



EAA Chapter 32 News

Jim Bower, Editor



November, 2009

Don't forget the meeting on Saturday, November 21 at 10:00 am!

Santa Comes Early to the ARC



Santa came to the EAA ARC last meeting in the form of Joseph Laure (the executor of Buzzie's Estate). He brought the models from Ernie's skunk works. Among the gems were a few items that could be used for the EAA Christmas Dinner grab bag table. Please know that EVERYTHING is settled with the estate. Also know that neither Chapter 32, its leadership, nor any of its members were ever in trouble with any action taken. In fact, the family is very pleased with the people who helped move his stuff in a timely fashion so nothing was damaged. By the looks on the "kids" faces when the stuff was brought in I think Santa did well!

Also the guy who only **looks** like Santa, Captain Jolly Roger had his flying machine out of the A.R.C. Santa was good to Roger also!

October Meeting Minutes

by Dave Deweese, Chapter Secretary

The October meeting began with the pledge, Karsten Kessler presiding.

We started off with votes for chapter officers: President, Vice President, Treasurer, Secretary, Dave Doherty, Bill Doherty, Don Doherty, and Dave Deweese respectively. As these are the only candidates, Karsten asked the membership to approve the entire slate. We voted unanimously to approve.

Our Christmas party will take place December fifth at six p.m. It will be catered by the new restaurant, "The Fly Girls Diner". Menu will include roast beef and chicken with sides and dessert. Drinks will be 'BYOB,' as in the past. We don't yet have a price, but we'll know ticket prices by newsletter time. (**SEE THE NOTICE ELSEWHERE IN THIS ISSUE - ED.**) Gale has lined up Bob Cramer's friend Libby, president of the 99's who can speak to us on women in aviation. We're looking for volunteers to decorate on the morning of the fifth. We will also do door prizes as in prior years.

Food Coupons: Ron has Dierbergs and Shop n Save available.

We recognized visitors. These included Jim Bower's dad, wife, and dog. Jerry and Darlene from Rick May's church, who made it to Oshkosh this year, also attended the meeting

Dave McGougan announced Steve Mott that is helping with membership. Steve has found a woman who can make membership badges at \$5 apiece. New badges are black on white. We considered a few questions. Should we tack this onto the membership fee or take out of funds? We also considered retrofitting existing members. We voted to make the expense part of membership expense. We can also discuss updating existing badges.

Dave Domeier is out this month but will go over treasurer information in November, particularly the audit. Gale mentioned that Dave's waiting to do the audit as close as possible to turnover time.

Ron Burnett spoke about his project. He joined about ten years ago in hopes of building a plane and decided upon a Van's design, the RV-6A, quick-build. He notes that chapter members have provided much help and education, including classes on fiberglass and electrics. Bob Nuckles' electrical classes have also been helpful in wiring the project. He started with Control Vision's X-bus originally, but ultimately decided upon a new system for the converted Subaru. Ron described designing the panel with a planner program but does not recommend it, he ended up building a mock-up. His airline mentality suggested putting the radio stack in the center but he's discovered that setting it off to the side several inches gives more space for the EFIS. Ron found that it can be hard to tell at the beginning how all the instruments will lay out. Most are working now and he's turned his attention to the autopilot. He hopes to taxi by the end of the year.

Dave McGougan moved, Jim Hann seconded, to close the meeting.

Following the meeting Karsten gave a demonstration of the english wheel.

**Nice
centerpiece
for the
meeting**



President's Corner

Dear Friends,

Thank you for having me as your president the last 4 years.

This time has not been without its challenges: Threats of lawsuits, new taxes and IRS penalties.

The more positive experimental aviation aspects were 3 years of presence at the Midwest Aviation Conference and Trade Show and the St. Louis County fair and air show. With the change of format on the former and the outright cancellation of the latter we will need new ways to inform the public about experimental aviation.

The B17 and the Ford Trimotor from Oshkosh brought us together as a chapter for these very labor intensive events.

The ARC has seen improvements as a building and as far as available tools go.

A big "THANK YOU" to all the volunteers who made these events happen.

Together we are immensely strong.

I am welcoming the enthusiasm of the new chapter officers, Dave, Bill and Don and encourage you to support them.

Since they are also taking part of the liability the chapter faces I call on the entire membership to inform them of any business regarding the chapter.

History is full of unintended consequences. In 2008 and 2009 promises and actions made by non-officers cost the chapter over 3000 dollars and could have had legal implications several times.

If you recall we decided to defend our former treasurer against fictitious allegations in 2006 and it cost us several thousand dollars.

Our parent organization did not help us with this issue in any way.

We do not have the funds to continue this attitude of certain members and it is to the detriment of the chapter in general for the above mentioned reasons and foremost since this is a hobby and supposed to be fun.

In the spirit of love for our common interests I would like to invite you to our Christmas party which will take place as usual on the first Saturday of December, the 5th, at 6pm. BYOB and a gift if you want to take part in the exchange.

See you at the November meeting

Karsten

Annual 2009 Chapter 32 Christmas Party

When: Saturday, December 5, 2009

Where: At the EAA Chapter 32 Aviation Resource Center at St. Charles County Airport / Smartt Field (KSET)

Time:

6:00 – 7:00 Happy Hour

7:00 – 8:00 Dinner

8:00 – 8:30 Awards Presentation and short meeting

8:30 – 9:30 Program presentation (Guest Speaker: Libby Yunger, president of the St. Louis chapter of the 99s organization)

Dinner costs \$15.00 per person, (\$30.00 per couple)

More news will be presented at the November meeting.

Please make reservations in advance

Contact:

Dave Doherty (EAA32)

1142 Water View Lane

O'Fallon, Mo 63366

Be sure to bring one gift per person (2 gifts per couple).

Lift

by Bud Cole

LIFT can be produced in several ways. FLUID LIFT is the primary lift we use in lighter than air vehicles such as balloons, air-ships, dirigibles, and also boats and floats. We can produce AERODYNAMIC LIFT and HYDRODYNAMIC LIFT by moving properly shaped objects through fluids such as air or water, inducing lift. At supersonic speeds air acts much like water. Some consider extra lift provided by special devices as DEVISIVE LIFT and treat it separate from normal aerodynamic lift; flips and flaps, slots and slats, Mexican wings, spoilers, blowing and sucking, etc.

TRANSITION LIFT produces lift by transferring a mass of air from above the vehicle to below it as in a helicopter or propeller thrust speeding up the air passing an airplane and on some STOL craft adding to the slow speed lift by using highly curved wing and flap combinations or even tilt rotors or tilt engines to transfer energy from forward thrust to angular downward thrust.

Finally we have direct THRUST LIFT such as we get from rockets which are used both to launch vehicles vertically into space and to assist some planes horizontally for shorter take-off. Rockets work on much the same principle as sitting in a boat with a load of bricks to throw out in back, your action-reaction effect moves the boat forward as your car moves forward by pushing or thrusting against the tires which are in stationary contact with the ground.

Most of our lifting vehicles use more than one form of lift; some balloons add a small fan or engine and prop to give a small measure of direction. Airships and dirigibles are normally flown cross country in a slightly heavier than air condition. Some gliders have retracting motors so they can eliminate tow-planes. Almost all

ordinary airplanes use propellers to move themselves forward and most now use high lift devices to utilize smaller airfields and to provide lower landing and take-off speeds. Futuristic STOL aircraft utilize anything and everything available both to get on and off the ground and to maintain good control at the slowest practical speeds. Both helicopters and autogyros depend on rotors which are essentially rotary wings but work on different principles.

If you ride in a modern cattle-car airliner and sit behind the wing you will be amazed at how the back of that wing opens up to get it onto the ground at a survivable speed. You can't see far enough forward but I'm sure the pilot is mentally dragging his feet to get stopped. Most airliner take-offs are made with both leading edges dropped and 5 to 15 degrees of flap to reduce take-off distance plus helping early climb. Navy carrier planes use lots of flap to get off and STOL planes use everything they've got to get airborne quickly.

High speed aircraft often use relatively sharp, small leading edge radius airfoils, some even having the maximum thickness behind 50% chord. These can cause sharp and sometimes vicious stalls and these are controlled at slow speeds by drooped leading edges. A few jets like the McDonnell F-4H used leading edge ailerons to get fantastic roll rates for dodging missiles. This was originally proposed by the Israelis and M.A.C. engineers said "no, it would tear the wings off," but the Israelis soon came back with full paperwork and said that they would fund one. Mr. Mac soon got Air Force funding, it worked and saved many lives in Vietnam.

Spoilers are very useful devices for many uses. Long thin spoilers at the front spar help soaring gliders to stop flying for landing. In front of flaps there are drag brakes on planes from STOLs to airliners, dive brakes on fighters and acrobatic planes. They can be used for up ailerons and air brakes if used just in front of the ailerons and lose effectiveness as they disappear into the boundary layer at stall. If forward at the front spar they are effective at slow speeds. In the 1960s I suggested a hand shaped rotary spoiler to come up out of the wing to shorten landings. Later Mooney came up with a double hand shaped rotary which worked beautifully.

A rather unusual tailwheel configuration.



Learning As We Go

“90% Done and Holding!”

or

“It Will be Done Wednesday!”

mr. bill

Wow, what a fall! As Yogi would say, “It is Déjà vu all over again!” Last year the St. Louis, Missouri area was blessed with 20 inches of additional rain above the yearly average. For the month of October the city is already 11 inches over the average for the month!!! Due to the mucho saturation of the ground last year the top priority in 2009 was to build on higher ground, at a place that would never flood. That place is Troy Airpark. So with the “barn” builders happy to see me, my money, and ready to build a great post frame building (they had NO business New Years Day for this year, so they were happy to see me), a new water well was installed (by a company that basically did it for cost and without tax, the new way to stimulate the rural economy and keep the people working) and a 1,250 gallon septic system was installed (I know pilots are full of it but that is one big tank mister) at a rock bottom price! All that needs to be done is the finished grading of the topsoil and grass! Right, like that is going to happen anytime soon.

So with an insulated roof over their heads the River City Electric boys wired up the electric outlets and set up lights in the hangar. The bare necessities of life are now at hand. Now the mission is to fill the non-flood plain hangar with everything in the soon to be flooded

hangar! All this moving and shaking has kept the Volksplane II in its 90% done holding pattern while waiting for all its newly painted parts to show up at the new place.

What a place it is! Captain Deputy Dave Domeier is seen here after his landing to the east taxiing past the Derosier Digs (Gale is just off the RV-7A's left wing tip standing on his pad waving to ddd) and the newly assembled hangar of mr. bill's in the foreground. It is great to watch Captain ddd taxi by and wave as he heads to his hangar/barn at the Airpark.

Well, the month of November will be used to fill the hangar with the goodies from Smartt Field. Then the winter/spring project will be to get the airframe finished on Wednesday! I am not sure which Wednesday, but it will be a Wednesday next year! Hopefully a trip to Oshkosh will also be one of the flight plans for 2010!



November, 2009

INFORMATION HOTLINE
314-286-9932
 CALL THIS NUMBER FOR INFORMATION ABOUT
 UPCOMING EVENTS



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!

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