
✈ EAA CHAPTER 32 NEWS ✈

Jim Bower, Editor

April, 2003

Vice President and Grillmeister Doug Killebrew says that our April meeting will once again feature the return of great food! Expect to chow down on brots, hot dogs, pork steaks, and brisket (ribs will wait until we can construct a proper smoker). Please don't forget to bring side dishes like salad, chips, dessert, or whatever your little hearts (clogged arteries) desire. Don't forget to be there...April 27th at 2:00! *(Food will be at 2:01...ed.)*



Expect to see many more of these flying machine thingamabobs now that the weather is nice!



INFORMATION HOTLINE

314-286-9932

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

March Meeting Report

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

PLEDGE OF ALLEGIANCE

WELCOME NEW MEMBERS

OLD BUSINESS

President Stan has talked the county into letting us keep the steel holding tank for the restrooms. The building is almost ready for the final occupancy check. The exits lights are installed and the furnace in the main room has been raised. KZ Zigatis has been working on the plans for a roadside sign for the ARC. The sign will be internally lit and will display the national EAA "swoop" logo with "Chapter 32" below. Rock was delivered and has been spread to make a walkway from the parking lot to the building, and the building to the ramp.

B-17 COMES TO ST. LOUIS

Volunteers will be needed for the B-17 visit to St. Louis on July 3rd-7th. The chapter discussed the possibility of the chapter to once again purchase a ride to auction off as a fund raiser. Interested volunteers should contact Bob Rockford.

FUNDRAISING

Dave Doherty spoke of several fundraising possibilities in addition to the grocery certificates and Entertainment books. One possibility is to sell hotdogs and sodas at the Young Eagles events. Another would be to run a Funnel Cake booth at local fairs this summer.

Several members have expressed interest in volunteering for events during the 4th of July Weekend. Many corporations will donate matching funds to an organization that its employees donate to.

Laura Million showed several items that can be purchased from the cafeshops.com website. Up to \$5 will be donated to the chapter for each item sold. Gale Derosier created a wall of merchandise next to the restrooms in the ARC from Cafeshop.com.



PHOTOOP

Bill Jagust was busy running around with his camera taking pictures for a photo wall. He plans on developing a display of chapter members names, photos, and projects or interests. See Bill at the next meeting to have your photo taken.

The meeting was adjourned as we all went out to enjoy the beautiful day.

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).



Ya gotta sit through this...

If you want to eat this...



For Sale: 1941 Aeronca Super Chief

SN NC 33842 FULL RESTORATION: 1996

ENGINE: CONT. 65 HP, 185 HRS SMOH

FABRIC: STITS PROCESS PAINT: POLYURATHANE EPOXY

EAA STC AUTO FUEL 87 OCTANE FUEL BURN 4 G PH

ELT

EMPTY WT. 750 (APPROX).

T.O.: about 500 Ft.

Land: about 600 Ft.

This old chief is in great shape, meets sport pilot criteria and is a good time builder. If you are ready for a taildragger contact Phil Kitchen (636-938-6379) or Al Donaldson (636-745-8311). Reason for selling: Phil wants to finish his biplane and Al wants to finish his Flybaby.

What Were They Thinking

Curly

As the great Curly once said, "I'M THINKING BUT NOTHING IS HAPPENING!!!" Comes this actual report.

Jimmie Leroy Shriver, 53, of Summersville, Miss., was sentenced by the U.S. District Judge Dean Whipple last month to spend nearly 13.5 years in federal prison without parole for shooting at and hitting a Missouri Guard Sikorsky UH-60 Black Hawk. The court also ordered Shriver to pay more than \$11,000 in restitution to repair damage to the helicopter. Shriver was arrested on September 03, 2002, after shooting at a Missouri National Guard helicopter that was flying over his residence, Graves said. The helicopter, piloted by a Missouri National Guardsmen and carrying a Missouri State Highway Patrol trooper as a passenger, was damaged when a bullet passed through one blade of the main rotor. A second bullet struck and passed through the metal cowling enclosing some of the hydraulic parts, leaving a bullet hole in the cowling about two feet from the pilot's head. Shriver shot at the helicopter with a Winchester .308 rifle and a Remington 12-gauge shotgun, local prosecutors said.

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Knucklehead Knowledge

Larry

We've come a loooooong way Baby! Definitely the words that Dick Vitale (Basketball announcer) would say about this Chapter! It was 14 years ago that I attended my first Chapter 32 meeting in the St. Louis Branch of the library on the Rock Road. They had met there for many years. The highlight (for me) of one of those early meetings was an Aeronautical Engineer explaining to the 20 some guys who attended how he made a rib pattern out of "Mylar" paper. His talk told of how this pattern would last forever, it was not effected by humidity, so he could build perfect ribs for his airplane. It was more info about the paper then could be retained. He then displayed his rib and talked at great length about how dead-nuts precise it was. Elder chapter member Bill Doherty Sr. asked "How long did it take to produce that "precise" rib son?" The AE said, "One year!" Elderly Doherty took off his hat and grumbled, "Son if you ain't building a rib a night you ain't building! That plane will never get done!"



The Chapter did have the "Pole Barn" hangar at Creve Coeur with its PSP flooring (military matting). The open end hangar had one spot available to rent. So I paid \$35 a month to reserve a one-quarter share of the hangars floor space for my future aeromachine.

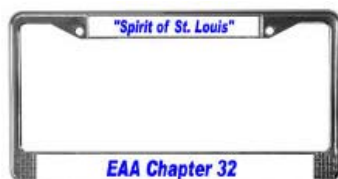
About that time the chapter faded into the shadows again. In

early 1993 a suggestion was made that the next meeting be held at Creve Coeur Airport. We could actually take a “tour” up and down the rows and LOOK AT and TALK ABOUT the airplane we saw. Bob Pratt was the main attraction because he had a hangar and was building an RV-4. He agreed to house the unruly bunch. If I recall that meeting was in the month of May in 1993 and we had 64 gentlemen show up. It was great to actually see and talk airplanes. The Library meetings were now a thing of the past. Moe and Larry were on a roll. We went to the house where the Chapter's library was and brought home SPORT AVIATION magazines from May 1958 to the present along with many technical books and articles that were hiding in a basement. There also was a nice 80% finished Rutan Vari-eze. One of many Chapter 32 EZ projects. I think Mr. Rosa has the 32's wings they made.

Everything changed the next month 1993. Mother nature had a water control problem. Airplanes flew out of Creve Coeur to “higher ground” at Smartt Field and St. Charles Municipal and Spirit of St. Louis. The Pole Barn at Creve Coeur was gone though the matting material stayed. Spirit Airport flooded. Smartt Field was next on the list. Those airplanes that were furthest North on St. Charles Municipal Airport received water up to their wheels. Here began the quest for an AR(K)C that could survive the 500 year floods. The next 500 year flood showed up in 1995. (Was that every 500 years or 500 days). Well NUMEROUS, COUNTLESS, SEVERAL, SCORES OF, MUCHO, MASSIVE, discussions took place about building a building. Many people fell away during this time. Now with the power of the internet and with the writings in the Yahoo Groups we now get several ideas out very quickly to a lot of people. Though we must remember to be sensitive with our words.

We must remember from what family we came from. There are many stories written about the Wright Brothers and how they “discussed” their ideas and thoughts as they wrestled with the problems they encountered with that flying machine. Within their 30 foot by 48 foot hangar at Kitty Hawk, the brothers were always yelling and screaming at each other concerning ideas about the airplane. Those workers at the Life Saving Station avoided the Brothers because the conflicts were quite heated. But then after lunch, Wilbur and Orville would switch to the other side of the discussion and hash it out again, to assure that every detail was thoroughly understood about why they were doing it “that” way.

So lets keep the information flowing. Chapter 32 has many Young Eagle programs starting April 26. Now is not the time to back away from the “fun” ahead. It is great fun when we are teaching and learning all at the same time. Let us not fall into the lull that the Wright Brothers did in the fall of 1905. Well we built the flying machine and we know how to fly it. NOW WHAT DO WE DO!!!



Calendar of Events

April

Sunday 27th - EAA meeting @ the ARC - 2:00 pm

May

Saturday 3rd - Breakfast @ Kilroy's - 8:00 am

Saturday 3rd - AIAA Young Eagles rally - Smartt Field - 9:00 am - 2:00 pm

Saturday 10th - Youth Aviation Day - Spirit Airport - 9:00 am - 2:00 pm

Saturday 17th - Young Eagles rally ("Teacher's Kids") @ Washington MO - 9:00 am - 2:00 pm

Sunday 23rd - EAA meeting @ the ARC - 2:00 pm

June

Saturday 7th - Breakfast @ Kilroy's - 8:00 am

Saturday 7th - EAA Sheet Metal Workshop @ the ARC - 9:00 am - ? (Open to the public)

Saturday 14th - Young Eagles International Day @ Smartt - 9:00 am - 2:00 pm

Sunday 22nd - EAA meeting @ the ARC - 2:00 pm

July

Thursday 7th - Sunday 6th - **B-17** – Spirit of St. Louis Airport, Chesterfield

Tuesday 29th - Monday August 4th – **AirVenture** – Oshkosh Wisconsin

August

Saturday 2nd - **Chapter Photo**, 11am –AirVenture, Oshkosh Wisconsin

Learning As We Go

mr. bill

Last month we were left with that burning question of “HOW ARE YOU TREATING YOUR AIRCRAFT MECHANIC?” If you own a certified Spam-Can aircraft you're going to be talking to either a Maintenance Shop Representative (AMT- Aircraft Maintenance Technician), an Airframe and Powerplant Mechanic (A&P), or an Airframe and Powerplant Mechanic with Inspection Authorization (IA) privileges (A&P/IA). Privileges because there is a certain experience level that is required and the local FSDO-Flight Standards District Office must “bless” you with their approval for you to work in their jurisdiction as an IA.

The yearly inspection of a certified aircraft is required to keep it in “ANNUAL: ABLE TO FLY FOR ANOTHER YEAR.” The work of an annual inspection is usually accomplished by an A&P mechanic who opens up the panels and checks the items that are described in the Aircraft Maintenance Manual (MM). For some aircraft the Maintenance Manual is very thin and very old. Where the MM is lacking the mechanic would rely on the basic practices described in the Advisory Circular AC 43.13-1A&2 for the general practices of aviation maintenance. The (FAR's) Federal Aviation Regulations require the mechanic to clean, inspect, and repair the airplane as they do the inspection. Then the A&P with the IA Authorization “reviews” the whole aircraft - the

airframe, the engine, the propeller, and their logbooks for accomplishment of past (AD) Airworthiness Directives which are mandatory fixes for the item. Then next comes the reassemble (with all spare parts placed in the back pouch of the pilot seat) and a run up to double check all systems are functioning per the MM. After all this the A&P/IA then signs off in the logbook that the condition of the aircraft (AT THIS MOMENT IN TIME) is deemed airworthy and the aircraft is returned to service. An annual usually starts with an A&P preparing the airframe for the IA to come in to do the inspection. A good old boy situation is one that the owner opens things under the supervision of the IA, who will do the inspection. Then these two people put it all back together and finish the final checks. Annuals cost from \$350 to... well... just leave me a blank check.

Let's check and see how things look from the mechanic's side of the coin. What is the shop and LIABILITY INSURANCE cost to an average A&P with IA, whose shop does maintenance and inspections on Cessna 172 type airplanes? Would you believe \$60,000 a year!

Well the initial question was: "How do you treat your aircraft mechanic?" Do we mess with the airplane after the IA signed off??? Do we "reinstall" non certified items back in the airplane after the annual? Do we readjust settings, carburetors, landing gear legs, paint control systems, or reinstall stereo or navigational systems?!?!? There are some people who have to remove a bunch of things before they can take their aircraft to a shop for repairs or an annual inspection. All this is a quick way for the Owner/Operator of the aircraft to have their insurance nullified by the carrier.

Let's say this "buddy" has an off field landing and the FAA comes out to look at the airplane. Finding non-standard parts or items will bring in the IA mechanic to the picture. The investigation of the A&P/IA will show he did not do the "installation" of these Non Standard items. This then puts the burden on the Owner/Operator. Then the insurance company will have a few things to say. Lawyers will soon be chasing after the owner.

Nowadays the insurance companies are looking for a reason not to take money out of their cookie jar if they can pin the fault on another wallet.

So treat your A&P/IA nice. They love working on airplanes because it is obvious that there are not big bucks in the cookie jar for them. There is a heck of a lot of responsibility. Most IA's I know have only their tool box in their name so when the lawyers come sniffing around the mechanic just says all I own are my tools. They love to fix. We love to fly.

Next month we will look at those EXPERIMENTAL aircraft and their inspections.

A Boeing 747 travels _____ per gallon of fuel.

Answer: 750 feet

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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
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Chapter happenings!

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