
EAA Chapter 32 News

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

July, 2012

EAA Chapter 32 hosts “Aluminum Overcast” again!

(See inside for details)



Photo by Art Zemon
(Used with permission)

We'll see YOU at the EAA Chapter 32 meeting this month! Be at the ARC at 10:00 am on July 21, 2012.

June Meeting Minutes

Dave Deweese



Dave Doherty presided over June's meeting. We began with applause for Mr. Ron Burnett, returning from winning the over-60 class in a 10k run.

We followed this with the Pledge.

Bill Wehmeyer and Bob Dooley have finished the gravel for our driveway. Cost was around \$278 plus time. Bill explained the process: "We brought in a truckload of gravel and dumped it." Thanks to both for their labor.

Don Doherty gave the treasurer's report, including checking and savings balances. We made a small profit on selling food last month following the CAF event.

Rick Foss visited today. He's interested in Zenith and Sonex birds.

Old Business: Our flagpole light has burned out, we briefly discussed replacing with an LED bulb.

The front side gutter is scraped and repainted, the gutter in back needs the same treatment. Thanks to Jeff Stephensen and others who helped paint the gutter.

The gates to the ramp need updating.

Converting the Sonerai to an educational display piece continues. The prop was in bad shape, but we have some leeway in refurbishing it, with the caveat that we mark it "non-flying" so nobody will actually try to use it.

Dave Doherty flew his first two Young Eagles at last week's event. Rod Hightower flew his T-6 in on the way to Reno for air race training. He flew the first Young Eagle of the day. Chapter 32 flew 32 that day. Our next event is July 14.

June 23 is our next movie night, we'll be showing "Red Tails".

Chapter 64 has an open house today at the Downtown airport until 5:00 pm.

George Dobner from EAA HQ called Dave to ask if we'd help with the B-17. It will arrive 7/2 at Parks where they'll do flights, walk-arounds, and participate in the opening of the fair. On the 6th, 7th, and 8th it will relocate to Spirit. This conflicts with our fundraising

event at O'Fallon on the 2nd, 3rd, and 4th. The 2nd will be setup day, 5th will be teardown.

July 21 will be an informal meeting, since some will be preparing for Oshkosh.

In August we'd like to have a short meeting then a fly-out to Highland and the Silver Creek Glider Club.

Bob Kraemer spoke briefly regarding density altitude. He was flying his Stearman recently from KSET, with density altitude of 2800 feet. In a fully loaded airplane this is something to be aware of, especially now that summer has arrived and temperatures are climbing, and variable winds can complicate matters.

Bob Pratt, a long-time member, and a WWII pilot (A-20's and P-61's), just passed away this week. His son (also Bob) is going to complete the RV-6A his dad was working on. Dave will post funeral arrangements when they become available.

Ron Burnett has food coupons. (*Shop & Save*)

Dave McGougan was collecting information from chapter members who served in the military so that we can recognize them in some form: a plaque or display. Forms can also be returned to Dave Doherty, and Laura Million will post the form on the web site.

Ron Burnett spoke about resolving cooling issues with his new RV-6A. He has gone from too hot to too cool, thanks to custom radiators and redesigned inlets. Jim Bower had oil temperature challenges with his RV and installed new louvers in his cowl, which has helped out.

Meeting closed, followed by discussion with event volunteers.



President's Corner

by Dave Doherty

- The Chapter Sonerei educational project is under way. Mr. Bill has brought a VW engine we can use to make cut-aways to show the inner workings of an air cooled engine. Don Doherty is acting as committee chairperson for that project. To become involved, see Don.
- We are working on a visit to Silver Creek Glider Club in August or September. This will be an event in conjunction with a regular chapter meeting. More details will be forthcoming at our July chapter meeting, and in next month's newsletter.
- Young Eagles events are scheduled for August 11 and September 8. Chapter 32 will be holding those events at Smartt Field (KSET). Pilot briefing will be at 8:30 AM, registration opens at 9:00, and flights start shortly thereafter. Depending on his schedule, Mr. Bill will try and hold BSA Merit Badge seminars.
- Our Open House was rescheduled from June 16 to Oct 27. This coincides with the annual SCFS Pumpkin Drop. SCFS, CAF, EAA 32 and Skylink Aviation all plan on having open house on that day. This event has been growing year after year. Everyone has a lot of fun.
- The next Movie at the ARC night will be Aug 25. Stay tuned for which movie we'll show.

It's been pretty hot out there. Folks, take care of yourselves. Flying in very hot weather requires taking certain precautions. Be aware of your plane's capabilities and don't get yourselves into a bad situation. We need you.

I'm proud of the effort everyone has made to keep our chapter going strong. Thanks everyone, for your contribution to the cause.

Blue Skies to all,

Dave Doherty

So far, the month of July has got to be the hottest on record here in St. Louis. Many of our members spent a lot of time outside in the nearly unbearable heat volunteering for chapter events. Our O'Fallon, MO fundraiser on July 3 & 4 was successful. The crowds were down due to the heat. Otherwise, we had some fun. Our food tent proudly displayed Young Eagles activities, the upcoming B-17 tour stop, and other chapter activities. Concurrent with the O'Fallon event, the EAA B-17 Aluminum Overcast arrived in town and participated in the St. Louis Fair and Airshow. The B-17 opened the airshow, heading east and flying over the Arch. On July 6 – 8, your EAA Chapter 32 hosted a tour stop. Again, the heat was well over 100 degrees. Chapter volunteers put together the most successful B-17 St. Louis tour stop in our history. We had a lot of help from the Fair St. Louis committee, Chapter 64, Tac-Air, EAA HQ, the FAA, and others. Read more about both of these activities elsewhere in this newsletter. I'd personally like to thank everyone who participated in these events. Great job!!

AirVenture 2012 is fast approaching. Many of our chapter members are going. I know some are going to be there before the show starts, volunteering to do what's necessary to make it what it has grown to be. KidVenture is a big thing with a number of our members, and HQ looks to our chapter for guidance and leadership during that portion of AirVenture. Our members also volunteer for flight line services and many other things. You should all be proud of your accomplishments. Other chapter members will go to AirVenture to attend seminars, display their aircraft, or just walk around and enjoy all the planes and people. The daily airshows are among the best in the world. If you're flying to Oshkosh this year, stay safe. There's a lot of traffic in the area. Stay on the alert. If you haven't been to Airventure yet, you really should put it on your list and try to make it. You won't be disappointed. **If you are there on Thursday, the annual Chapter 32 Airventure Pictures will be taken at the Chapter Building at noon.** We'll see you there!

There are also other activities we're working on as a chapter:

- Next in line for building improvement is the large access gate on the north end of our area. It needs to be properly hinged on one end and supported at the other. We'll be looking for some volunteers to help with that.

One of a Very Few Flying B-17 Bombers Came to St. Louis for the 4th of July week

Spirit of St. Louis Chapter 32 of the Experimental Aircraft Association (EAA) was proud to host a stop on the **2012 HONOR THEIR LEGACY TOUR** of the B-17G Flying Fortress "Aluminum Overcast". This aircraft is a restored heavy bomber of the type used in both the European and Pacific theatres of World War II. There were 12,731 B-17s built. Only 11 are left flying in the world in 2012. This year, the B-17 took part in the opening ceremonies for the St. Louis riverfront airshow on July 4th.



flew over to Spirit airport (SUS). There was a private booking for training flights on July 5, and the tour resumed with Chapter 32 on Friday, July 6. Our chapter hosted the plane through the weekend. As partners on the ground, representatives of Honor Flight shared our shade tents with us. Honor Flight is the group that arranges a trip to Washington DC for WWII veterans to honor them and tour the WWII memorial. We were glad to help with their drive to honor these special veterans.

This year's tour stop started at Downtown St. Louis Airport (CPS) in Cahokia, Illinois on July 3 & 4, and ended up at Spirit of St. Louis Airport in Chesterfield, Missouri on July 6 through 8.

The weather didn't cooperate. The Sun turned its burners way up and temps were 104° F or above Friday and Saturday. Our tour went very well, with 2 flights Friday, seven on Saturday (including the four corporate flights set up by Mr. Kang), and four flights on Sunday. There were many veterans who attended this tour stop, and it was a pleasure to talk with them. A few took a ride in the plane. Tim Finley parked his Zenith 601 by the B-17 for a photo shoot.

For chapter 32, the tour started on July 3. We were invited to Downtown St. Louis Airport to participate. Your President went over to be available for an interview with Charlie Brennan live on KMOX radio. Once there, it was discovered that Mr. Brennan's schedule was full, and we wouldn't be interviewed. Making themselves useful, the Presidents of Chapters 32 and 64 pulled the B-17's props through prior to starting them for the press flights. John Kang's name should be mentioned here. He put together a string of four corporate flights on the afternoon of July 7. Below is a picture of Mr. Kang. He worked wonders with the press and got much more



exposure to the media than any of us in the chapter could manage. Thanks John. Great Job!

It was wonderful hearing the sound of this plane and watching it fly. Between flight experience rides, they'd shut down the two right side engines and idle the left ones. You could see flames popping from the exhaust of #1 engine. It was, as they say, way cool...



The B-17 participated with July 3 media flights and flight experience ride. On July 4, it was an attraction at the CPS Special Needs airshow with ground tours,

several flight experience rides and an appearance at the Fair St. Louis Airshow. There was a lot of publicity. It took a good bit of coordination between chapters 32 and 64 to get things organized. Late on July 4, the plane



Our Chapter should be proud of our efforts. Many thanks go to everyone who played a part in this event. I'm sure all who participated had a great time.

On July 9, the plane departed for Madison WI for its next tour stop. By then, I think about everyone was glad to get out of the blistering heat and move on to the next adventure.

Dave Doherty



Bob Pratt

Beloved husband of Catherine P. Pratt and the late Estelle M. Pratt, brother of the late Leonard Pratt, dear father of 2, Step father of 2, 3 grandchildren and 4 great-grandchildren. Robert was retired from McDonnell-Douglas and a member of the Boeing Sages Retirement Club, and Grace Church. He flew 66 missions as a pilot in WWII and the Korean Conflict. He left the Army Air Corps in 1952 as a highly decorated captain earning 9 medals including the Distinguished Flying Cross Medal.

Your friendly editor had a lot of contact with Bob over the years of my own RV project, since he was way ahead of me in construction. He had built an early RV-4 (2-seat tandem taildragger), but said his wife got tired of looking at the back of his head. He sold it and commenced to building an RV-6A so he and his spouse could sit side-by-side. Sadly Bob's failing health, as well as that of Kay's kept him from finishing the project.

Any visitor to Bob's house was treated to a display of photographs that showed the various aircraft he had bought, built, or restored over the years. I think the earliest was one of those post WW1 biplanes that one could pick up for next to nothing in the 1930s. Bob flew P-61 Black Widows in WW2 and was proud to say he was one of a few (if not the only one) to successfully bail out of that aircraft.



The Pratt RV-4

I will definitely miss Bob for a lot of reasons, not the least of which is he was an inspiration to all of us that it's never too late to build your dreams.

Learning As We Go

“A Bucket List Event”

by mr. bill

It has always been a fly-in event that I have wanted to attend. Unfortunately it was always scheduled on the same weekend of the EAA International Young Eagles Day, the second Saturday of June. Well this year the powers that be set the Frasca Fly In for Saturday, June 22, 2012. Cool beans! Well actually I am not sure what kind of beans my captain Gale had the night before but his body was not 100% that morning but he toughed it out as the Boys from Troy's Airpark launched for Frasca Field in Urbana, Illinois. This fly-in is “old school” circa Rockford Days. The low and slow birds, the cool 1930 to 1980 homebuilts and some real antique airplanes. Mr. Rudy Frasca brings out some old WW II stuff for a little afternoon airshow action for the people that drive out for this FUN day at the local airport. It was an awesome day!

The trusty Rans S6S II Coyote was pre-flighted and prepped for its longest cross country to date. This LSA (Light Sport Aircraft) had me reduce my Oshkosh back pack down to a small man bag. We had our trusty current sectional charts folded on our laps for the 169 mile trip. We zipped along at 3,500 feet at 105 knots toward my alma mater city. The low sectional flying was a good test for a guy who flies the GPS magenta line for a living at the airline! We tested all the avionics on the Rans S6S and all worked EXCELLENT! Truly a compliment to its builder, Mr. Gale my neighbor at the airpark!

As we entered the landing pattern at Frasca Field the Piper Peeps from the airpark, that left ahead of us for fuel, had us in sight and they would be landing behind us on runway 09. A little shock occurred as we landed and taxied in behind the EAA Ford Tri motor. The Tri-motor taxied, turned, and took off the opposite direction we landed. The 200 foot wide grass taxiway we just taxied across was actually THE 200 foot wide sod runway 27.

Wow! The Piper peeps landed east as the Tri-motor took off west! This is really turning out to be a cool day!

Today's event was put on by the Sport Aviation Association (SAA), a group that was started back in 2003. It was a way to give the old school, low dollar, low and slow flyers a niche that they could call their own. The group used this fly-in for having a yearly reunion. Today Paul Poberezny (at 90 and ½ years young) would be talking about how the group would be reviving itself.

Looking around the place was a bunch of really MATURE guys. Jeff Skiles was there and we chatted about how Hightower, Skiles, and Jagust were all 53 years young and the others around here were, well let us just say, EVERYONE else around here was collecting Social Security checks. Not a bad way to spend that SS money: on 100 Low Lead fuel in those old school planes. We approved but where are the youngsters?

Cool moment of the day was watching a BD-4 doing low altitude high speed passes down the runway and seeing

a guy in a motorized wheel chair grinning ear to ear. As he turned around after the last pass he stated, “I did not



Capt. Gale and lowly first officer mr. bill



Pat “Piper” Donovan, Paul, Audrey, Jerry Folkert

know it was that fast!" I said, "Yes sir, Mr. Bede, it is a really GREAT airplane you designed. Thanks you!"

Well a late afternoon look to the northwest sky told us that moisture was on the way. Pay the fuel bill, check the radar, and say our good byes to Paul and Audrey Poberezny, take a few photos, and boogie!

The Piper peeps took the lead and gave reports on the flight conditions on the return trip to the airpark. The thin overcast was a nice sun block for the return trip home. It was like we left a trail of popcorn because the flight path was exactly over the same crops and ground objects we flew out over.

Well, the one hour and fifty-one minute trip home was exactly the same flight time it took to fly to Frasca Field so it was truly a no wind day!

But,

Five dollars and 78 cents for a gallon of 100 Low Lead,

Six dollars and 75 cents for a St. Louis Sectional,

The chance to check off something on the bucket list,

PRICELESS!

Oh by the way we paid with Visa!

For more info on the SAA and to get on the mailing list contact:

SPORT AVATION ASSOCIATION
c/o Ed Fisher
361 Whiteplains Place
Gilbert, South Carolina
29054



Jeff Skiles, Paul Poberezny, James Bede, and Captain Derosier

2012 Heritage & Freedom Fest Fundraiser... In Unbearable Heat

Well folks, it's over. The fundraiser in O'Fallon tested everyone's endurance. Starting the morning of July 3 with set-up through teardown on July 5, the heat was oppressive. We had more than a few interesting experiences.

While setting up the fundraiser booth, a big dust devil ran through the vendor area. It picked up one of the pop-up shade tents just across the aisle from us, twirled it around, turned it upside down, and raised it 20-30 feet in the air. Then it dissipated and the tent fell onto the Midway. By the time I got there after Media Day with the B-17, the story had expanded to 'We had a tornado and hailstorm with fireballs falling out of the sky



We had a nice Young Eagles display on our new display board.

Bill Jagust was on the lookout for Young Eagle candidates. He spent hours canvassing the whole area finding people and talking about the Young Eagles program and handing out information. I think our next Young Eagles event will have quite a few people from the festival in attendance. We also talked to quite a few people at the Young Eagles end of our food booth section.

While all the publicizing of our chapter was going on, people were buying liquids. Lots of liquids. This year our biggest seller was water and Gatorade. Also on the menu were burgers, brats and hot dogs.

this morning! I think our chapter members' capability for telling tall tales has not lost a beat.

Crowds were down this year due to the heat. It was a minimum of 104° each day, and hit a high of 108° on the 4th. Nevertheless, our chapter made a profit.

We sold raffle tickets for the B-17 this year. Chapter 64 also sold them on their side of the river. Rick May was the master, going to people walking by just outside our booth (until Fair Security told us we had to do all our selling from inside of the booth). The person who won the raffle purchased a ticket from the food booth. All in all, we sold 131 raffle tickets at \$5.00 each.



With the heat, peoples' appetites were reduced. We have done better in prior years.

We'll look at whether we need to continue with this fundraiser. There's risk involved, and it's hard work. We may not need to do this activity in the future. Many of our big projects are completed, and we do have other venues for raising money.

Many thanks should go out to our volunteers who risked overheating and the related complications for the good of our chapter. We all made it through, but it was a struggle to stay cool.

Dave Doherty



Safety Tip of the Month

With Oshkosh dates getting closer, this will be devoted to flying into AirVenture.

I have flown into KOSH many times and the biggest tip I can provide: **BE PREPARED for anything!!!**

If you are planning on flying IFR, be acquainted with the en route as well as arrival procedures. Know your minimums and plan for alternates that are viable for your aircraft. Don't be surprised if you are flying an approach to, say runway 24, and you break out of the clouds. An aircraft (in this instance a T-6), will cut in front of you. I was flying a small jet, and the tower told the T-6 "put it on the numbers". I had to land over him on the remaining runway. Fortunately there was plenty of concrete left to land on.

BE PREPARED for anything !!

When flying VFR make sure you understand the **Fisk** and **Ripon** arrival procedures. Monitor ATIS far enough out. Turn on your nav. lights and the landing light if so equipped. Watch for the colored dots/circles on the runway for possible alternative landing areas if so stated by the tower. Be ready to answer by color not N number. Be prepared to land on a different runway than they are predominantly using. I had to break off and land on runway 18 when the majority of traffic was using 27. Flying a Navajo on another occasion, I was cleared for runway 36 then told to amend my clearance to runway 36R. There isn't a runway 36R at KOSH, but for this landing I used the taxiway. Air Wisconsin used the main runway 36.

There can be possible holding patterns issued; make sure you have enough fuel on board when arriving as well.

When the tower says "hold short" or "expedite taxi" or "turn off the runway now" that is what you had better do, if for no other reason than your self-preservation!!!! After landing, ensure you follow the ground handlers' directions.

I have seen too many accidents, and some with fatal results in take-off, landing and taxi phases.

BE PREPARED for anything !!

Bob Kraemer

A Trip in EAA's Aluminum Overcast B-17 to Madison, WI



WHAT THE BOYZ ARE BUILDING

One of the newest machines from the Sonex Aircraft group is the OneX. EAA 32 has Mr. Pat Rebert of Florissant, Missouri quietly working away on this one seater version of the Sonex!



Mr. Pat and his Onex machine

Dave put Mr. Smith to work because no one should be standing around in this manufacturing hangar!



Another chap who is having a truly happy time with his project is Captain Dave (dd). Here is dd with out of town visitor and former EAA 32 member Greg Smith looking over the parts that dd has just dimpled with the “dimple-o-matic” he purchased.





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!

TO:



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