
EAA Chapter 32 News

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

November, 2015

It was a good year for Young Eagles



The days are getting shorter (and colder), but we can look back at our Young Eagles rallies and remember the good days. Check out the YE end-of-year report in this issue.

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on November 21, 2015.**



Friends and fellow
aviation enthusiasts,

President's Corner

by Dave Doherty

gratitude for their donation to the Cystic Fibrosis cause. Thanks guys! We helped pull off a very successful event. They've scheduled another ride on Oct 1, 2016. Our chapter will be there to help again.

The annual Smartt Field open House and SCFS Pumpkin Drop competition was a big success in spite of the cold, windy weather. Chapter 32 conducted a food fund raiser, and raised about \$1,300 for our chapter. Attendance was lighter than last year, especially with planes that flew in. Kudos to the team who cooked burgers, brats, and hot dogs and managed the customer line. Also thanks to everyone who helped set up/take down the tents, tables and chairs at the event. At the end of the day, we watched the movie "First Light", a story about a young man (Geoffrey Wellum) who became the youngest Spitfire pilot in the RAF, and fought in the Battle of Britain. It was a very good film, and worth watching. This was the last Movie at the ARC this year. We have such fun at these events, and will do them again next year.

Chapter 32 tries to promote aviation and camaraderie to our members and the community. One of our chapter members has had quite an eventful past few weeks. He joined our chapter, became a member of the Spirits of St. Louis Flying Club LLC, is helping build the RV-12 project, married his sweetheart Katie Oct 24, and soloed Nov 1. Congratulations on surviving all those events, Chuck! I know you've been anxious to get that solo done and weather & circumstances have been holding you back on that task. We're glad you and Katie are a part of our organization. Welcome aboard.

If you can make it, come to our meeting and cast your vote on Saturday, November 21 at our Aviation Resource Facility located at Smartt Field, 6410 Grafton Ferry Rd, Portage Des Sioux, Mo 63373.

See you there!

Blue Skies to all,

Dave Doherty

Election Month! Chapter elections for Vice-President and Treasurer are set for November 21 at our regular Chapter 32 meeting. We have two incumbents running for reelection. Bill Doherty has agreed to run for VP, and Don Doherty has accepted the nomination for Treasurer. Over the past 6 years, both have done a great job. Our Chapter is much better off since they took office, and I heartily endorse both candidates. I'm sure the rest of the membership agrees, and they should have no trouble getting reelected. It's important our members cast their vote at the election. We need a quorum of at least 1/3 of the membership to vote in order to have a proper vote according to the by-laws. Every vote counts, even though they are running unopposed. Please help and do your duty to elect our chapter officers. Votes can be made at our November meeting or by proxy mail-in. Please use the ballot included in this newsletter.

In addition to the election of officers, our November meeting will include status updates about our Young Eagles program, ARC updates, Air Academy Scholarships, RV-12 build progress by the Spirits of Aviation Flying Club, LLC, and other important Chapter 32 business. After the meeting we'll have a presentation by Mr. John Housley, secretary/Treasurer of local IAC chapter 61 about the International Aerobatics Club, and flying aerobatics. It should prove to be both interesting and entertaining. You don't want to miss this one.

The annual Holiday Dinner and Awards Banquet will be on Dec 5 this year, at the All Occasion Banquet Center (same place as last year). Charlie Becker from Oshkosh HQ will be our featured guest speaker. Tickets are on sale, \$25.00 per person in advance, and \$30.00 at the door. This is always a fun festive event, and everyone is guaranteed to have a great time. In addition to awards, recognition of chapter members and our guest speaker, we have a gift exchange where everyone who brings a gift is given a ticket. At the end of the awards, tickets are drawn at random, with each person going to the table and picking out a gift. We also have a 50/50 raffle, and some lucky person will win it. Please check out the promotional ad elsewhere in this newsletter.

The Cystic Foundation Bike ride last month raised about \$133,000. The event started and finished at Smartt Field, and your chapter was involved in this non-profit fundraiser, providing a hot meal to participants. The weather was pretty cold and miserable early in the morning. Nevertheless, Mr. Hightower helped arrange a fly-over of two Stearmans to start the 10:00 ride kickoff. It must've been very cold for them, and I'd like to express my

2015 CHAPTER #32 YOUNG EAGLES REPORT

Rick May, Young Eagles Coordinator

Well October the 10th marked the last Young Eagles Event our chapter held for the year, and an excellent year at that. It also marked the end of my second season as your Young Eagles Coordinator. At the outset I want to thank all of you for the effort and work you put into the program during the year. While my information regarding the success the program has had with our chapter is limited to only the last 5 or 6 years this years events has got to rank up there as one of our best, I know it is the best in the last 3 years.

We had 7 events scheduled this year and were able to fly guests at all but 1 of them. The May event brought us very low ceilings in the morning and even by 10:30 AM we were still looking at clouds at 500 ft. over Smartt field. With showers on the way we canceled the event at that time. My special thanks to all the volunteers that particular day that held in with us until the decision was made.

With only 6 events successful, we still flew 250 children and young adults this year plus, an additional 35 parents or guardians. The 250 number compares to 158 in 2014 and 183 in 2013. Of the 250 Young Eagles flown this year, 185 of them were "first time flights" for the children. The 2015 number was accomplished with a total of 193 individual flights operated by 18 different pilots. Laura Million had 122 Boy Scouts go through the Boy Scout Aviation Merit Badge class. A big thanks to Laura for all her efforts to make that program such a success as well.

Our events this year were also well supported by our members from a ground crew and food service standpoint. Typically we had enough volunteers to allow a ground crew member to only have responsibility for one pilot and not have to double up on aircraft. We still had additional individuals to cover registration, food service, safety, merit badge classes, simulator duties, and allow our guests to learn and perhaps pull a rivet or two on the RV-12 project that the "Spirits of Aviation Flying Club LLC" has been building this summer. So as you can see the ARC has been really busy the 2nd Saturdays of the month this year, and again it is all possible due to the effort and participation our members have had this year to make the Young Eagles Program at #32 a success.

Below I have put together a little information regarding the events and a break down of how each was attended. I hope you will all be able to attend the Christmas party on Dec. 5th when we will recognize the individuals who have made extraordinary efforts in making the Young Eagles Program for Chapter #32 such a success this year, and mark your calendars now for our 2016 season. Probable dates for 2016 will be

4/9/16, 5/14/16, 6/11/16, 7/9/16, 8/13/16,
9/10/16, and 10/8/16

Thanks again for a great year and see you at the Christmas Party, and / or next year.

Date	Young Eagles Flown	Parents Flown	Merit Badge Recipients'	Pilots/Aircraft Available	Additional Ground Crew
April 11th	52	0	???	9	21
May 9th	8	0	???	4	18
June 13th	32	8	???	9	20
July 11th	47	9	???	11	21
August 8th	43	4	???	10	19
September 12th	38	9	???	5	21
October 10th	30	5	???	8	20
	250	35	122	56	140

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Please feel free to contact us if you have any questions or would like to arrange a showing. This is a wonderful, active airpark community. We have loved living here but have decided it's time for us to



EAA32 Holiday Banquet and Chapter Recognition Awards Saturday, Dec 5, 2015



All current and past chapter members plus their family members and friends are invited and encouraged to attend the EAA Chapter 32 Holiday Banquet. This is a great way to include wives and other family members in an aviation-related activity!

The Annual Holiday Banquet will be held on **Saturday**, December 5, 2015 at the All Occasion Banquet Center located at 111 Compass Point Dr, St. Charles, MO 63301. The doors open at 6 pm and the party will last until 10 pm. The evening will include dinner, a program of activities, attendance prizes, a gift exchange, and a 50/50 drawing.

Guest Speaker at the Banquet will be Mr. Charlie Becker, Director of Chapters at Oshkosh HQ with a presentation about EAA and its activities.

Dinner will include a choice of either beef or turkey along with potatoes, green beans, and a couple different types of salad.

Please bring a gift for the gift exchange as only those who bring a gift will be able to select a gift at the appropriate time. Tickets for the 50/50 drawing will cost \$1 for a single ticket and \$5 for six tickets. The holder of the winning ticket receives 50% of the total amount collected for the drawing. The other 50% of the money raised goes to the chapter to help fund next year's Air Academy Scholarships.

What a great deal! The cost of the party will be \$25 a person with reservation, \$30.00 without reservation at the door on Dec 5, which essentially covers the chapter's expenses for using the banquet center. Dress is casual with a holiday flair, but please, no jeans..

See you there!

The evening program:

6:00 – 7:00 Social Hour

7:00 – 8:00 Dinner

8:00 – 8:30 Awards, Presentations and installation of Chapter Officers

8:30 – 9:15 Guest Speaker – Charlie Becker, Director, Chapters, Oshkosh

9:15 – 10:00 Drawings and Gift Exchange



PLEASE RSVP to the address below.

Holiday Banquet Reservation Form

Cost is \$25.00 per person in advance or \$30.00 without reservation at the door. Payment may be made in advance or at the door. Reservations are preferred in advance to determine a head count for the caterer. Please notify Don Doherty at treasurer@eaa32.org and let him know how many will attend as soon as possible.

Name: _____

I will be bringing _____ Guest(s)

Mail, e-mail, or notify the above to:

Don Doherty (EAA32)

1036 Pegasus Circle

St. Peters, Mo 63376

(636) 397-4713

Treasurer@eaa32.org

Party on December 5 at the:

All Occasion Banquet Center

111 Compass Point Drive

St. Charles, Mo 63301



November 2015 Chapter Elections

This year, the offices of Vice President and Treasurer are up for grabs. Our two incumbents are running unopposed, but we still need a quorum of members to vote, per the bylaws. Please complete this ballot and either mail it to **6410 Grafton Ferry Rd, Portage Des Sioux, Mo 63373**, or turn it in at the November meeting. Thank you for exercising your rights and privileges as members in good standing of EAA Chapter 32 to participate in our election process.

Vice President

☐ **Bill Doherty (Incumbent)**

Treasurer

☐ **Don Doherty (Incumbent)**

Safety Tip of the Month

Traffic

A pilot has completed the pre-takeoff checks and is preparing to taxi onto the runway for takeoff at a non-towered airport. There's no reported traffic, but that doesn't stop the pilot from making a careful scan of the traffic pattern, especially the base and final legs. This should also be used at towered airports, controllers can and do make mistakes

During the brief cruise to altitude, the pilot requests traffic advisories from the radar approach/departure control facility. Before beginning maneuvers or en-route flight, the pilot takes pains to clear the area. This is the first opportunity to apply an unexpected lesson, when fixating on traffic that ATC called out caused the pilot to miss spotting an aircraft that popped up at the 12 o'clock position.

That's the kind of experience that can make a believer out of any pilot that the need to keep your head on a swivel is much more than just one of those catchy aviation sayings.

What about unmanned aircraft? With the proliferation of drones flying in all classes of airspace—permissible or not, unfortunately—pilots flying everything from trainers to twins face a new collision-avoidance challenge as soon as they become airborne

Pilots have long known that midair collisions are prone in hot spots, including in non-towered airport traffic patterns, with NORDO (no radio aircraft) and near VORs.

See and avoid becomes more essential and more demanding of a pilot's attention because of the reality that aircraft you must spot may appear where you least expect it, and where it may not belong.

Bob Kraemer

Learning as we Go

A Time for Thankfulness

mr. bill

I want to first thank our patient Newsletter Editor for ALL that he does. Taking these ramblings and putting them into a superbly laid out presentation for ALL to read, makes this EAA Chapter look good!

Secondly, I would like to thank ALL those who served in the Armed Forces to help serve and protect us in this great country! I could not due to the inability to count to nine on my fingers.

Thirdly, I would like to thank all the EAA Chapter members, Earl Ray, Jeff S, and JimHa who brought all those magazines for the Young Eagle Events we fly. Leaving a YE event with a brain full of dreams and a magazine that shows people who have followed the very same dreams is just the spark they may need to follow that dream. How cool is that?

Thanks to the “Spruce the ARC up Crew” who have cleaned up, scraped up, and painted up the building so it is in tip top shape.

I was in the ARC November 03, and went through the donated magazines and cleaned up the shelves so the current magazines are on the top shelf of the metal cabinet with the brochures for the different organizations on the lower shelves so anyone can come in and get info on the local aviation clubs.

The “EAA 32 Elves” also have been very busy with that RV-12A kit coming together. The power of people and opportunity!



It has been stated that if you have money in your checking account at the end of the month you are in the

richest 5% of the people in the world. Along with that is if you ALSO have money in a saving account at this time you are in the richest top 1% of the world's people. I guess the aviation take on this if you have an airplane, and you got to fly it to Oshkosh, and you returned, and you have a hangar to park it in, you are at the top of the \$100 dollar hamburger food chain.

During a May High School graduation I was able to chat with a past Young Eagle (now Lieutenant Rich S.) who is in the Air Force Pilot Training Program learning to fly the Texan Turboprop. What a GREAT time for one of OUR Young Eagles. His LIFE is really rolling now.

This past month also had some sad moments. Former member and friend Kevin Lowery did not wake up from his rest in October. Another buddy, Mike Davis after several bumps on the medical road lost his battle with cancer ten days after Kevin. We must appreciate EVERY day!

Recently in the Dallas/Fort Worth area at the Addison Airport I did another “Bucket List” item which was to fly an old friend. In October the Cavanaugh FLIGHT Museum has a “pull’em all out and let’s fly’em all day!” The weather was perfect and all the airplane rides were reduced in price. Yep! Back seat rides in everything! P-51, Corsair or a T-28. Earlier in the day the P-51 and the P-40 went out for three laps around the pattern and then gave their passengers the ride of their lives. The afternoon raid was a TBM and the Corsair of which the P-51 joined in on.

I saw the beautiful Boeing A-75 Stearman and put down the \$200 dollar donation and I was in the front seat ready to launch in the “Navy” raid. Brought me back to the University of Illinois’s “Old Blue” Stearman and the three lady Stearmans that were out at the Washington Airport back in the 1990’s. My 24 year old “night freight” back seater museum pilot was hoping to get hired on at the major airlines. I was given the controls and did a few steep turns and old school maneuvers and it was soooo cool! Coming back into the traffic pattern the P-51 was going to do a military pass over us so it could enter the traffic pattern. As the P-51 came over I heard three hits on the fuselage. That used to be the signal to take over flying!

So I looked up in the mirror and noticed that my back seater was “topless” with his headset gone and I was now flying the plane. No big deal but Captain Ballcap looked up over the windshield and the breeze caught the forward facing ball cap and ripped off his ball cap with the headset over it and we were both just laughing so hard. All was well as we flared for the landing and still laughing SO hard our stomachs ached. NOTE TO SELF! Turn the ball cap around!

Ahh LIFE IS GOOD! Enjoy it!

Q? How many passenger “air rage” events happened last year?

A: 150 events that cause airplanes to “action” in dealing with passengers.



Editor's Corner

Well, the summer's over and now it gets dark so early that most people need headlights to drive home from work. Fortunately, I don't...thanks to flex time! For all the new members out there (and the old ones who have forgotten), this is the last newsletter of 2015. We do not have a normal meeting in December due to the holiday and the fact that the Chapter 32 holiday party contains a **SHORT** business meeting. (If you haven't been to a Chapter 32 Holiday party, I highly recommend it.)

You were all part of a grand experiment this year that I think has worked out quite well. Even with about half the members getting their newsletters via e-mail, the chapter was still spending around \$800.00 per year for printing and postage. So, beginning in February, we went all electronic. I know some of you weren't happy with that decision, but we're hoping that you will appreciate the savings to the chapter and the fact you are getting color pictures. Another benefit is that if I get more contributions to the newsletter, size is not a problem. First class postage only allows for about 5 sheets of paper (10 pages of newsletter). If the articles get too big I have to break them up into installments. (Here's hoping more people send me stuff for the newsletter!)

In the next year, I am hoping to get around to visit some projects. Please contact me if you would like me to feature yours in an upcoming issue. President Dave and his RV-12 mafia have provided me with a lot of material, and I would like to spread some of that attention around.

Until next January, may everyone have safe, happy, fun-filled, and loving holidays. Happy everything!

Jim Bower

Spirits of Aviation Flying Club, LLC

Building a Vans Aircraft RV-12 E-LSA

Part THREE

This is the THIRD in a series of articles about Chapter 32's Spirits of Aviation Flying Club, LLC efforts to build and fly an RV-12. Chapter 32 members are encouraged to participate in the build process. The kits and completed aircraft will be the property of the Spirits of Aviation Flying Club, LLC (the club). Funding of the kits, aircraft and logistics is accomplished by the equity members of the club. There is an option for non-equity members to participate in the building of the RV-12, but they will not have ownership rights. Their rights are defined in the club charter.

The first part of this series described fabrication of the tail cone. The second one covered the lower fuselage sections. This third article discusses additional work on the fuselage, building the wings and receiving the finish kit.

Work continued on the forward fuselage before starting on the wing kit. The sides were built up, upper fire wall was assembled and the side skins were clecoed in place to match drill the longerons. We had some discussion about when we will permanently fasten the side skins to the fuselage. It was decided we'd do that after the wiring and mechanical items were mostly installed in the airframe crew compartment for ease of installation. This turned out to be a good idea, as some of those components would've been difficult to install with side skins on.



Once everything seemed to fit, the roll bar was installed along with the baggage bulkhead. The removable avionics cover was completed and fastened in place. It's really starting to look like an airplane now. Some people call this the boat stage.



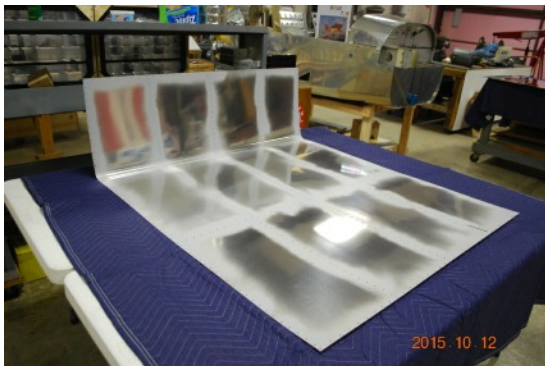
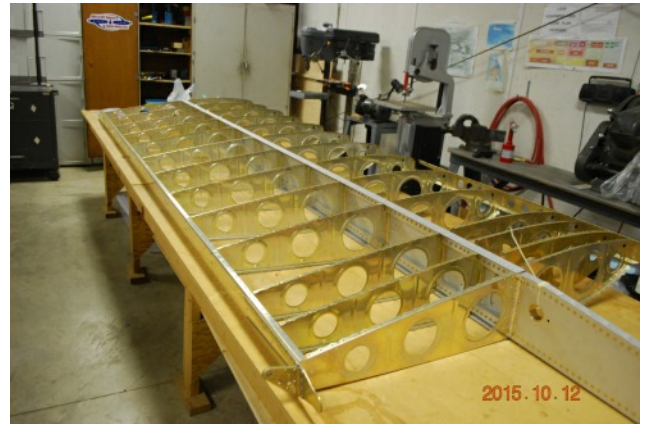
While some were working on the fuselage, Joe and Bob began working on the wings. They were unpacked from the two crates they came in after



an inventory of all the parts in the kit.

An Alodine party ensued, and most of the aluminum parts were processed by bathing them in alumiprep, rinsing, bathing in alodine solution, final rinse and setting out to air dry. This process took most of a day.

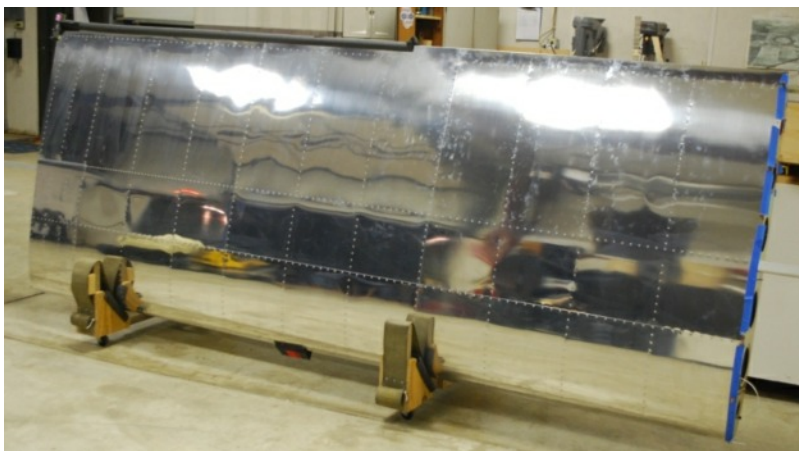
First in line for assembly were the flaperons, which are a combination aileron and flap. There are full span control surfaces at the rear of the wing. Ribs were riveted to the Flaperon spar and those assemblies were set aside for pre-cover inspection. Then came the wings themselves. Nose and wing ribs are provided and they're all the same. Some work was required to about half of them to make them unique to the left and right wing panels. Then they were riveted to the front and rear spar, one wing at a time, left wing first. Prior to closing up each wing, Chapter 32 Tech Counselor Gale Derosier came out and inspected each wing. After he gave us his Okay, we set to covering the wing panels. Since the skins have such a large surface area, we decided to prime the inside surfaces of the panels where they contact the ribs. The exterior surfaces will be treated according to the painting procedure when we get to that point. We are working on a paint scheme, and have several designs we're discussing.



There are a lot of rivets involved in putting the skins on the wings. This is a fun part, as when you're done, it really does look like an airplane wing. Pneumatic riveting tools make quick work of the riveting process. Skinning the wing only took about an hour. Bottom skins went on first. We then carefully flipped the wing over and installed the top skins.



Chuck made a cradle to store the wings on, and we filled it with completed wings. It has rollers on it, and the wings can be readily moved, which is a good thing at the ARC.



About this time, my wife and I went to visit his son in Wichita. While there we scouted around for a good nearby airport we can fly to.

A visit to Rose Hill airport turned up an RV-12 recently completed by a resident who has a home at the airpark. We knocked on his door at dinnertime asking to see his plane, and we got the grand tour. Cindy tried out the passenger seat, and was impressed with the visibility offered by the RV-12. As you can see in the photo, she has that RV grin we all hear about, and it's still in the hangar!

The Finish Kit arrived! And it came just in time. We set at once to unpacking and inventorying the contents. This kit contains the canopy, landing gear, wiring harnesses, wheel fairings, and a bunch more stuff. Vans really knows how to pack crates. As usual, there was hardly a cubic inch not used. Also ordered with the kit is the interior of the plane, upholstery, seat cushions, carpet, etc. It will be shipped directly from the manufacturer, and is in their production queue. Delivery should be before Thanksgiving.

We are currently working on installing the wiring



harnesses and finishing up items we skipped for convenience of installing other parts. Soon, we'll be doing an initial assembly of all the components. Major items left are the Rotax engine installation and Dynon Avionics. We'll decide this week which item we'll order next and keep the ball rolling. It's been a fun project. Come on out to the ARC and see it. Better yet, help us build this plane!





Joe Miano once again brings his beautiful Cessna 182 to fly Young Eagles. Thanks, Joe!

Caption This



Our chapter president, Dave Doherty, gave me this picture commemorating his first solo. He also gave me permission to caption it. Many thoughts ran through my mind...but I thought I should preserve the dignity of this fine publication. So how about a caption contest? Send your best shot to newsletter@eaa32.org, and I will publish them in the January issue.



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
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