
EAA CHAPTER 32 NEWS

Jim Bower, Editor

May, 2001

Another date change for this month's meeting! We will be meeting on Sunday, May 20 due to Memorial Day weekend. Be at Smartt Field at the good old hangar for fun, fellowship, food, (and maybe flying).



Dave Domeier lifts off into a stiff breeze after a great first-this-year Spring outdoor meeting!

INFORMATION HOTLINE

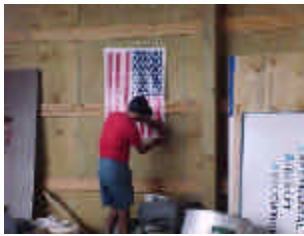
286-9932

CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS

This Month's Meeting

The best part about the April meeting was being able to sit around inside the hangar and look at the sky after a long, cold winter. There was a really lively breeze blowing and gusting out of the south, so we were surprised to see a couple of airplanes flying around. One of the highlights of the pre-meeting bull session was a great demonstration of crosswind landing techniques by Chuck Koviak and Fred Gottman, followed by a test of the off-road capabilities of their new (to them) C-172.

The meeting was called to order by Steve Miles, followed by the pledge of allegiance. Steve welcomed our visitor, Ron Farnum. Announcements: Lots of name tags are ready, check the box to see if yours is in there. The hangar is coming along nicely; go check out the site to see what's been done and what is happening next.



Phil Kitchen gave an update on the upcoming May 12 Young Eagles rally to be held at Spirit. He mentioned that almost 500 kids were expected, 30 aircraft are scheduled to fly, and he asked for more volunteers.

(As you read this, the event has already happened, and there will be plenty of pictures and words about it next month - ed.)

Al Donaldson talked Wal-Mart into donating 35 orange safety vests to the chapter!

Bill Nelson and his son donated a banner sign to the

chapter. This sign has little pockets that hold letters so the message can be changed.

Thanks, guys. Bill also has order forms for pedal plane plans. Gene Angell has chapter T-shirts, and reminded everybody that new members rate one shirt each. Steve Miles talked about the Leadership Workshop which took place on April 20 at Parks College. Dave Doherty reminded everybody to get food coupons, and also suggested we all check with our employers to see if they have a matching grant program for donations.





Dave Domeier and Stan Crocker suggested that Chapter 32 give Terry Blake a thank you letter and a check for \$100 for all the work he has done for the hangar (and he is not even a member)!

Doug Killebrew reported on progress for the St. Louis County Fair and Airshow (Labor Day weekend). We will have booths and open air theatres for displays, projects, and presentations on how to build an airplane, and how to get a



pilot's license. We need people to staff those areas. We get a new (and better) location this year, between two taxiways as you come in. Steve Miles

said he was open to suggestions for fun programs at the meetings. Dave Doherty suggested we could build a simulator to be used by Young Eagles. Dave Domeier knows of one that someone might want to donate, but liability might be a problem. He is checking on it. The meeting then adjourned to the important stuff: Food!

Members Only Section on the Web

I am currently adding a "Members Only" section to the web page. You will need a user name and password to get into it. Currently, I am planning on putting the membership roster in the Members Only section. If you do not want your address and phone number and email included in this section, please let me know. Even though the section is password protected, a good hacker might be able to get into it. It is not as secure as your bank's web page may be. For the user name and password, please see me at the next meeting or e-mail me at lmillio@siue.edu.

Laura Million

Web Designer

An Apology From Your Friendly Editor

A lot of folks have graciously volunteered to get this fine publication via their e-mail in order to save the chapter some postage money. For that, I thank you (and I'll bet your Treasurer thanks you, too). So, to those of you who have not yet received your newsletters electronically, I apologize. In some respects, things have been a little crazy for me the last couple of months (I lost my closest friend), and I lost track of all your e-mails and notes. Please e-mail, phone, or nudge me at your next opportunity and I will make a better effort to get this done.

For those of you who have not yet taken the plunge, give it a whirl. I promise you color photos (when available), and the warm glow of knowing you are saving the Chapter \$0.34 per month. Thanks.

Jim Bower

Newsletter Editor

This page intentionally left blank due to lack of input! (C'mon, gang!)

CONFIDENTIAL

You, I can donate to the Chapter Building Fund. _____
No, I can't donate any funds at this time. _____
I will help with fund raising efforts for donations from outside the chapter. _____

Dollar amount for initial contribution: \$10.00 _____ \$25.00 _____ \$50.00 _____
\$100.00 _____ \$250.00 _____ \$500.00 _____ Other \$ _____

Dollar amount per month for continuing support and mortgage reduction \$1.00 _____
\$10.00 _____ \$25.00 _____ \$50.00 _____ \$100.00 _____ Other \$ _____

How many years will you continue the above continuing support? 1 year _____ 2 years _____
3 years _____ Other _____

When building materials can you donate or arrange to have donated to the chapter?

What construction equipment can you arrange to let the chapter use for the construction?

What labor can you arrange to get for the chapter for free or reduced cost?

What furnishings, such as electrical, plumbing, heating, etc., can you donate or arrange to get at reduced cost?

What else do you know about or do you have that would help the chapter complete our new home?

I am willing and able to be one of the co-signers for funds borrowed by the chapter. _____

Signature _____

Name _____

Address _____

Phone Number _____

Mail pledge form to:
Cady Decker, Treasurer
38 Woodlawn Point Court
St. Charles, MO 63043

Flight Advisor Corner

This is an area the flight Advisor can only hint at, since it's not his place to tell you, as was said in the movie "TOP GUN": "...your ego is writing checks your body can't cash..." If you have an attitude problem, it may or may not get mentioned depending on how the attitude manifests itself. These problems come in different flavors, but the most common are, "I built/restored it so I can fly it," or "An airplane is an airplane and I can fly most of them," and of course the old standby "Nothing is going to go wrong." Variations of these themes is not wanting to go through all the evaluation and planning the Flight Advisor will recommend.

Common sense, aviation safety, the EAA and your family asks you to look closely in the mirror. Do you feel as if you can fly most airplanes without a check-out, but your logbook only has 500 hours of time in it. Have you ever fudged, or outright lied, about what you've actually flown? Are there entries in your logbook that aren't true? This is an indication of an attitude problem that is less than professional and can get you hurt. If you haven't notice, aircraft aren't impressed by things you say or write, they only respond to things you do.

Because different aircraft require different skills, your flight experience may not match this aircraft. 10,000 hours in a B-727 won't count for a single thing while trying to drive a Cub through a gusty cross-wind landing. A million hours of pipeline patrol in a Super Cub will make you a pro at low level tail-dragger flying, but one landing every four or five hours won't make you ready for a Glasair III on a 2500 foot strip. You and your flight advisor will work on an evaluation that takes your experience apart and looks for what most closely matches the aircraft to be flown. If it is a highly wing loaded (Glasair III), do you have much high wing loading time? If it stalls at 30mph, has 40hp and a tailwheel (E-2 TaylorCub), do you have anything in your experience that falls into the low and slow category?

Besides having the experience that matches the numbers on this airplane, remember, Only "airwork" and landings count. Cross-country time doesn't teach you much about an aircraft and all of the action during your first flights is going to happen in the pattern and local area. In other words, how current are you in the type flying you are about to do on the first flight. Obviously the short answer is "there is never too much currency." The classic homebuilder/restorer scenario is to hide in the workshop for years, flying only occasionally, if at all. Then, as it comes time to fly the airplane, a rush is made to the airport and five hours put into a rental C-172. That is not currency, although in some situations, that may be plenty for some pilots. It depends on the pilot's overall experience and how recent it is. After a period of time, skill becomes an intellectual memory that your brain retains but, as the fog of time sets in, the brain has an increasingly difficult time getting the skill to the hands at the appropriate time. The amount of time it takes to regain that skill is largely dependent on how much experience was stuffed into the brain in the first place and how long it has laid dormant. The evaluation is going to home in on what you've been doing the last six to twelve months. It's not only how much flying was done, but in what kind of machines and how many landings were made. Here, too, a match to the subject aircraft is important. For those of you who do not receive the Experimenter, beginning with the April issue they are running a series of three articles by Tony Bingelis on Flight Testing Review. This is very good set of reviews of the planning and preparation that should take place for the first flights of a home built aircraft be it ultralight or other aircraft.

Safety Thru Education

mr. bill

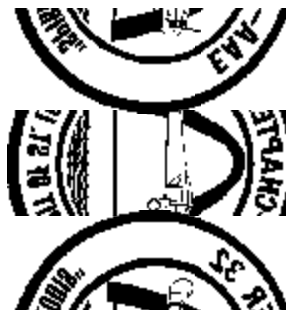
Plan B? The alternate destination? Now what? Ohhhh shucks!!! Where are we? Where can I go? I am sure these were some of the many thoughts that were going around in this commuter (junior jet) pilots head during this ordeal. These scenarios are hard to watch on television now because of all the computer graphics that can show what happens to the airplane during the final seconds. It is even tougher when you are in the same airspace, listening to the actual pilot transmissions on the radio that makes it that much more gut wrenching. About once a year while I am flying over the fruited plains, (this spring it has been the flooded plains) I hear on the radio the fearful call of a pilot in trouble. Usually it is a little airplane pilot who has lost his GPS signal and now cannot seem to find where they are suppose to be at. After they describe the ground below the airplane someone on the frequency can usually tell them the direction to and the name of a nearby city. Well such was the case this fine flying Saturday afternoon until a line of thunderstorms popped up and caused havoc in the St. Louis area. Two hundred miles East of St. Louis the "slow to 250 knots" words were issued to TWA LLC (LLC -Lawyer mumbo jumbo) flight 607, meaning that we are backed up in St. Louis and may even have to hold for a while. Over the Vandalia VOR (navigational aid 60 east of St. Louis) the holding instructions were issued and the hold time was for 45 minutes. Well as the first officer was getting his practice doing turns in the holding pattern I discussed alternate plans where we could land. As we held at 20,000 feet the first officer commented about the "Junior Jet" that was flying above us at 21,000 feet. He told me how he was "working hard" in the DC-9 and that those guys in the Embraer 145 "Junior jet" ("JJ") just press buttons and the plane does "everything" automatic. Like what I asked? When you get into icing conditions it turns on the anti-ice stuff and it tunes and identifies all the navigation radios and tracks them automatically. I reminded him that if we had that stuff on the Douglas DC-9 that the company would not need him. (It was just a joke!) We marveled at how well the junior jet flew the holding pattern race track in the sky above us. Then it happened. Approach control told us that we would fly West bound to Columbia VOR (88 miles west of St. Louis) until approach control can turn the airplanes around. Pretty vague plan but we had enough fuel to fly for 1½ hours.

Then it really happened!!! Mr. Junior Jet “JJ” says, that they “need to land and land soon.” Then the words from “JJ” were where’s Springfield. Well in this area there are two Springfields. When the “jumbo jets” divert it is usually to Springfield, (SGF) MO. So guess where the controller was going to send the “junior jet” Yep! To SGF MO which was 186 miles away!!! A “jumbo jet” pilot (one thousand feet below him) said dial up 112.7 or put in CAP its only 52 miles away with an ILS (Instrument Landing System) 04 which would provided the “JJ” with a straight in approach to a runway incase they turned into a “GJ” - GLIDER JET. The time the controller took to come back with a reply had to seem like weeks to the “JJ” pilot because when the controller did talk he gave “JJ” a southwesterly heading for SGF. Then the “we need to land now!” words and voice came clearly across the radio airwaves from “JJ”. “Are you declaring an emergency?” the controller asked. “No! But we will soon!” was the reply from the “JJ”. (If he would have declared an emergency the controller would have directed him to the nearest airport, which was St. Louis which was now open but had an 150 mile long traffic jam, IMMEDIATELY. But he never really said the words. He could have asked for PRIORITY which would have let him cut in front of a few people who could wait as deemed by the controller.) The controller did not hear the KEY word he needed so he asked the “JJ” what his intentions were. “JJ” said Springfield, IL and the controller said 030 heading, you are 52 miles away, go direct when able. BUT I can get you in number one at St. Louis if you turn South now! Decisions. Decisions. “JJ” did turn South and landed on 12L at St. Louis. The people coming in after “JJ” all asked how they did. On the way in you could still hear it in the “JJ” crew’s voice that they still were not sure of the outcome. The tower controller told them to fly as fast as they could to the runway. “JJ” replied with, “That will burn more gas!” The points are surely clear. First, to have a plan. Second, to have a backup plan. And always have the guts to say EMERGENCY and follow that plan. It was once said, That the only time you have too much fuel is when your on fire!

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