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# EA Chapter 32 News

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

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**August, 2016**

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**Oshkosh 2016 is in the history books. Many of our members attended and had a great time. Now, Chapter 32 will get back to what it does best: providing education and an introduction to flight for future aviators!**



**What exemplifies our annual pilgrimage better than a clear blue sky with some puffy clouds above the AirVenture sign? Come in and read about Oshkosh through the eyes of a first-timer!**

*All Oshkosh photos courtesy of Cheryl Duffy, unless otherwise marked.*

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

# My Excellent AirVenture 2016 Journey

by Cheryl Duffy

*Editor's note: Cheryl is one of our newer members who is working diligently on her PPL. She attended Oshkosh for the first time this year, and your friendly editor asked her for an article describing our annual gathering as seen through fresh eyes.*



**Who among us can say they looked down and saw THIS shadow following them?**

What's that? You have never attended Oshkosh?!? The world's largest aviation gathering? I would like to share my journey with you through my week at Oshkosh 2016...an absolutely AMAZING WEEK!!!

We arrived early Monday morning to the grounds; unfortunately, not a bunch of help with parking as far as signage. You need to do a little studying of the parking diagram ahead of time to define the 'general parking' locations/colors. I had purchased my OSH tickets for the week one year prior, along with my one-week parking pass. I strongly recommend this. It is great to be able to drive and walk right in the rest of the week. You will get a card for the parking and a wrist band that stays on your wrist the entire week. The volume of cars and people is overwhelming! I would strongly recommend planning your housing arrangements ahead of time, as in a year or two ahead of time! I found myself, as a novice to OSH, staying an hour away, as there was zero hotel availability a year ahead. Having been to Oshkosh, now I know there are multiple other lodging options; as in, you can have a camper rental placed at a camp site by a local company. You can rent many homes that are not such a substantial distance away. If you like, you can even camp under your wing, or not under a wing, or drive your own camper. If you decide you wish to fly-in the first OSH visit, I would suggest you get some serious

assistance, either through old pros that have been, or some planning and studying ahead of time of ATC rules and expectations. Wouldn't want anyone surprised at having to "land on the red dot"!

The week was all a blur...so many opportunities to learn! Stay on top of your Osh app on your phone; it is easy to subscribe to, just watch the national EAA site and information will continuously be posted. So many vendors...vendors everywhere...selling everything aviation you can possibly think you may need! If you haven't determined an airplane you would like to own, if you don't already own one, you will have at least one chosen by the time you leave! (My future has an RV-10 in it!) You are allowed to take in your own food/drinks, although coolers are not permitted. I believe this is just the hard box type, as I took in a backpack soft cooler several times without any issues. Food is priced at amusement park prices...mostly fried foods, ice cream, and Pepsi products this year.



**Along the way, the author got to meet a few legends of aviation!**

You will see airplanes of every kind everywhere... judging of the best in class, that I didn't make it to this



time, but will next year! I did get to watch amazing airshows, twice a day on a couple days. From a jet assisted biplane, Screamin' Sasquatch, to a Beech 18's graceful dance through the sky, wing walkers, all the way to Sean D. Tucker, "Yeah baby!!!" Don't miss the night airshow; completely soul moving! Fireworks were amazing and the "Tora! Tora! Tora!" show was spectacular! They spent the entire afternoon leading up to the morning attack. It was just awesome. You need to keep your head on a swivel too, as you never know who may be walking by or sitting at the next table. I had the opportunity to meet, and even chat a bit with, some amazing aviation lovers. I was able to meet Patty Wagstaff at the Women With Wings Wednesday breakfast, take a picture with Dick Rutan after the Boeing 100 year presentation, and sat with Bob Hoover in the aviation club (another recommended add on!) for a bit and just chatted, with an autograph of course, after being given some great aviation tips! There was so much amazing aviation knowledge all in one place, almost overwhelming!

Being my first trip, I made sure I was on the Tri-motor, a true flashback in time flight....HIGHLY recommend the aluminum overcast flight, was totally worth it, and the helicopter ride was a great experience for someone that has never had a ride before!

Don't miss going through the EAA museum, as it is right there on the grounds, and worth the stroll through!

There is so much to do and see, that despite being there the entire week, there was just not enough time to take it all in. It is easy to see how it turns into an annual trip for most. It certainly will be for me, maybe I will see you there next year!



Neat shot of (I think) a Nakajima B5N "Kate" torpedo bomber replica.



# July Meeting Minutes

Dave Deweese



July's meeting began with the Pledge, Dave Doherty presiding.

Minutes approved as published in the Newsletter.

Don gave the Treasurer's report including checking and savings account balances.

Tom Henry brought his kids Cassie and Chris. He works for the National Guard and is

eligible to retire in a few years at which point he plans to get into flying, as he's not yet a pilot. New member Arthur Kellum was in attendance: he's a veteran and volunteered at last week's Young Eagles event. Old/new member Alan Reeves just rejoined. His chapter (39) at Creve Coeur converted to a VAA chapter.

At last week's (July) Young Eagle's event we flew 40 kids and some parents. Rick was not around this week so Victoria reported the numbers: 8 pilots participated making 31 flights.

The RV-12 is almost done but will not make it to Oshkosh. The club's going through the acceptance test procedures today. There are some issues including a coolant leak. The plane has taxied and they've run the engine several times. FAA paperwork is in progress.

Ron Burnett has food cards for Dierberg's and Shop & Save.

If you haven't paid dues your lock code will be deactivated. If you have, and it doesn't work, see Bill or Dave Doherty.

The Cavalier project has been sold. Jim Hann has the Fly Baby, so all we have left is the BD-4. The original buyer's still interested but is still trying to sell his Long-EZ.

Remember that the Oshkosh NOTAM begins Friday. Dave's going to fly the Taylorcraft up Thursday, all clean thanks to last week's airplane wash at Creve Coeur.

Jeff and Dave flew up Thursday and staked out a big spot for EAA32 members; there should be plenty of space. The site is at 43rd and 44th and Elm. Dave will be speaking at a seminar on flying clubs.

Last month's movie was Those Magnificent Men In Their Flying Machine.

Jim Hann mentioned that Doc, the B-29, is flying tomorrow and the group will stream the flight on the internet. [www.B-29Doc.com](http://www.B-29Doc.com)

Chapter Picture will be on Thursday at 5:30 at the Brown Arch.

Bob Kraemer, Bud Cole, and Howard Henderson will be added to the Memorial Wall this year, Sunday at 10:00.

Dave's working on setting up a tour of the tower at Lambert. This will probably take place in September.

FAA Medical Reform was attached to the funding bill and was signed this week. The FAA has a year to implement it. There will be a forum at Oshkosh next week.

IMC (Instrument Meteorological Conditions) has been absorbed into EAA. A local chapter is now associated with the IMC club, specifics to follow.



# Safety Tip of the Month

Joe Miano

## Night Flight Adventure

When was your last log entry for a night flight that you flew in an airplane? Piloting an aircraft at night is truly a totally different environment than what we are used to flying during the daytime hours. I believe that every pilot needs to periodically log some night flight hours to stay proficient at night flight operations. Using St. Louis as an example, you can actually see the glow of the city lights from as far as 60 to 70 miles on a clear night. Also, the air is much smoother and the temperatures are cooler at night. The air traffic tends to be lighter and the congestion will not be a factor at night. Flying during a full moon on a clear night will backlight the ground and horizon so brightly that you can easily see all of the details and landmarks as if it were daytime hours. And, last but not least, you don't need to wear your sunglasses to go fly at night.

Yes, my fellow aviators, night flights are very exciting with spectacular views. However, there is a sinister, dark side to night operations as well, no pun intended. First off, any air traffic flying below your altitude is going to be very difficult to spot because of all the ground light clutter. Trying to locate your destination airport inside of a very large and bright city at night will not be easy. All of the ground lights clustered around the airport boundary makes the airport blend in with the other landmarks. Please be sure to identify the airport location with the fixed rotating airport beacon and the different colored runway and taxi lights before you begin your descent to land. You will not be able to see and avoid any clouds, rain, or overcast layers of weather at night as well as any flying birds, bats, or other flying creatures without any navigation lighting in use at that time. Some takeoffs and landings can be difficult and dangerous in rural areas or near large bodies of water, (like KSET) due to the black hole effect of no visible horizon or lights for orientation. Last to consider will be any very late time arrivals to smaller airports because of no attendants on duty or services available due to after hour closures. Night flights can still be fun and exciting if you make the appropriate plans and take some sensible safety precautions.

First of all, make certain to stay current with night operations currency requirements of three takeoffs and landings to a full stop within the previous ninety days per FAR 61:57. Practice, with an instructor if possible, what is called "blackout training at night during flight" using only a flashlight to simulate an electrical power failure including landings. Have with you at all times at least two sources of lighting in the cockpit that you can access in flight with spare batteries and bulbs. You need to organize the cockpit with all the charts and items that you will need before takeoff to enhance safety of flight.

Consult the AFD or Airport Facility Directory for hours of operation and closures of services during late night arrivals at your destination airport. Know how to activate the pilot controlled airport lighting system - this information is included in the Airport Facility Directory as well. Make sure and visually check that all of your aircraft navigation and position lights are operating before takeoff at night. These lights on your aircraft must operate and are a go-no go item per FAR regulations. After all night takeoffs, ensure that your aircraft is in a positive rate of climb using your flight instruments and also be aware of the minimum enroute safe flight altitudes over any mountains or wilderness areas without any ground lighting.

On arrival at your destination airport, use all lighting, VASI indicators, and your landing and taxi lights to aid you in your landings. Also, be sure to use your landing and taxi lights to avoid any unknown ground obstructions during your taxi operations at unfamiliar airports.

Please plan ahead and take the necessary safety precautions during your preflight to ensure a safe and enjoyable night flight adventure.

# Learning as we Go

## **“Only at Oshkosh”**

mr. bill

***“It is not about airplanes, it is about people.” PHP***

This story starts back in August 1976 when I started my aviation studies at the University of Illinois-Urbana, Champaign, Illinois. At a freshman picnic for the newbies of the male dormitory I met a fine fellow, Joe, who I learned had obtained his Private Pilot Certificate in high school like myself. We became instant “buds.” During one of his parent’s visits I met his father, Obbie, who flew Boeing B-29s in WWII, the Big One! Those were always great times with Obbie listening to the stories of “the good ole days!” After the first semester Joe and I became roommates and “special bonded” friends for a lifetime.

Special times during college were when Obbie would call and tell us that one of his crew members were passing through Mount Vernon, IL and we would be treated to a couple of “good ole boys” reminiscing about how it was “to spend the morning trying to get the cranky new engines of the B-29 to finally get running right.” Or how they were “in the soup” and having someone see a “star” which meant the navigator who have to whip out the celestial sextant to determine

which star it was to update the position of the airplane. It was incredible to hear the navigator tell Captain Obbie “hey sir, 3 degrees left so we can make it to Hawaii, sir!” Wow. Joe and I often wondered if we were born too early or too late in this world.

During the summer of 1980 a call came from my college roommate back home in Mount Vernon, IL stating that we must head to Oshkosh, Wisconsin to check out the “World’s greatest aircraft gathering!” So as I wrote previously, Joe jumped in his Toyota Celica and drove to Chicago for an overnight stay at my parent’s home. The next day we were off to Oshkosh. We laugh now but some of the old heros were there selling and autographing their books. Unfortunately, poor college kids could not afford \$20.00 for books back then.

Jump forward to 1982 while Joe attends Law school in Chicago and I return home to find that along with Law School, Mr. Joe has discovered the world of sailplanes after an article in A.O.P.A. magazine. In fact the actual glider in the article was at Hinckley Soaring just 85 miles west of Chicago, IL. Well, we definitely had to check



that place out and we picked up our GLIDER ADD ON Ratings (soloing on the first visit to the field and staying aloft for 1:37 minutes) which was really a neat way to fly.

We also set our personal best in sailplanes when Joe takes a big lawyer job with a firm in Phoenix, Arizona in 1983. We took off one day in an old two seater and 4:50 minutes later we landed. A story for another day.

In January 2016 I bunched up several Sport Aviation magazines that had the B-29 articles and sent them to Joe's Phoenix home. Visiting Joe at this time was Joe's 11 year older brother, (Obbie) Ted. Finding the magazines in the house got Ted thinking that they MUST attend Oshkosh. Ted found an ad for housing in one of the magazines and called the phone number to reserved a room for the 2016 event. It was set. The brothers would make the trip to Oshkosh.

Thirty six years is a LONG time from the 1980 event

and a lot has changed. BUT “only at Oshkosh” would be (Obbie) Ted walking up to the Chase C-123 Provider on display at the Warbirds and be drawn back to the time when he flew that airplane in Vietnam.



Chase C-123 Provider



**Smiling Chapter 32 faces at Oshkosh 2016.**

(Photographer unknown)



*Photo from OSH 2015 (photographer unknown).*

# Young Eagles Saturday, August 13

by Rick May

After a long period of waiting on Mother Nature starting about 8 AM, the cloud base at KSET finally rose to over 1,200 feet. About 10:15 AM our patient pilots said "Ok lets give it a try". My extreme thanks to Jeff Stephenson and Joe Sargent for doing that. Even though we started

I hope you had a good time. Also Arthur Kellum, the most recent partner in Jeff Stephenson's 172 made his first Young Eagle flight.

Totally for the day we flew 28 kids and had total flights by our pilots of about 20. Laura had 12 scouts for the Boy Scout Merit Badge class, and everyone in attendance got our first look at the Spirits of Aviation Flying Club, completed RV12 taxiing up the tarmac to be on static display. Thanks to Ron Nicholson and Joe Sargent for bringing it out of the hanger (its own) and letting everybody see their beautiful workmanship, and it is. Ron & Joe tell me they believe it is ready for final DAR inspection (hopefully in the next week), also waiting for the final paperwork back from the FAA and N32YE should be in the air in the next 2 weeks. All the club members deserve a big WELL DONE for their exceptional work, it is apparent. CONGRATULATIONS.

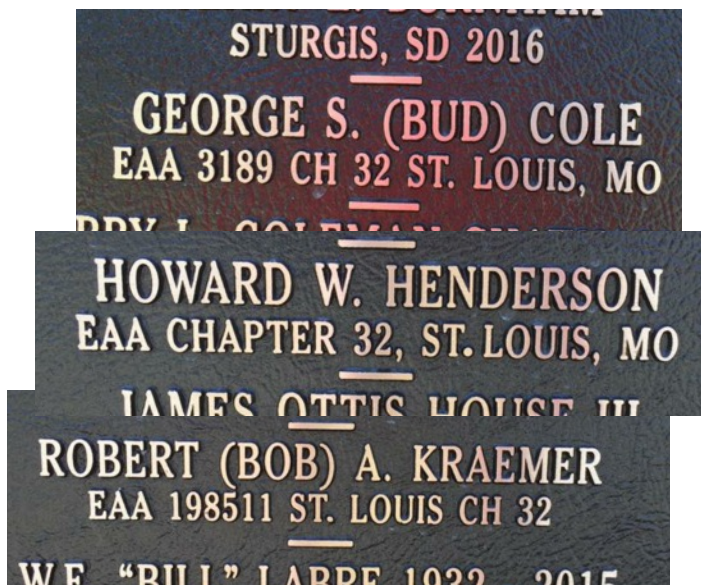
Finally a thank you to everyone that came out this Saturday, stuck around patiently and still made the August Young Eagles event a wonderful day out of what could have been a cancellation for our guests (we had a good time too). Thanks

seeing some flight activity around 9:45 we were still questioning things. By about 10:30 we were continuing to move up and an additional thanks goes out to Don Jonas and later Ron Burnett for still making their way from their home fields to St. Charles. We also had a familiar name to most of us find his way up from Creve Coeur field to KSET. A big thanks to Jim Hann and his Piper for flying his first Young Eagle this past Saturday. Jim went on to make an additional 4 flight for a first days pilot of 5. Thanks Jim glad to have you join us and



Even some of our old buzzards got a ride! (Selfie by Ron Burnett)



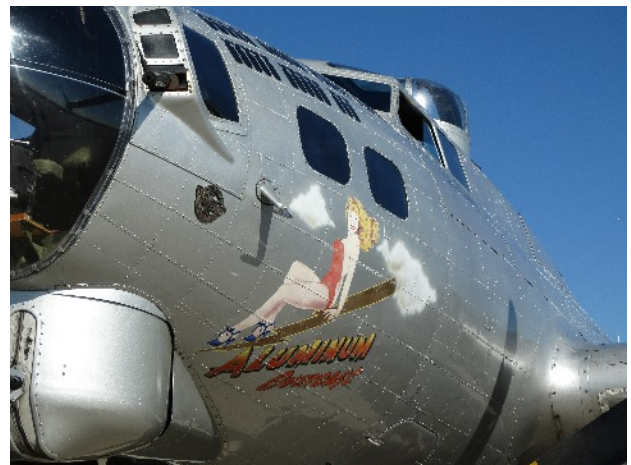


We were able to honor three of our friends and fellow chapter members by including them on the Memorial Wall. Blue skies, guys!

*(Photographer unknown)*



“Pilot to gunner...bandits at six o’clock!”  
 “Gunner to pilot...what time is it now?”  
 “1430, why?”





Check out our fantastic Web Pages at  
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 Laura Million, Web Designer  
 While you're there, take time to join the  
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 Chapter happenings!

TO:

EAA CHAPTER 32 NEWS  
 Jim Bower, Editor  
 10350 Toelle Ln.  
 Bellefontaine Neighbors, MO 63137



Officers and Committees

<u>President</u>		
<b>Dave Doherty</b>	<b>636-240-5982</b>	<b>president@eaa32.org</b>
<u>Vice President</u>		
<b>Bill Doherty</b>	<b>314-378-1229</b>	<b>vicepresident@eaa32.org</b>
<u>Secretary</u>		
<b>Dave Deweese</b>	<b>636-939-3974</b>	<b>secretary@eaa32.org</b>
<u>Treasurer</u>		
<b>Don Doherty</b>	<b>636-397-4713</b>	<b>treasurer@eaa32.org</b>
<u>Flight Advisors</u>		
<b>Bill Jagust</b>	<b>314-494-3987</b>	<b>vp2boy@gmail.com</b>
<u>Tech Counselors</u>		
<b>Gale Derosier</b>	<b>636-578-3856</b>	<b>kgderosier@gmail.com</b>
<b>Tim Finley</b>	<b>314-606-7501</b>	<b>tfinley@semkeconsulting.com</b>
<u>Communications</u>		
<b>Newsletter: Jim Bower</b>	<b>314-869-8971</b>	<b>newsletter@eaa32.org</b>
<b>Webpage: Laura Million</b>		<b>webmaster@eaa32.org</b>
<b>EAA Hotline:</b>		
<u>Safety</u>		
<b>Joe Miano</b>	<b>314-895-1754</b>	<b>lmiano24@sbcglobal.net</b>