILER PANELS on top of the wing raise up to keep us on the ground.

The fuel burn for the flight from Indy was 5200 pounds which is 775 gallons. At a \$1.00 per gallon the fuel bill was under \$800.

LAWG August 2003: Things not seen at Oshkosh. Many of the warbirds at past airshows were not flying. The flyby briefs were two hours long and everyone was required to have a radio and stay on the same frequency. As strange as it may sound in previous years as you were cleared for takeoff you were told to switch to the airborne frequency. Unfortunately, if you did not get airborne and aborted your take off on the runway and declared such on the radio you would have been transmitting on the AIRBORNE FREQUENCY. So the guy on his take off rolling behind you would not have heard the emergency declared and would be charging at you with full power while you were still on the runway. This procedure was changed this year. Also missing were the hundreds of pay phones that were scattered about. The usual nightly ritual of seeking out the shortest line so as to call home and convincing the better half that you had found the airship of your dreams!

To the question, “Where are all the Young people?” Well, I think a lot of the 30 something and 40 something aviation crowd may be jobless right now. One of EAA 32 captains flew his last trip at the end of August. The last two years have not been easy. Receiving a 1/3 pay raise when acquired by AA looked great. (AA 12 year first officers made more than a fourth year TWA Captain.) All TWA copilots were placed on the bottom of the AA seniority list with the merger. As for the TWA captains, they were placed on the list at a ratio of 8 AA people to 1 TWA person (captain) as you ascended the list from the stapled TWA copilots. So after the most senior TWA copilot, go up the seniority list 8 AA copilots and there would be the most junior TWA Captain. Go up 8 AA copilots then put the next junior captain and so on. Well, with 9/11 the cuts started and now two years later, out of 2,000 TWA pilots only 472 will still have jobs. All the TWA flight attendants were let go on July 02. Some more big cuts are coming November 01. THE SILVER LINING The company is juggling some Regional Jet

Newsletter Deadline: The deadline for submitting articles, pictures, want-ads, etc. is two weeks prior to our regular general meeting. Please submit these items to the newsletter editor via e-mail (jimbower@hotmail.com), snail-mail (10350 Toelle Ln. St. Louis, MO 63137), or phone (314-869-8971).

Captain jobs around for the “furlough protected” AA pilots, those above the most senior TWA copilot. An American Eagle job flying the Embraer 145 “Junior Jet” at some remote city like O’Hare, or maybe Dallas, or maybe Boston, or maybe LaGuardia, or hey dude, maybe Los Angeles, may be in the works for some of us. Life is going to change for us “old TWA” people. Where are the young people? Going to school on government money. Dealing with Real Estate classes. Working at the Home Depot. All the time waiting for that call from AA saying, “Hey, we have a slot in ground school next month. Are you interested in it??? Let me think for a second!

It was reported that as of 07/31/03 Mr. Van’s has sold 70 RV-10 kits. Updated reported by Retired Captain James A. Cone, who is working on his new RV-7 kit, is that Van’s has sold 110 RV-10 kits as of Sept 01. They still have not affixed a price tag to the kit yet!!!

Hey, I am looking for someone who has the new Garmin 196. I want to see if we can fly “simulated instruments” with that instrument panel display it has. Boy that would really be hi-tech if that were possible.!!! “Roger center let me fire up my 196 and I will be needing an Instrument Flight Route to Smartt Field today!

FYI: Captain Joe Wynne is resting well in the rest home. If you have a spare stamp send him a card at:

Joe and Blanche Wynne
936 Charbonier
Room 110
Florissant, MO 63031

WICKS AIRCRAFT WAREHOUSE CLEARANCE SALE

2 DAYS ONLY

THURSDAY & FRIDAY

OCTOBER 23 - 24, 2003

8 - 5 PM

From Doug Killebrew:

We will have a BBQ, so bring an item like side dishes, desert or chips. There will be a short Executive Meeting before the general meeting on Sunday, September 28. Other members who would like to attend are welcome. There will be full Executive Committee meeting Thursday, October 2nd at Ryan’s Steakhouse at I-270 & St. Charles Rock Road. Dinner at 6 PM, meeting at 7 PM. Other members who would like to attend are welcome.

At Long Last...An RV Grin!

Almost everybody knows that your friendly editor has been doggedly laboring away on an RV-6A project since April 2000. What most of you don't know is that until very recently I have never flown in an RV (GASP!). Before Sunday August 24, my only contact with the inside of an RV was a five-minute sit in the Van's Aircraft RV-7 demonstrator during Oshkosh 2001. In other words, for years I have been building on blind faith alone.

Thanks to Dave Domeier and his award-winning RV-7A, my faith and patience was rewarded. I thoroughly enjoyed the experience, and am craving more. While I won't get my airplane done this year (probably not next year either), I am more than ever motivated and looking forward to that fine day.



Dave's Subaru-powered RV leapt off the ground and climbed briskly...grin starts. Grin gets bigger as Newsletter Editor takes the controls. Turns were nearly effortless and the visibility was amazing (as opposed to the production airplanes I'm used to). I'm definitely on the right track!

Thanks, Dave!

Now, as if that wasn't enough, the following day I got a ride in an RV-6! My cup runneth over, and my motivation is high. The gentleman who owns the RV is from South Carolina with a brother living locally. They visited my project a couple of years ago while he was still working on his license. There wasn't much to see at that time, but it must have inspired him, because he bought an RV. Except for the takeoff and landing, I got to fly for the entire time, and was it great!

Everybody chooses a project for a variety of reasons. Based on owner reports and articles I read, I took it on faith that RVs were good airplanes because I never heard or read a bad word about them. Additionally, they are so prevalent that it's nearly impossible to not find another RV builder within a comfortable drive. I was gratified to find numerous RV'ers in our chapter, and have availed myself liberally of their expertise and experience. (Hopefully, I can give as good as I got.) I am so pleased to finally have flown in not one but TWO RVs, because my faith has been justified.

Finalizing the ARC Plan

by Doug Killebrew

Our program this month will be about developing and then finalizing an ARC Plan. Over the last several years while the ARC was being built, many different opinions have been expressed about what we are going to do with the building. We used to hear things like, “we really are going to store airplanes in it, aren’t we?” Lately, “If people are going to be completing projects in it, what is there for the rest of us?” Well, there are many things we could do, and now that we are in the final stages of completion, we need more input from the membership.

The one thing that everyone agrees with is that it should be a nice place to meet. With Stan’s leadership and the contributions of many, it’s obvious that we will have just that. There are activities like Young Eagles that obviously need a home base but, what else do we want to do with the building? In no particular order, these are some ideas I have heard: How about helping people actually start a project? If one wants to get a “starter kit” as are available from many manufacturers, why couldn’t that person start a part at the ARC under the watchful eye of an experienced tutor before making the famous “big leap” of clearing out the garage and going full bore?

How about specialized help along the way? Here is where our Chapter has real (mostly untapped) potential. I am continuously amazed at the wealth of talent possessed by individuals in our group. When we figure out how to make some of this talent more available, everyone wins. This will include audiovisual equipment, which we need anyway for other reasons, but what else?

And what about non-builders? EAA’s mission statement doesn’t ask anyone to build anything, only express an interest in aviation. For many of us, building an airplane is still “over the hill,” but we are keeping the faith. How about computer based airplane design? This could be useful to people who are checking out new ideas, as well as people who want to check out what a new “go-faster” mod could do for an existing design.

This just touches the surface of things we might do in the ARC, and now is the time to be heard. Like any other democracy, we can’t satisfy all of the people all of the time, but we will try to satisfy most of the people most of the time.

In addition to what to do in the building, we also have to decide on issues related to how these things will happen: such as, who is in charge and rules and regulation of use. There is much to cover, so don’t think we can do it all in one meeting. However, this is how we start. As the name implies, we have already decided that it will be an Aviation Resource Center, so now we need to decide just how are we implementing that mandate.

What Were They Thinking

Curly

Several years back while searching out EAA groups in the Buckeyed State of Ohio, Chapter 443 - THE WRONG BROTHERS, was found in Columbus. Funny name but a name that rang true when you learned about the chapter. The story goes that the WRONG BROTHERS had the end two hangars in the row, which was perfect because they were the most visible on the airport. You had to drive past them coming into the airport. There even was an area for an office/meeting room in the corner area of the last "T" hangar. Wow! Excellent spot on the airport. Two hangars with interconnecting doors. Along with a door into the office area that had a nice window to the outside world. Wow this is a great place. Right! Well, the next Saturday morning while airport bumming the office door was open and there stood one of the WRONG Brothers too! Wow! First hand knowledge about this chapter. In short, the chapter broke up over the "howto" and the "whatto." **HOW TO:** run, stack, use, store, not store, in the two hangars. **WHAT TO:** have as the flying chapter airplane. Tailwheel - no tailwheel. This group always had an Aeronca Champ project in the "how to rebuild an airplane hangar." (They could rebuild one in thirty days. How was this done....Well, the project was in one mans garage and his wife told him that it WILL be done and it WILL be out of here in 30 days! It was. Ah the power of a woman. This became the Chapters claim to fame!) In the "what to have in our flying airplane hangar" was an Aeronca Tri-gear Champ. What sent members packing in this chapter, among other things, was the Tri-Champ. People could not get over why a sissy tricycle gear airplane was there instead of a he-man tail dragging Champ airplane. Sounds silly but the Tri-Champ was sent out to pasture by being tied down on the furthest part of the ramp. I next found EAA Chapter 9 in northeast Columbus. It was the place to be with a grass field and an Aeronca Champ, tailwheel of course. Hey, did you hear about Chapter 443 in South Columbus.....they had this Tri-Champ and.....

PRIOR PLANNING PREVENTS POOR PERFORMANCE

My hat is off to ALL those who helped find, take down, store, move parts, store again, move parts, assemble, and build, on this chapter ARC building. Captain Stan Crocker and many others have assembled and build a great meeting and educational place for the Chapter. Gang, we are at a very high level in the recognition game right now. People know about EAA 32. From the radio broadcasts. From the YOUNG EAGLE FLIGHTS. From the September 2003 article in our organizations magazine. From our award winning (not whining) Web site!!! This has all come together because many great people volunteered a bunch of time.

But guess what? It is going to take about an equal effort to "keep the ARC afloat on this wave of success."

Everything takes money. After just finishing a HABITAT FOR HUMANITY HOUSE (work days were Wednesdays and Saturdays) we know money does not solve everything. \$55,000 dollars was received for the house with one church collection. It was the volunteers that came out every Wednesday and Saturday for a year that built the

house. With finishing the house the keys were handed over to the family and **THEY NOW TAKE CARE OF IT**. It is said of finishing an airplane project that the last 10 percent takes 90 percent of the time. Our ARC unfortunately is **NOT** like this house. You can see that with the ARC Karen Carpenter that, **“WE’VE ONLY JUST BEGUN!!!”** Moe, Larry, Shemp, and Curly Joe, we are all going to have to volunteer for one of the many **POSITIONS OF RESPONSIBILITY**. Also needed will be an apprentice or coworker so that **SOMEONE IS THERE TO OVER SEE THAT AREA WHILE THAT FUNCTION IS GOING ON**. It will require help from everyone. Aviation has high standards and requires a very high level of **SAFETY**. We all will need to grab one of the available oars (positions) and help in keeping our ARC moving on the set course. We cannot drift aimlessly. Thanks to all who have brought us this far.

Jefferson City Fly-Out Photos



Ron Wright served to hold down the right seat of Dave's RV-7A

Gerry Geiger helped Gale find the airport....notice the news helicopter in the background. They were amazed too.



A "Win - Win" Situation For Fundraising (AGAIN...Youse Guys Aren't Paying Attention!)

Donna Bower, also known as Jim Bower's Wife, works for a relatively new office supply company, Universal Business Supply. A group of 25 employees, each with an average experience of 21 years, broke away from "Corporate" life and returned to the "Family-owned" life of excellent service: where the Customer is the most important of all. But does that mean that they don't have low prices? Answer: **Absolutely not!!** Their prices are guaranteed lower than the national chains: Office Depot, Office Max, Sam's, etc. Here is the win-win: Universal Business Supply will rebate, to EAA Chapter 32, 1% of the total annual sales of any company who begins ordering from UBS as a result of a lead given by a Chapter 32 member. For example, if Bill Doherty's company Xtra Lease and Jim Bower's company NetEffects were not existing accounts, 1% of last years sales to those two companies would have resulted in a 2002 rebate of \$534.

To be eligible for this offer, either give the introduction, or simply complete the form below and give UBS the name of the person responsible for purchasing office products. We will make the call, enter EAA under the account, and they will be tallied in for the donation check at the end of the year. We hope you are as excited about this partnership as we are!!! Remember, any company you suggest will be accepted, so the more participation the larger the rebate.

If you have any questions, call Donna Bower at 314 869-8971.

EAA member name: _____

EAA member phone #: _____

Company

Name: _____

Address: _____

Phone #: _____ Approx. # of employees: _____

I want to be involved: _____

I wish to remain anonymous: _____

Fax to: Donna Bower

314-298-7952

Drippy Fair

(from the web page by Laura Million)

Rain Rain Go Away....that was the theme and mantra of this year's St. Louis County Fair and Air Show. It rained Friday while we set up the tents. It rained Friday night all night long (I know, I was camping in it). The rain held off for most of Saturday, but started raining again that night. (Still camping in it.) It looked like Sunday was going to be a repeat of Saturday, rain wise, but then mid afternoon the skys opened and it rained,



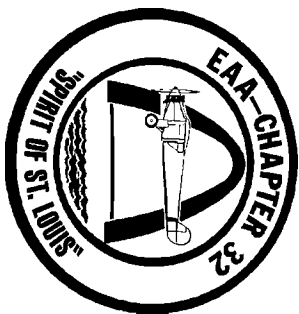
let up, rained, let up, and rained well into the evening. I think it rained all night, but by Sunday evening I had had it with the tent and rain, so I got a hotel room (Amanda finally got to go swimming inside). Rained non-stop Monday and the grounds were mud puddles and inches deep in water. About 11am, as Chris Erkmann was starting his Boy Scout Merit badge workshop to a full crowd, the Fair planners closed the fair. Chris continued to talk while the rest of us cleaned up. Some scouts actually showed up as we were leaving the grounds at 2pm. We will have to have something for them later. We sold sodas and water only on Sunday, so we didn't do as well with sales as last year. Since the temperature this year was in the 70s and last year in the mid 90s, water was not in high demand. The "How To Be a Pilot" and "How to Build a Plane" workshops were well attended on both days, and it wasn't because people were trying to avoid the heat this year. (OK some may have been avoiding the rain, but they were listening too.)

Planes in attendance were a Powered Parachute and Bill's Gyrocopter. Dave Domeier wanted to show off his RV, but didn't want it in the storms on Friday and by Saturday the fair people won't let it in. All for the better since it was so wet all weekend. This year may have been a wash-out, but those that were able to attend and dodge the raindrops, really seemed to enjoy what they saw.

Officers and Committees

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Board Member At Large
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Community Liaison
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Executive Committee
Executive Committee
Executive Committee Chmn.
Facilities & Ops.
Flight Advisor
Flight Advisor
Flying Start Coordinator
Hangar
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Doug Killebrew	314 727-0640
Doug Killebrew	314 727-0640
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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
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