
EAA Chapter 32 News

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

February, 2016

R.I.P. Bob Kraemer



Our good friend Bob Kraemer passed away on January 21, 2016. Bob is remembered for many things, but most of all was his friendly and cheerful personality. He used his years of experience and vast knowledge to provide safety briefings to Young Eagles pilots and ground crew, and contributed monthly safety tips via this newsletter. He is very sorely missed.

We will see YOU at the ARC for the February meeting. February 20, 2016 at 10:00 am.

President's Corner

by Dave Doherty

Bob was particularly proud of his N2S-1, a 1941 Boeing A75 Stearman named Alice. It is a beautiful example of the Navy Warbird trainer. I had the honor of flying with Bob in this plane, and being the great instructor he was, I got to do some take-offs and landings with him (and Alice). That's something I'll never forget.

There are some changes coming down from EAA HQ regarding the Young Eagles Program. We'll spell out all the changes at our February meeting.

The Spirit of St. Louis Airshow will be held on May 20-21. EAA Chapter 32 has been invited to attend. We need to decide what activities we want to do there. It's a big opportunity for our chapter to participate in a public aviation event, and we want to be involved. We'll discuss to what opportunities we have, and what we might be able to do at our February meeting.

Please come to our February meeting at our Aviation Resource Center located at 6410 Grafton Ferry Rd, Portage



Friends and fellow aviation enthusiasts:

We're closing in on spring. The Mississippi River is back in it's banks, Smartt Field hangars have been washed out and disinfected, and things are starting to get back to normal. Most of the planes that took refuge in our ARC are back in their respective hangars and we should have enough space to hold our February meeting (Feb 20) inside our building. We're hoping we don't get another surge of flooding this spring. I think we're all tired of the inconvenience and expense of moving our aircraft out of harm's way.

It was with great shock and sadness that we learned of Bob Kraemer passing away sometime during the night of January 20-21. He did a lot for our chapter, and will surely be missed by all who knew him.

Bob was an EAA and Chapter 32 Lifetime member who loved everything aviation. Early in his career, Bob spent time in the U.S. Navy piloting Flying Boats during the Viet Nam war.

He supported a multitude of organizations; Gateway Chapter of the Missouri Pilots Association, Greater St. Louis Flight Instructors Association, EAA Chapter 32, AOPA, Greater St. Louis Air & Space Museum, Naval Aviation Museum Foundation, Stearman Restorers Association, Missouri Aviation Historical Society, Greater St. Louis Honor Flight, Wings of Hope, The American Air Museum in Britain, and The American Legion, to name a few.

It's difficult to describe all he did. I shall remember Bob as a man who had many talents. A man who was generous way beyond the norm. As the flight instructor who nurtured my desire to get back into flying airplanes after a 30 year hiatus to raise a family. As a person who loved the arts and science, one who loved to dance, a guy who enjoyed dining out, loved good music, a fellow who took meticulous care of his and others' aircraft. And much, much more. Many fond memories.



Des Sioux, Mo (Smartt Field) and see what we've been doing, and what our plans are for the next few months.

Meeting Date: Feb 20, 2016

Meeting Time: 10:00 AM

Blue Skies to all,

Dave Doherty



The other Plane Bob owned is a Pitts S-2A he called Trudy. I'd been promised a ride in that one too, but alas, it was not to be. Time ran out. God Speed, Bob. We'll miss you, but will never forget you.

Dues are Due

If you have not yet paid dues for 2016, please bring \$40.00 check, cash, or money order to the meeting or send it to our treasurer! We are about to produce a new roster, and if you want to be in it you must have paid your dues before the end of February. If mailing your dues, please send to:

**Don Doherty (Treasurer)
1036 Pegasus Circle
St. Peters, MO 63376**

Spirits of Aviation Flying Club, LLC

Building a Vans Aircraft RV-12 E-LSA

Part FOUR

This is the FOURTH 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. Part four describes the assembly of finish kit items, and some work on the engine.



Having nearly completed the fuselage and wing kits, we got started on the Finishing Kit. It comprised of wiring harnesses, tubing for fuel lines, upper and lower cowling, landing gear and fairings, wheels, canopy and its structure, and a number of other small parts. Bob M. took the gear fairings home and started work on them. This involved some cutting and fine tuning the fiberglass

parts and riveting brackets to the fairings. Ron N. worked on wiring and the tail cone fairing, which also needed some cutting and adding attachment parts. Dave D worked on fuel lines, and Chuck G helped Ron with wiring and other misc. tasks.



We put the wings on the aircraft for the first time, and measured where the skins needed to be trimmed to fit the fuselage the way it was described in the plans. The flaperons were connected to the fittings and drilled at the proper locations per the plans.

Then we all took turns sitting in the cockpit making airplane noises. That was a lot of fun.

About this time, the Mississippi River went out of its banks due to a 10" rain over one weekend. The ARC where we were doing the work filled up with planes trying to escape rising water. Thankfully, the ARC was spared from the flood. Another couple inches and we would not have been so lucky. It took about a month before the river went down and hangars were cleaned out enough for the refugee planes to return to their respective homes. The delay set us behind schedule about the same amount of time. But we're proceeding on.

Work has been progressing steadily, with the Flying Club members having two or three work sessions every week. Of course, several of us are fortunate enough to



be retired, and additional work is being attempted during the week apart from the regular work sessions.

Near the beginning of December, the Engine kit was ordered. It arrived just before Christmas. What a present! Included in the Engine kit was the engine, propeller, fiberglass ductwork for the coolant system, and everything else firewall forward inside the cowling. We started work on installing RV-12 components onto the engine and mounting it to the engine stand. That was completed at Dave's house, and it sat there for a while waiting for floodwaters to recede.



Upon regaining some work space, we went back to work with the RV-12. The Rudder was attached to the vertical stabilizer and control cables were fitted and attached. The Elevon & antiservo (trim) tab was attached and control cables were also fitted and attached. Numerous

and install on the firewall, but it sure looks like an airplane now. And the plane sits on its gear without any support. We're working on assembling the prop and will soon be fitting the spinner.



We plan on using the Dynon Skyview avionics kit on our RV-12. Included with the avionics will be servos and software for a full autopilot (does not include auto-land like the big boys have). Dynon has just released a 2020 ADSB compliant GPS receiver, and we're waiting for Vans to include the upgraded receiver on the E-LSA avionics kit. They say it should be available in February. Testing is complete, and they're working their way through the S-LSA / E-LSA certification and instruction updates. We'll order the avionics when it's available, or we need it to complete our project, whichever comes later.

other small items have been addressed too.

It was time to put the landing gear on. Bob and Ron spent a some time under the fuselage fitting the gear up, and pretty soon the plane was off the sawhorses and on its own legs. We put the canopy on and took some pictures.

The engine was transported from Dave's house to the ARC. It went on the nose of the plane nicely. There are still a myriad of things to hook up to the engine

Chuck and his wife have been working on an artist's illustration of the paint scheme. Everyone has had an input on what we think will be a good color scheme. We've picked out colors, and plan on painting the plane ourselves once we're sure all the parts fit properly. We plan on using the Poly-Fiber process. Currently, completion date for the plane is forecasted to tentatively be in March or April of this year.



Learning as we Go

Love is in the Air

mr. bill

Hope y'all got to view the Youtube video of last month's newsletter where Gale D. lands at Troy and taxis right into his hangar at the Airpark. How cool is that. Gotta LOVE it!

Gotta LOVE the fact that we did not get any water in the A.R.C. this past year. Also the fact that Mother Nature gave us some good flying weather the first part of January. Though this Valentine Weekend is allowing us to do some Valentine's Day snuggling up to the one who lets us have a hall pass to fly on the warm weekends. Speaking of hall pass, let us check out this LOVE gone bad.

Let us deal with some "strange" LOVE. This guy at the Superbowl, who did not seem to understand that he was being videotaped when the reporter asked him, "How much did you spend? He responded with a smile, "21." Wow said the reporter. "How much did you spend for the whole trip?" The startled young man said, "30." The reporter then asked, "30 dollars?" No said the young man, "30 thousand!" Check it out.

<http://mweb.cbssports.com/nfl/eye-on-football/25475871/super-bowl-2016-broncos-fan-spent-21k-on-tickets-didnt-tell-his-wife>

At least if he bought a nice Aeronca Champ he could have given her a flight around the city that HE "used" to live in! Dude, what were you thinking! What's in your wallet?

During my recent stay at the Fort Worth Fun House, on a visit to the local Flight school I see that the price of 100LL Fuel is \$3.85. The price of Jet A fuel was \$3.83! Gotta LOVE that!

Here is a beautiful photo cover of the Soaring Magazine for May 2015.



"My step son has never had an interest in soaring and out of the blue he said, "Will you take me soaring?" I couldn't pass it up, so I put away the LS-3 and took him up in the Grob 103. Now he wants to fly more often. We fly out of Tucson Soaring Club." Selfie photo by Derek D., Paul B. in the rear seat.

Gotta LOVE the young lad in the front seat who whipped out the "selfie stick" and put his phone out there and took the selfie of this special moment in his life. Ah but the "crap" the back seater took for trying to introduce this young man into the love of flying was brutal. People wrote that "the young man was out of his seat belts," "he was putting "something" outside the airplane"...

The criticism was just shocking. No good deed seems to go unpunished. It is an awesome picture that made the cover of the magazine. Who wouldn't want that publicity?

I just finished the St. Louis Cardinals Baseball Managers book, "The Manthey Manifesto" by Mike Matheny. The book explains Matheny's take on introducing young adults into the joys of sports. Basically Mr. Matheny states that there is plenty of criticism of the young players and not enough mentoring. Be positive and encouraging! It has been stated that "it takes 7 positive comments to cancel out 1 negative statement."

What are your words that you are using around the young people at the airport?

What are your words saying about the big people at the airport?

A little newsletter editor LOVE as the Van's RV-6 design introduced in 1986, celebrates 30 years. The RV-6 emerged as the world's most popular kit aircraft. They will be honored at Oshkosh this summer.

Pre register for the RV event at Oshkosh via EAA.org/RV6

As a final note I just wanted to thank Captain Bob Kraemer for the many chats and words of wisdom we shared over the years, as friends, pilots, and as flight instructors. It was a pleasure and honor to know this GREAT man!

Q? Who was the first black female pilot?

A: Bessie Coleman. The road around O'Hare Airport was named in her honor.

January Meeting Minutes

Dave Deweese



We held January's meeting in the airport administration building, the ARC being full of airplane refugees from the recent flood.

Dave Doherty presided. We forgot to bring the flag over so we faced the flag on the CAF building for the Pledge.

All the hangars were inundated by the flood. With the hangar doors open they let in most of the corn cobs and

stalks in northern St. Charles County. The airport will take care of power washing them. Jim Hann covered the tentative schedule from Dennis. When the hangars are dry from the power washing they'll come back again for disinfecting. If your plane is in the hangar at this time they'll disinfect around it. We've got some stuff up on tables in the chapter hangar, if someone could come out and move it prior to the power washing that'd be helpful: Dave will be in Florida.

We're shooting for the end of March to finish the RV. Charlie Becker was interested to hear about the project and the flying club, and would like to see it at Oshkosh. Bill's involved with this year's air show at Spirit. (May 14 and 15) The Snowbirds will perform. We'd like to have a presence, possibly working with the STEM group. Dave has met with these people before, and they've expressed an interest in aviation projects for young people.

The Fly Baby project has stalled, Jim Hann has offered to buy it for \$600 and the Cavalier project in trade. We discussed and decided to go ahead with the deal.

We had a chapter "compound" at Oshkosh last year and would like to do that again in 2016.

We plan on doing movies again, March through October. We'll try to have a fly-in.

Our meeting was postponed today as Dave was attending Howard Henderson's funeral. He was a founding member of the chapter and built a number of planes. Dave, Bill, and Don, among several others in attendance, all knew Howard.

Ron Burnett has food coupons. He advised everyone to come right after the meeting and see him, as he'll be heading home to watch his new favorite football team, the Chiefs.



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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