



EAA Chapter 32 News

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

June, 2014

SOMEBODY has a lot of time on his hands (check out that spinner!)



Captain Dave Domeier is officially a multiple offender (a Cozy MK IV and several iterations of an RV-7/7A). Now he is well on his way to terrorizing the neighborhood with his new RV-8. Hopefully we will have a detailed article on this beautiful bird in a future newsletter (hint, hint).

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on June 21, 2014.**



May Meeting Minutes

Jim Bower for Dave Deweese

The meeting began as usual, with the Pledge of Allegiance, led by Vice President Bill (President Dave was on “vacation”. April meeting minutes were approved.

Don Doherty presented the Treasurer’s report.

One visitor was recognized.

The Spirit of St. Louis air show was discussed, one item was that we received a check from the EAA for our participation with the B-17.

The Forest Park air show was cancelled due to the inability to secure the aerobatic box.

The EAA 32 signs that Joe Sargent provided were installed; gutter work is underway.

Bill Doherty again mentioned the possibility of a Chapter 32 night out at the River City Rascals game. Some interest was expressed.

The June movie was announced as being “Arrow”, but as of this writing the movie will be “The Longest Day” in honor of D-Day.

Ron Burnett gave a short presentation on his engine failure adventure. In a nutshell, Ron’s engine had a coolant leak that led to piston failure. Fortunately, he and Gloria were only a little ways away from Greensfield Airport and were able to return safely. The engine is toast, and Ron has acquired a Lycoming that he is going to install once it is rebuilt.

Jim Hann talked about covering the flying surfaces of his Pacer. For those who don’t know, last year he discovered that someone had done a low-quality covering job that deformed the wing structure. Jim bought a new set of wings (uncovered), and is in the process of covering them and the tailfeathers.

The meeting was adjourned.

Safety Tip of the Month

SLIPS

There are two types of slips: Forward slip and Side slip.

The forward slip is utilized for visual contacts and to maintain altitude in the maneuver. Application of the aileron for the wing you want lowered. i.e. right aileron and left rudder will lower the right wing and vice versa. To maintain altitude, apply gentle back pressure. If you place the nose too high, the result can be a cross control stall that to say the least is unpleasant !!!!

The side slip is utilized in the landing phase. Wherever the wind direction, you ALWAYS slip into the wind. If you have a wind off to the right, apply right aileron into the wind and opposite left rudder. This will lower the right wing.

Gently release back pressure on your control wheel or stick. The more aileron you apply and back pressure you release, altitude will decrease accordingly.

A brief mention of skids. Do not allow your slip indicator’s ball to drift too much away from your turn, especially in the landing phase. If you are in a right turn and you see the ball out to the left, release rudder application.

Remember skids can develop into spins very quickly and at low altitudes can have dire consequences.

Bob Kraemer

Tools - Lost in Space?

The Chapter has invested a good deal of money in a collection of tools available for use by our members.



You are welcome to borrow them so long as you **(1) SIGN THEM OUT**, and, more importantly, **(2) RETURN THEM**. A number of our tools are M.I.A. and we would like them back. Thank you for your consideration.

Thanks, Laura!

Your friendly editor had to be out of town during the May newsletter cycle, so our favorite web designer, Laura Million picked up the slack and published a fine newsletter last month. I want to thank her once again for filling in for me.

JimBO

Please Turn the Pump OFF!!

When you visit the ARC and use the bathrooms you need to turn the pump ON so they will flush. Please do not forget to turn it off. The constant pressure erodes the valves in the toilets until they leak. The resulting water then fills the holding tank, which costs \$275.00 to empty. Don Doherty notes that in recent weeks it has been left on twice. We thank you in advance for your consideration. **IT IS WORTH NOTING THAT WE RECENTLY HAD YET ANOTHER INSTANCE OF SOMEBODY LEAVING THE PUMP TURNED ON. COME ON, GUYS, IT'S NOT THAT HARD!**

President's Corner

by Dave Doherty



My friends,

It's great to see all the green that comes with summer. Over the past month, farmers have their crops in the ground, and it looks like a big green patchwork quilt from the air. In my humble opinion, it looks a lot prettier than the drab brown of winter. This alone is enough to lift one's spirits. Now we have to deal with the heat that comes with summer.

My wife Cindy and I took a vacation in Florida last month. We visited a number of places from Jacksonville all the way down the east coast to nearly Miami.

I have this habit of identifying planes that fly overhead to my wife. I heard the distinct sound of a radial engine, and looked up to see a biplane while in St. Augustine. I

told her it was a Waco YMF-55 and they guy was probably selling rides. She asked me if I'd like to ride on it, and of course I said SURE! We found an ad in the local attractions flier, and signed up for a biplane ride from a local pilot, who is living his dream of being a barnstormer.



The shirt says;

I LOVE

IT WHEN

MY WIFE

LETS ME GO FLYING

It gets me out of a lot of trouble sometimes.

The plane was indeed a New 1935 Waco YMF-5 manufactured in 2011 (405 hr TTAE).

Our ride included a circuit around the town, and then some low level sightseeing along the coast and beaches. You couldn't wipe the smiles off either of us if you tried.

We also took a sunset cruise on a schooner sailboat. Both events were a lot of fun, and we eventually came back home. This retired life sure is grand. My advice to all is save your money and retire early if at all possible.

I missed our May Chapter 32 meeting due to the vacation, and VP Bill Doherty filled in for me. In the May newsletter, I had mistakenly advertised that Dr. Matt Miriani would be the guest speaker. I was wrong. He's scheduled to speak at this meeting, on June 21. Dr. Miriani will talk about being an Aviation Medical Examiner, and will field questions at the end of his



This was Cindy's first open cockpit ride, and we both had a wonderful time.

presentation. It should be interesting, and you don't want to miss it.

June is a month full of activities. On the 7th, be sure to check out Downtown St. Louis Airport's Midwest Airport Fun Days. They are having a fly-in with a number of attractions, including the CAF's Missouri Wing planes – B-25, TBM, T-6. There will also be rides available in these and other aircraft. June 8th is a big Young Eagles event with Chapter 64 at Downtown St.

Louis Airport.

Chapter 32 has been asked if we can provide some pilots for the event. If you are a pilot and like to fly kids, this is another opportunity for you.



June 14 is

International Young Eagles Day. Chapter 32 will have a Young Eagles event at our facility at St. Charles County Aripport (Smartt Field, KSET). Fuel discounts for Young Eagle Pilots will be available. We always need pilots, ground crew, and a number of other positions filled at these events. A Scouting Merit Badge clinic will be held during the event.

June 21 is our regular Chapter 32 meeting date. Location is at our Chapter 32 Aviation Resource Center facility at 4610 Grafton Ferry Road, Smartt Field, KSET. We have some new business that's in the

planning stages, and the membership needs to hear about. Dr. Miriani will be our guest speaker.

June 28 is set for our Movie at the ARC. This month, it will be "The Longest Day, in honor of the 70th anniversary of the D-Day invasion at Normandy France. See ad elsewhere in this newsletter.

Let's promote our chapter. Bring a friend, pass the word about how much fun we're having, and if you're building a plane, come on out and share your progress with us. After all, we're a bunch of people who like airplanes. Let's have some fun with it.

Blue Skies to all,

Dave Doherty

June MOVIE AT THE ARC

EAA Chapter 32

Proudly Presents:

The Longest Day (1962) is based on the 1959 history book *The Longest Day* by Cornelius Ryan, about D-Day, the Normandy landings on June 6, 1944, during World War II. Produced by Darryl F. Zanuck and directed by Ken Annakin, Andrew Marton, Gerd Oswald, Bernhard Wicki, and Darryl F. Zanuck (uncredited).

The Longest Day, was made in black and white and features a large ensemble cast including John Wayne, Kenneth More, Richard Todd, Robert Mitchum, Richard Burton, Sean Connery, Henry Fonda, Red Buttons, Rod Steiger, Leo Genn, Peter Lawford, Gert Fröbe, Irina Demick, Bourvil, Curt Jürgens, Robert Wagner, Paul Anka and Arletty. Many of these actors played roles that were virtually cameo appearances and several cast members such as Todd, Fonda, Steiger and Genn saw action as servicemen during the war.

The film employed several Axis and Allied military consultants who had been actual participants on D-Day. Many had their roles re-enacted in the film. These included: Günther Blumentritt (a former German general), James M. Gavin (an American general), Frederick Morgan (Deputy Chief of Staff at SHAEF), John Howard (who led the airborne assault on the Pegasus Bridge), Lord Lovat (who commanded the 1st



Special Service Brigade), Philippe Kieffer (who led his men in the assault on Ouistreham), Pierre Koenig (who commanded the Free French Forces in the invasion), Max Pemsel (a German general), Werner Pluskat (the major who was the first German officer to see the invasion fleet), Josef "Pips" Priller (the hot-headed pilot) and Lucie Rommel (widow of Erwin Rommel).

Beginning in the days leading up to D-Day, the film concentrates on events on both sides of the channel such as the Allies waiting for the break in the poor weather and the anticipation of the Axis forces defending northern France.

Numerous scenes document the early hours of 6 June when Allied airborne troops were sent in to take key locations. The French

resistance is also shown reacting to the news that an invasion has started. The Longest Day chronicles most of the important events surrounding D-Day.

Where? EAA Chapter 32 Aviation Resource Center, 1610 Grafton Ferry Rd (Smartt Field, aka St. Charles County Airport [KSET])

**When? Saturday, June 28, Pot Luck Dinner starts at 6:00 PM.
STEAKS will be provided by the Chapter.
Bring a side dish.**

Learning As We Go

“Beautiful Women and Their Trailer Homes or My Day With the TSA” mr. bill

The day dawned as every other one since my transfer to the Master Base in DFW, Texas. I tried this visit twice before but, as they say in those short ten second commercials for Weekends Only, “We're Closed!” The other days were Wednesday and the security camera focused on the locked entrance gate was keeping us honest people from jumping the gate and looking around the place. But today was Thursday and the gate was wide open, the weather was perfect, and it was 10:00 am and my trusty cell phone was hopefully NOT going to ring to send me flying somewhere in the MD-80.

Today's adventure class was to drive 35 miles due south of the DFW International Airport, visit and play on (and hopefully above) the 75 acres owned by the TSA. What a place and a BIG operation (hey it's Texas; everything is BIG). I walked in and was greeted by a gentleman asking if I had a “strong back and a weak mind” and I said you figured me out real quick sir. We walked to the north end of the facility to a trailer that had this beautiful body rolled out of its trailer home waiting to be completed. “As a younger man I could take care of her by myself but now that I am 72, I always use a little help so I do NOT hurt myself!” After I was told to hold one end of this wingy dingy thing, he and I muscled it into the waiting body. We then put on the second wing dingy, and then we attached her tail, and this beautiful body now had arms to fly and a tail with which he could control her with! Larry said it was time for him to clean up and hydrate, and he would take this completed woman out for a little action! Did I mention that this TSA place was the Texas Soaring Association Sailplane Club?

What an operation. Nice club house with a big screen TV showing the latest area weather, the current radar reports, and a quick check of any TFRs (temporary flight restrictions-like the one over G.W. Bush's house to the north of Dallas), on a loop so current conditions are always known.

After assembling Larry's DG-800 sailplane I watched as the Piper Pawnee tow plane taxied to the south end of this 4,300 foot asphalt runway to wait for the sailplanes to show up to be launched. This facility is totally geared towards sailplane operations. After standing back at the club house for 30 minutes another mature guy walked up to me and specifically asked, “Has ANYONE said hello to you yet?” I said no not really but EVERYONE is getting ready to launch because it is a GREAT day for soaring and people will soon need a helper. Ralph said, that this was typical, pilots just thinking of themselves! Ralph stated I could and should hang with him this day and that is what I did. We watched the DG-800 takeoff at 11:15 and Ralph commented that we won't see him again until dinner time. A while later the yellow Pawnee was back on right downwind and in no time was launching an APW single place that was flown by the chief flight instructor. The only troubles with the day was that the take off operation was to the north which required all the sailplanes to be staged at the south end of the field, one mile from where they are hangared. It requires one to ground tow their machine to the south end of the runway and then return your tow stuff to the north end where the hangars are. So the cars and golf carts are like worker ants getting things to and from the hangars and the south end of the runway. About 12:30 the second situation arises. Eight gliders are staged but there is only one tow plane. The club has three Pawnees. This is when people stated asking the new guy, me, the who, what, and why haven't you been checked out to tow the gliders son. Sorry, new guy. First day here!

Mr. Ralph has an old school 1964 Schweizer 1-26A which is the single place most people fly in after you get their license in the Schweizer 2-33A, two seat trainer.



Mr. Ralph's SGS-126A (1964)

After some experience and finding some money most people will buy a fancy fiberglass glider to start to fly cross country flights.

The club owns three ASK-21 Sailplanes that they use for training and it was GREAT to see the three trainers in the tow line with young college people in the back seat giving introduction rides to their friends in the front seat.



Texas Soaring Associations ASK-21 (1 of 3)

During the slow launching of the eight sailplanes Ralph explain the Dos and Donts of the club and the Rights and Wrongs. He asked if I would join and I said I would. "We could use a young guy like you around here!" I do like it around here! Ralph was next in line but the timing was not the best. The cumulus clouds had built up quite a bit to where they were saturated and it was actual sinking air and not hot rising air around and Sir Ralph was aloft for less than 25 minutes. Ralph, the club's oldest instructor, landed long on the runway at the north end abeam his hangar/tie down spot so I jumped in the golf cart and whisked my way to help pull his glider across the 100 foot wide grass runway, over the 30 foot wide hard surface runway, and into the hangar area. After the 1-26 was put to bed for the day, Ralph gave me a tour of the Club House and gave me the sign up papers for membership in the TSA.

After tossing the papers in my truck and hydrating, we stood out on the club house deck and watched as the flock returned. The intro flights returned after being up for two hours of soaring and doing aerobatic work.

The DG-800 pilot Larry was returning with the DG-800 and made a high speed pass (because he could), flew the pattern again, and landed long stopping right by his trailer. I figured I would end the day the way I started it, helping Larry taking the Wing dingy's off and put this beautiful woman back to bed in her trailer.

What was learned today class is always meet and greet visitors, have info papers and packets ready to hand out to the new people, and be friendly. It was very touching to see the young people handling the gliders in a very professional manner. They handled themselves in a professional manner too and it was very good for the soul to see that in a vanishing field. The next good for the soul thing will be to get back into the back seat of the ASK-21 and do some soaring! More later I am sure!

Q? What is the longest flight in a sailplane? (This is a variable answer due to the various types and class of sailplanes.)

A. Distances of 1,084.27 miles, speeds of 140 knots and times of 9 hours are very possible these days!



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>		
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>		
Bob Kraemer	636-530-7707	bkraemers@aol.com