
CAA Chapter 32 News

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

May, 2017



**Ron Burnett flying a Young Eagle and her dad at our latest rally (May 13).
I think they liked it!**

We will see YOU at the ARC for the May meeting. May 20, 2017 at 10:00 am.



President's Corner

by Dave Doherty

Fellow chapter Members,

Last month, we had a scare with over 10 inches of rain falling within a few days. Many rivers in the area became flooded, including the Mississippi at Grafton. Since Smartt Field is on the other side of the river, we were watching closely. Alas, the river did rise up onto the airport and get into some of the buildings and hangars. Fortunately, it was not a severe flood, and most of the airport fared well. Many hangar tenants took precautions such as putting trash bags over their landing gear, raising their plane on blocks or moving them to higher ground. I believe there has been no major damage to any aircraft, as far as I can tell. Airport administration is in the process of cleanup activities, and things have pretty much returned to normal. At this writing, the river is still considered in flood stage, but is slowly receding. Many fields are still under water. Many of us are closely monitoring the rivers, and a wet spring/summer could possibly raise levels again. Let's hope the rivers get back in their banks and stay there (*amen...ed.*).

Sun & Fun 2017 occurred last month. I was able to attend for my first time at the event. The Spirits of Aviation Flying Club's RV-12 made it to the convention. We parked in the Homebuilt Camping (HC) area. This event is similar to AirVenture in a number of ways, but different in others. Many vendors were peddling their wares in exhibit buildings, a lot of people flew in, and others camped at the airport. We camped near our plane. One thing about camping in Florida – ANTS! It seems there are ants nearly everywhere – the fire ant variety. At the HC area, there are volunteers who do all they can to make visitors comfortable. Since we were unprepared for the ants, they provided “medicine” to take care of the problem. I discovered ants in my small tent early in the evening, spread the meds everywhere I could find an ant nest, and spent the night imagining ants crawling all over my body. In the morning, I discovered more ants in my tent, but no ant bites. The problem was eventually taken care of. The early part of the convention was rather slow due to a storm front that blocked Florida off from most small planes. Around mid-week, the front moved on, but did hit Lakeland, where the convention was going on. An interesting thing about Florida. When it rains really hard, the water seeps

into the sandy soil, and spreads everywhere. We took refuge in a very large community tent. While we stayed dry, water seeped up from the sandy soil, and the sandy/grassy floor had standing water everywhere. An hour after the rain stopped, everything had dried out almost as if it hadn't rained. When we left the convention, the flight home was fraught with headwinds, around 50 – 60 kts most of the way. What took around 5 hours to get there took over 9 hr to return home. This included several fierce crosswind landings at a couple airports. It was a fun trip, and I plan on making it there again when I can.

While at Sun & Fun, I had a long chat with Charlie Becker, Chapters coordinator at Oshkosh. During the conversation, he asked if we would be interested in displaying the flying club's plane during AirVenture. The plan that materialized is that we'll bring the plane to OSH a day or two before the convention and have it placed in the Young Eagles Pavilion. Several of us have volunteered to be with the plane answering questions and talk about our experiences with the flying club, building the plane, flying it, etc. We're pretty excited to be a small part of the show.

AirVenture is only a couple months away. Preparations are under way. As we did the last couple years, we plan on having a Chapter 32 camping area. Anyone who would like to camp with their chapter friends should contact their chapter president at president@eaa32.org and let him know, so space can be reserved. As in the past, the plan is to go there ahead of the show and stake out some territory. This will require having several camping passes to stake out the ground (the more the merrier). In past years, some people who volunteer and get camping passes for their work have worked at staking out enough ground to accommodate the entire group. We have fun at our chapter compound, comparing notes, having BBQ's and even an evening movie or two. The invitation is open to anyone in our chapter. Just let me know if you'd like to participate and we can work out the details.

I recently received a “Thank You” card from Oshkosh, thanking our chapter for it's 25 years of participation in the Young Eagles program. This venture by EAA is widely recognized by most aviation organizations as one of the best, if not the best ways to intro-

duce General Aviation to the public, and youth in general. Our chapter remains very involved in the program. Along with the card from HQ was a post card, listing the top 25 chapters with their totals as of the end of 2016. Chapter 32 appeared on that card.

We ranked 21st having flown 7,579 kids. The top chapter, in the Chicago area has flown 17,333 kids. I'm proud that our chapter is ranked so high, and wish to thank everyone, past and present, who participated in our events. We have seen kids who were so moved by the experience, that they have gone on to aviation careers. It's a neat way of sharing the passion so many of us feel about aviation. This year, we've had two of eight events. At this writing, we've already flown over 90 kids. I've been fortunate enough to have flown some of them. From what I hear from the kids before and after the flights, they are almost without exception very enthused about the experience. Some of them say they've decided to pursue it as a career, be it as aviators or in some other capacity. For me, it's gratifying, and we always end up with smiles on our faces from the experience. Again, words cannot express my appreciation to participants, and thanks to all for this very successful program. I'm confident we'll continue the tradition well into the future.

The FAA BASICMED program is now policy and in effect. I know at least one of our chapter members has gone through the registration routine in its entirety. He says it's not a difficult process, and is great for general aviation. I agree. We should be appreciative for all the work EAA, AOPA and all the alphabet groups in aviation have done thus far. Here are the requirements. We can discuss it at our next chapter meeting on May 20.

Basic Pilot Requirements:

- Possess a U.S. driver's license
- Have held a medical that was valid at any time after July 15, 2006.
- Have completed a medical education course described in FESSA within the past 24 calendar months
- Have received a comprehensive medical examination from a State-licensed physician within the previous 48 months.
- Is under the care and treatment of a physician for certain conditions
- Make certain health attestations and agree to a National Driver Register check

Basic Aircraft Requirements:

- Any aircraft authorized under federal law to carry not more than 6 occupants
- Has a maximum certificated takeoff weight of not more than 6,000 pounds

Basic Operating Requirements:

- Carries not more than five passengers
- Operates under VFR or IFR, within the United States, at less than 18,000 feet MSL, not exceeding y
- Flight not operated for compensation or hire

Our guest speaker for the May 20 meeting will be Mr. Bob Crandall, current President of the Missouri Pilots Association St. Louis Chapter.

At the end of the month (May 27), there will be a movie and pot luck BBQ at our ARC, located at 6410 Grafton Ferry Road (Smartt Field). The feature movie will be "30 Seconds Over Tokyo". See the promotion elsewhere in this newsletter.

If you can, please come to our next Chapter 32 meeting. It will be held on Saturday, May 20, at our Aviation Resource Center (ARC) located at 6410 Grafton Ferry Road (Smartt Field or St. Charles County Airport), Portage Des Sioux, Mo 63373. Meeting time is 10:00 AM.

Thanks to everyone for making Chapter 32 the best EAA Chapter in our area. It's great to be a part of it!

Blue Skies to all,

Dave Doherty

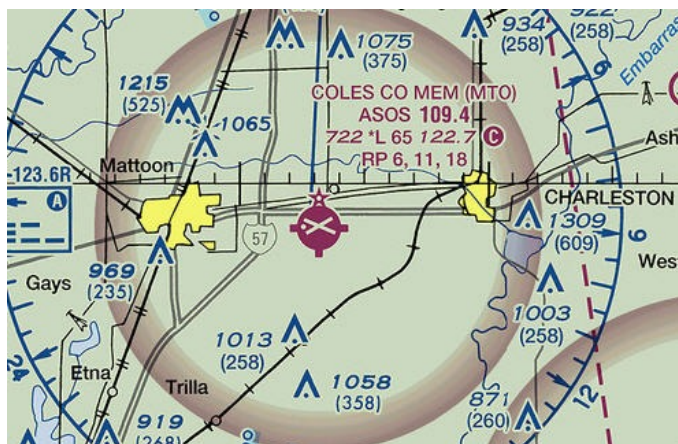


\$100 Elephant Ear

By: John Huebbe

One of my few guilty pleasures in life is a good tenderloin. In this month's article I'd like to share with you an on-airport restaurant.

The restaurant is simply named "Airport Steak House" and is located at the Coles County Memorial Airport, between the towns of Mattoon and Charleston Illinois. (colescountyairport.com/pilots.htm)



The best way to get to the restaurant is to fly into the Coles Co airport (MTO), and park right on the ramp!



The airport is a 106 miles away from St. Charles and is within reach by almost any airplane, for an easy lunch or dinner trip. The route is also almost directly in line with Litchfield (mentioned in previous article), so combine this trip to visit Jubelts bakery. Most of the flight is over what seems like endless fields of corn in middle Illinois. So if you have in-flight music, crank up your tunes.

Once you get closer to the airport you'll notice Lake Shelbyville to the north. I usually circle the lake a few times to get a good view of the boats out on the water during the summer months.



My go-to items are the Elephant Ear Tenderloin sandwich. It requires a monster appetite as it's nearly as large as the plate it's served on. If you go with a group, be sure to get an appetizer of breaded mushrooms. These are cooked to

perfection and satisfy all mushroom lovers.

If you don't have the typical steak-house cravings, they also serve breakfast all day.

Make sure to leave room for their famous Coconut meringue or Chocolate mousse pies!



Progress Report - Dave McGougan's Kitfox Project

As everyone may remember, last year Dave made an off-airport landing in his Ridge Dodger when the engine failed in the pattern. Dave walked away unhurt, but the Ridge Dodger didn't survive its attempt at harvesting beans. He has salvaged as many usable parts from the wreckage as possible and embarked on a new endeavor. He acquired a Kitfox project and has been bringing it up to his high standards. In previous issues, you have seen the fuselage and firewall after he cleaned and painted them. Now, he's working on the wings. Here is the latest project report in his own words:

Hi Jim, I have included a photo of our chapter's master woodworker Joe Sargent in his workshop, hard at work routing out the interiors of my wing ribs. My plane came with the left wing about 90% completed and the right wing poorly attempted and left to the barrages of nature. The right wing requires the complete replacement of all ribs, basically rebuilding that wing from the ground up. I cut all 10 ribs from proper plywood, but called on Joe to accurately route out all 10 ribs. We spent most of the day in his shop, I now have to sand them all, then add cap strips and finally varnish them. When we finally finish this wing, we will be ready to cover the entire project. I could have bought a set of ribs from Kitfox, but that was \$600! I received my drill press and bandsaw for Christmas presents spent about \$40 on plywood and \$70 on caps strips, saved almost \$500 and I now have some neat tools. I hope your readers are enjoying keeping up with my progress.

Enclosed here you will find a picture of my temporary (rib shop) where I finished up the ribs, which included a trip to Wicks to purchase the capstrip material. The ribs were finished with 3 coats of varnish and dried for 2 days. They are now ready for the spars but we are now on a flood watch.....so, I am treading water! By building my own ribs I saved an unbelievable amount of money and gained a drill press and a band saw.



Learning as we Go

“Remembering”

mr. bill

REMEMBERING last month.... When we left this newsletter we had a unique YouTube video that had the Highlander aircraft boys rolling down a mountain side, becoming airborne, gliding down a few thousand feet, to an awesome landing on a sand bar down in the river. The question we were left with was, “What did the pilot forget...” it was that he did NOT turn on the engine for the take off. Here is the hyperlink for that video.

https://www.youtube.com/watch?v=jeQP-H_31JQ

REMEMBERING.... To do certain things before we take off to fly should be easy with all the checklists, pilot aids, and even electronic checklists that we have. A pilot should not forget pre-flight items.

The word **COMPLACENCY** is a word that the FAA likes to toss around and we as pilots need to work against this on all our flights.

RUSHING is another action word that gets us in trouble. The April 2017 Sport Aviation has a great article about such checklist.

Since the last newsletter several people shared with me some of the things they forgot!!!

So when we have trouble WHO do we turn too? Yourself or to a highly trained A&P or an EAA Technical Counselor?

REMEMBER... that an Airframe & Powerplant Mechanic is our friend. In the April issue of Sport Aviation an author writes how he attempted to “fix” his Ercoupe airplane that was leaking fuel around the gas cap. He used black tape to wrap the cap to prevent the leak. Did you read what he did that caused the aircraft engine to lose power on takeoff? A successful landing was made BUT his co-pilot wife was none too happy about the flight. So AFTER the “pilot fix” the owner asked an A&P to look at the situation. Probably would have been better to have the highly trained technician look at it

first before YOU bugger up the operation and hurt yourself or someone else.

The reason we do inspections on airplanes is so we find things you DO NOT expect to be there.

This is the fuel strainer contents after it was removed from an airplane that was refueled at a coastal waters airport. The picture shows about 30 grains of sand that ended up in the fuel system sump.

REMEMBERING... our Airframe & Powerplant Mechanics on May 24, which is Aviation Maintenance Technicians Day.

You might just want to thank that person for the good work they do on your favorite flying machine.

REMEMBERING....the floods of past years that reared its wet head again these past weeks but only left us with 6 or less inches in our hangars! Thanks Mother Nature!



REMEMBERING....our past EAA President Vince Morris whose Memorial was presented at Jefferson Barracks on May 05. It was a moving experience.

Vince's Flag being presented to Lee Morris

REMEMBERING...Lee Arnold another great man with many life experiences that is truly missed now.

Next month we will be flying Young Eagles on Saturday, June 10, 2017. This program is in its 25th year now. EAA has asked us to FLY 25 for this 25th Anniversary! Come out and give us a hand for a really FUN day!

Q? So why did the engine lose power on the Ercoupe.

A: The black tape installed by the pilot covered the fuel tank venting process and starved the engine of fuel.



MOVIE AT THE ARC THIS MONTH

30 Seconds Over Tokyo

When? Saturday, May 27

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

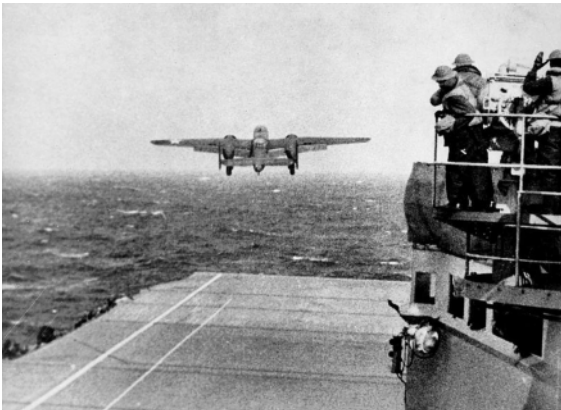
6410 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)

Pot Luck Dinner at 6:30, Bring a Dish – Meat supplied by Chapter. Movie starts after dinner.

Thirty Seconds Over Tokyo is a 1944 American war film released by Metro-Goldwyn-Mayer. It is based on the true story of the Doolittle Raid, America's first retaliatory air strike against Japan four months after the December 1941 Japanese attack on Pearl Harbor.



This film represents one of four movies made by Hollywood during the 1940s which were about or related to the USA military's Doolittle Raid on Tokyo, Japan during World War II. The four movies (the first three considered "fictionalized") are Destination Tokyo (1943); The Purple Heart (1944); Bombardier (1943) and Thirty Seconds Over Tokyo (1944), the latter being the most accurate and least fictionalized of the four.



The amazingly detailed true story of "The Doolittle Raid" based on the personal account by Doolittle Raider Ted Lawson. Stunned by Pearl Harbor and a string of defeats, America needed a victory - badly. To that end, Colonel Jimmy Doolittle, a former air racer and stunt pilot, devises a plan for a daring raid on the heart of Japan itself. To do this, he must train army bomber pilots to do something no one ever dreamed possible - launch 16 fully loaded bombers from an aircraft carrier! Remarkable in its accuracy, this movie even uses film footage from the actual raid. The opening scene shows a Japanese air raid and in the aftermath a crying child is sitting alone amid debris. This scene virtually duplicates a famous photo taken in 1937 and published in Life magazine following a Japanese air raid on Shanghai.



The Japanese fishermen fired on by the U.S. Navy escort ships did in fact have time to alert Tokyo, but their transmission was ignored. An urgent report of two American aircraft carriers so close to Japan by understandably hysterical "ignorant" fisherman was scorned as ridiculous by Japanese authorities.

Release date: November, 1944

Director: Mervyn LeRoy

Running time: 138 minutes



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:

EAA CHAPTER 32 NEWS
 Jim Bower, Editor
 10350 Toelle Ln.
 Bellefontaine Neighbors, MO 63137



Officers and Committees

<u>President</u>		
Dave Doherty	636-240-5982	president@eaa32.org
<u>Vice President</u>		
Bill Doherty	314-378-1229	vicepresident@eaa32.org
<u>Secretary</u>		
Dave Deweese	636-939-3974	secretary@eaa32.org
<u>Treasurer</u>		
Don Doherty	636-397-4713	treasurer@eaa32.org
<u>Flight Advisors</u>		
Bill Jagust	314-494-3987	vp2boy@gmail.com
Tim Finley	314-606-7501	tfinley@semkeconsulting.com
<u>Tech Counselors</u>		
Gale Derosier	636-578-3856	kgderosier@gmail.com
Tim Finley	314-606-7501	tfinley@semkeconsulting.com
<u>Communications</u>		
Newsletter: Jim Bower	314-869-8971	newsletter@eaa32.org
Webpage: Laura Million		webmaster@eaa32.org
EAA Hotline:		
<u>Safety</u>		
Joe Miano	314-895-1754	lmiano24@sbcglobal.net