
EAA Chapter 32 News

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

November, 2011

He had a tear in his eye last month, but now he's smiling. Find out why in this issue.



We're looking for you at the final 2011 meeting in the ARC on Saturday, November 19 at 10:00 am.

October Meeting Minutes

Dave Deweese

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

First we approved September's meeting minutes, then briefly reviewed last month's meeting: a field trip to Zenith Aircraft in Mexico, Missouri.

Don gave the Treasurer's report, including checking and savings account balances. We are a little better off than a year ago, and much better off compared to two years' past. We've got no outstanding bills, and even have some emergency funds just in case.

Visitors included Howard Henderson, a founding member of our chapter, builder of a T-18, Skycoupe, Pietenpol, and others.

Mike Newman is a new member, and is a mechanic over at St. Charles Flying Service. He flies a 172.

Don Glennie also attended. He's built a Minimax, as documented on our chapter website, and has a Cavalier in his garage.

Jeff Stephenson, who recently received his Sport Pilot rating, has received a scholarship from AOPA, so he'll be moving on in his education.

Chapter 32 Young Eagles events are over for 2011. We flew almost 300 this year.

Chapter 64 recently hosted the Ford Trimotor. We've got applications in for the Trimotor and B-17 in 2012.

The water project is still on hold since the DNR stepped in. Tracy is working with them, though there are no current status updates.

Funding was approved for new hangars at KSET. Bob Kraemer has seen the surveyors at work, and our best guess is that the concrete pad should be in this year.

New business includes plans for our upcoming holiday party. We'll be in the same place we were last year and the cost will be \$25 per person for members, \$30 for non-members. The All Occasion Banquet Center has a cash bar, so plan on buying beverages there versus bringing. Our tentative speaker is Rich Ceglinski who will give a presentation on the Berlin Airlift and the start of the Cold War. *(See updates on the event elsewhere in this issue - ed.)*

We held our chapter election this month. With no other nominees stepping up our current roster of officers remains in place, following a unanimous vote:

President - Dave Doherty

Vice President - Bill Doherty

Treasurer - Don Doherty

Secretary - Dave Deweese

The last movie of the month for 2011 takes place 10/29: Speed and Angels, all about training for F-14 pilots. Also on the 29th is the St. Charles Flying Service Halloween Pumpkin Drop.

Dave Doherty now has over 100 landings in his Taylorcraft, and had purchased an interior.

A new addition to the ARC this month was a Sonerai IIL, donated by Bill Nelson. He's given it to the chapter on the condition that it not be used as a flying aircraft, though we've already got plans to use it as a learning tool for Young Eagles, so that won't be a problem. Bill, who also donated the pedal-powered Tomcat and was active in our chapter in the 80's and 90's, spoke regarding the history of his plane. One of his sons was in college and became so enamored of aviation that Bill was afraid he'd be tempted to drop out. To defuse the situation he bought a 172. When he finally sold the plane he felt naked without one and decided to construct a Sonerai. The build took four and a half years, and was complete in October of 1985. Bill went on to describe several approaches he took to adding brakes, and the carb heat box that won an achievement for innovation award at Oshkosh.

Motion was made, and seconded, to adjourn.



Possible Field Trip

Don Doherty is working on a field trip visit to the St. Louis air traffic control center located in Missouri research park. We can discuss this at the November meeting. I am shooting for a Saturday date in December and need to know how many would want to attend. I will have a sign up sheet at that time. It should be an informative visit particularly for those who use their services. U.S. citizenship is required.

2011 Holiday Party Update

Date: Saturday, December 3, 2011

6:00pm Social Hour

7:00pm Dinner

Price: \$25 per person chapter members & family.
\$30 nonmember (PLEASE PAY AT THE
NOVEMBER MEETING)

Location: (Same location as last year)

All Occasion Banquet Center

111 Compass Point Drive

St. Charles, MO 63301

As of this writing (11/8/11), the original guest speaker (Rich Ceglinski) had to back out of the speaking engagement due to health issues.

Our new speaker for the evening will be Jim Tecu. Jim is not only my flight instructor, he is also an author. He recently finished a novel about the Wright brothers titled, "Voices of the Wright Brothers". He does speaking engagements to promote the book, which should be of interest to everyone. Here's a link to a website for the book and Jim Tecu.

<http://voicesofthewrightbrothers.com/index.php>

Jim and his wife Nancy are both invited as our guests to dinner. Since he's a self publishing author, there will be a table set up for him at the dinner so hopefully people will buy some copies of the novel.

Menu:

- Sirloin of Beef Burgundy (Roast Beef)
- Breast of Turkey
- New Potatoes in Parsley Butter
- Whipped Potatoes with Gravy
- Tossed Garden Salad – 2 Dressings (Buttermilk Ranch & Golden Italian)
- Pasta Salad
- Green Beans Almondine
- Dinner Rolls, Bread, Butter, Coffee & Iced Tea included.

Cash bar for all drinks.

**BECAUSE ALL OCCASION HAS A
LIQUOR LICENSE, NO
ALCOHOL MAY BE BROUGHT
IN BY CHAPTER MEMBERS.**

Project for Sale

Zenair Zodiac CH601 HDS. The S stands for tapered speed wing. It's a 2 place side-by-side, all metal, low wing tail dragger kit fabricated in Mexico, Mo. It uses approximately 8500 aircraft quality 1/8 and 3/16 pop rivets for construction. All welding and bending has been done at the factory. Kit includes all parts except engine, instruments, engine cowling and upholstery. Construction is approximately 50% complete. Feel free to contact me if you have any questions or want to see the aircraft.

Ralph Morris

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To my friends at Chapter 32, and those who like aviation:

The last two years as a chapter officer have been fun and rewarding. I think we've managed to do some fun and interesting things. At our next meeting, I'd like to get our members' input about what kind of programs we should prepare for the next calendar year. After all, it's your chapter, and we all want to make it fun, educational, and entertaining, all at the same time. Many thanks to everyone for helping make our chapter one of the best in the area.

During our last meeting in October, we announced that we applied to get a tour stop from the EAA B-17 and Ford Tri-motor for next year. Keep your fingers crossed. I'd like to see both of them here, but understand that there are a lot of chapters hoping for either one of those activities. Our chapter fly-out to see the Zenith Aircraft factory in September was hampered by rainy weather. That was our first one in a long, long time. We will be having more in the future. We discussed starting up a program to give adults interested in flying a ride. I'd like to take this a step further than discussion and get it started. It will take effort on the membership's part to volunteer time and effort to make these things a success, and I have confidence our members will participate. They always seem to come through.

Our movie at the ARC last month was a movie titled 'Speed and Angels'. It chronicled the paths of a man and woman as they progressed through Navy flight school to fly F-14 Tomcats and beyond, with assignments on the Persian Gulf protecting our freedom. There was interesting insight about what people go through as they are being trained. Of course, the flying scenes were fantastic. If you missed out on this movie, you missed a good opportunity. Next year, we'll be resuming the monthly movie once the weather warms back up.

For our November meeting, we will be having a guest speaker immediately following the business portion of the meeting. We'll have a short break for lunch, and then have a guest speaker. Mr. Alan Kirby has a presentation based on his research on a B-24 crew from WWII. This is an interesting subject for me, as my Uncle Jim flew 56 missions in B-24s during the war. You won't want to miss this. Please come to our meeting on Nov 19 at 10:00 AM at our facility at Smartt Field in St. Charles county.

President's Corner

by Dave Doherty

December's Holiday party is scheduled for the evening of Saturday, December 3 at the All Occasion Banquet Center. As per custom, there will be a gift exchange (bring a gift, get a gift). See elsewhere in this newsletter issue for more details. And check your mailboxes for an invitation. We'll be taking reservations starting with the November meeting. EAA Chapter 32 is proud to have a guest speaker bringing us back to the roots of aviation. Mr. Jim Tecu has authored a book about the Wright Brothers, and will have a presentation about them. His book will also be available for sale at the event. Jim is also a flight instructor, and is based at St. Charles Flying Service. For more information about the man and his book, go to this website:

<http://voicesofthewrightbrothers.com/index.php>

Thanks for participating in our chapter. Let's make it all it can be.

Dave Doherty

Event coming up

Wicks Aircraft Supply will hold its first annual Red Tag Pre-Inventory Sale November 18th – 19th from 9:00 a.m. to 5:00 p.m.

Discounts will be available on the entire warehouse inventory. Those who pay with cash will receive an additional 2 percent savings. There will be special bargain bins for selected building materials, vendors will be on hand to demonstrate their products with sale pricing, and EAA Chapter 64 will be providing lunch for donations.

Those who want to fly in can land at St. Louis Metro-East (3K6), in St. Jacob, IL, where shuttle vans will be available for the 10-minute drive to the factory. Door prizes will be awarded each day and there will be bulk discounts on 4130 steel tubing. In addition, everyone who makes a purchase, will automatically be entered in the daily grand raffle. A new Dynon DX-15 handheld transceiver will be given away each day. There will be an area where pilots can assemble and engage in "hangar talk".

Wicks Aircraft Supply is located at 410 Pine Street in Highland Illinois.

For more information visit www.WicksAircraft.com or call 800.221.9425

Wingless No More!

When Mr. Bill isn't busy helping his fellow chapter members with building/flying issues or teaching youngsters about aviation, he earns beer money flying folks around the country in a big silver bird. He also has two very active teenagers living in his house who need transportation to this and that extra-curricular activity. All of this leaves precious little time for work on his own homebuilding projects.

Over the years you have all seen "WWW", aka Willie's Wooden Wingless Wonder as it has made its way back and forth across the airport and starred in various roles. Well, our hero has built a huge hangar at the Troy airpark and he finally moved enough stuff out of the way to assemble his wings to the FORMERLY wingless fuselage. Now, he is within spitting distance of having a flyable Volksplane II. His next move is to finish a few more details on the little guy and get his airworthiness certificate. We should all look forward to news of a first flight. Feast your eyes on a few pictures of the NEW and IMPROVED "WWW" (Willie's Wooden **WINGED** Wonder).



Learning As We Go

“One classy veteran, a true southern gentleman, Captain Obbie O. Atkinson”

by mr. bill

I do not remember my first meeting of “the man” but the remaining times I spent with him since that moment truly touched my life.

I was raised on the south side of Chicago with bad, bad Leroy Brown and was probably a rough and tough kid... all elements needed to survive on the south side of Chicago. I had my flying which kept me in and around a special group of people. Not sure how many kids get their pilot’s certificate in high school. As I headed off to the University of Illinois-Urbana, Champaign I was paired up in the college dorm with a fine lad from the southern part of the state, a

man named Joe Atkinson from a place called Mount Vernon, IL. Mr. Joe also had obtained his Private Pilot Certificate in high school and was studying pre-law at the University. My dad was an electrician for the major power company in Chicago so the fact that I took flying lessons was really

new to my family. (Remember that I had the corner funeral home owner/director as my flying mentor.) Mr. Joe’s dad owned and ran a used car dealership in Mount Vernon, IL. In a previous life, Captain Obbie Orville Atkinson was a Boeing B-29 Bomber pilot in World War II at the age of 20! Mr. Obbie obtained his pilot’s license at the age of 17 too! He received his Private Certificate from one of my (then) current college professors. What a small world. During the college years I was more into the current flying aircraft and really did not know the military stuff or any war heroes.

Mr. Obbie was a true southern gentleman. Soft spoken, slow moving and a quick thinking man with the Midas touch. He had a special way that was just God-like. He wanted the best for his family and he wanted the best for you, his new friend. He was like the grandpa we all want-

ed. He truly listened first and spoke last. You always learned something from him.

Obbie purchased a 1957 Piper Tri-Pacer for his business so he could fly to and from car auctions on the south side of Chicago, IL. One day I joined them on the flight up to Chicago and just for grins I started to administer my biennial flight review to Obbie who was seated in the left seat. Son Joe was in the back seat on the flight to Chicago Midway Airport. I placed my jacket on top of the instrument panel to simulate flying in the clouds. Then I took out my instrument covers (remember the old style soap bar holders? It is a round disc with the 24 suction

cups on both sides to hold your bath soap bar to the tub) and placed one over the artificial horizon instrument. No change to the flight. I covered up the altimeter. Again, no changes I covered up the heading indicator. Still, no changes. Joe from the back seat said “Hey Dad, I am really impressed!” “Son, I was not looking at those instruments anyway,” were the words from

this amazing man and pilot. Needle/Ball/ and airspeed.

Yea, he was watching the airspeed for changes, the turn and bank needle for banking and the “whiskey” compass for his heading. Now that was old school!

Another visit to Mount Vernon, IL the three amigos were now in a fishing boat on Rend Lake. As unluck would have it the game ranger was heading toward us this “fine” day to surely ask us for our fishing licenses. Being from the south side, I was amazed that you needed a license to do this. Well, Obbie just softly stated, “You boys got your fishing licenses right?” Oh crap! I am going to jail for trying to find dinner southern style. Of course Obbie knew everyone in town and when it came time to produce those licenses to the ranger, Obbie had to say, “Sir,



I am a law abiding citizen and here is my license. Sir, I am not sure about these two men I am fishing with?" Great... he is throwing us under the boat! The ranger asked, "You boys have your fishing licenses right?" Again as only a grandpa would do, "Oh Ranger wait, I have their licenses here." After inspecting the cards the ranger said goodbye to his friend Obbie and he motor boated away. Obbie then stated, "He would have to be more careful with the people he was fishing!" The address on my fishing license was totally bogus but we were not cited.

Another adventure several years later with Obbie and Joe occurred while living at my mentors' airpark home in Chicago. The Atkinson Tri-Pacer had now been upgraded to an older Mooney but was given a new version paint scheme. We flew formation and took some inflight pictures of the new paint job the Mooney wore upon their arrival to the Chicago area airpark home. The next day we took a Lake Michigan fishing boat trip and caught us some Coho. Later that evening in my mentors' hangar on the airpark, were two young lads, enjoying adult beverages, eating freshly caught and grilled Coho, and just living life to the fullest.

Obbie and his lovely wife Doris retired out in Paso Robles, California and continued to live a great and giving life. They helped establish the Estrella Wing of the Commemorative Air Force in Paso Robles. Obbie slipped into his favorite bird, an Aeronca L-3 to do the Light Sport Aircraft thing so he could continue to fly. Obbie later sold the L-3 to another man in the local Commemorative Air Force (CAF) Wing that Obbie established. He always flew lead for all the missing man formation for the veterans in the area.

The last time being around Obbie was at his son Joe's fiftieth birthday party. Walking the 50 year old guy into the restaurant while talking about airplanes we could hear Obbie playing happy birthday on his harmonica. Joe asked me who was playing that song. I said the elderly gentleman in the corner. Yes it was Obbie, doing what Obbie did, making the day GREAT for someone else. This day it was to surprise their son at his 50th birthday luncheon. Obbie and Doris drove ten hours from California to make the day special for their son!

The best part was the big hotel room that evening where the family all gathered. Of course the conversation drift-

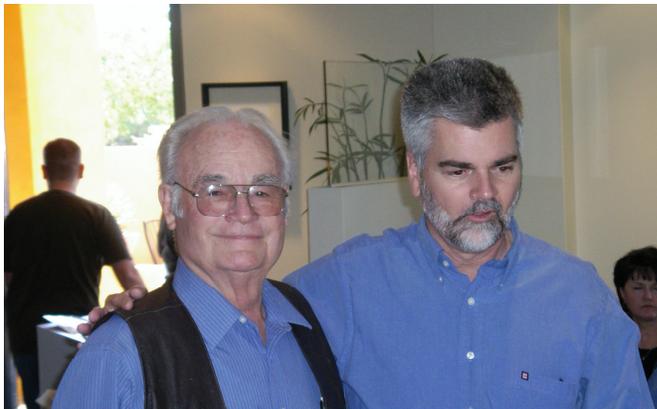
ed back to the old days of flying. Man, do we have it good today. Flying today is kick the tires and light the fires. Back then it was out to the plane at 0400 to hopefully have the plane ready for the mission departing at 0800! That Boeing B-29 was the latest and greatest bomber but it had some issues.

Obbie had a Model A Ford that was always in the local parades and festivals down in southern Illinois. What a class act. What a great man. What a great person.

Obbie left this world February 04, 2011 while flying the Aeronca L-3. The engine quit and the little L-3 just did not clear the trees to an open area where an emergency landing would have been made. The L-3 slid down the trees and everyone survived the stoppage. Unfortunately, the L-3 did not have shoulder harnesses and the impact messed with Obbie's insides. At 86 he had lived a GREAT life. In fact he lived many great lives and he did well in all of them. It has been stated that 1,000 of these veterans are passing away each day.

Thank you gentlemen and ladies for all that you have done. Thank you for giving of yourselves. Thank you for the freedoms we have today. Thank you Obbie Orville Atkinson for showing me what a true American hero is!

You are missed Obbie 1.





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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