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# EAA Chapter 32 News

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

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**February, 2015**

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## Tom Baker has Flown West



**We'll see YOU at the EAA Chapter 32 meeting.  
Be at the ARC at 10:00 am on February 21, 2015.**

# January Meeting Minutes

Dave Deweese



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

Our holiday meeting went well.

Don Doherty gave the Treasurer's report, including checking and savings account balances, soon to be incremented by dues, and then decremented by the water line.

Visitors included Mark Trokey,

who is working on an Airdrome Aeroplanes Fokker D-VIII. He's having issues with his VW powerplant and is interested in talking with chapter members familiar with such engines. Michelle Fobbs, friend of Jeff Stephenson, was also present.

The ground's torn up outside due to airport construction, in particular our new well. There's a tall pipe in place to take care of the 500 year level. Our old well is disconnected. The water processing plant's not yet connected in the main building, pending a report from DNR. Everything should be complete by February including grading. We're also getting a new concrete slab poured due to some cracks that appeared.

Dave witnessed some of the process, including digging one well to feed the water drill that dug the main well. A dedicated technician was on site to make sure the tool remained defrosted.

To pay for our part of the water project we're going to sell some airplane projects, including the RV-12. Subkit one of five is in the ARC.

Other airplane projects include the FlyBaby and Sonerai.

Jeff Stephenson's working on new member packets and is updating the roster. It will exist in the cloud; four or five people will have access to make updates. If you are a new member and have not received a member packet please contact Jeff Stephenson.

We now have a new lifetime membership for \$475. Jackets for existing lifetime members are on order and will arrive shortly.

Ron Burnett left food coupons with Bill Doherty to take care of this month.

Rick May spoke about Young Eagles. 2014 numbers are in the last newsletter. Back in November someone flew the

1,900,000th Young Eagle, so 2015 will likely see number 2,000,000. Rick handed out a document describing this year's program including event dates and volunteer jobs. If you are interested let Rick know as he maintains an email list to keep you up to date. Rick handed out participation awards to those not present at the Christmas party. He mentioned that we need a Food and Beverage director for the chapter, a position that will apply to YE as well. We made a motion to create the position, seconded, voted in favor. We noted that this will also involve tracking food expenses and will discuss further at the upcoming board meeting.

## New Business

Dues are due now. Fill out the new form if you haven't yet.

MACTS is not in January as in years past. It will likely take place this spring.

Besides the fresh water Dave would like to accomplish some other building projects: lighting the EAA sign, driveway seam sealing, south side trim needs paint, paint "EAA32" on the roof for passing planes, paint metal work inside the ARC blue, sell the RV-12 and BD-4 project. The BD-4 needs to be photographed. Ron Wright suggested getting a quote on sealing from the crew that's on site for the well.

Saturday January 31 at noon will be our next board meeting.

Jeff Stephenson's moving our roster to an electronic format, just like the newsletter. It'll go from the existing Access database to a Google Doc. This way we'll be able to get things current, and we'll save us in expenses. Contact Jeff or Dave Doherty if you'd like a physical, paper copy mailed to you via U.S. Mail.

## Upcoming Events

Chapter 64 just turned 50 and will have an event tonight at Parks.

Don mentioned the we're continuing our Movie Nights and is open to suggestions for titles. Kelly's Heroes, To Hell and Back, Red Tails, 30 Seconds Over Tokyo. First Light about a pilot in the Battle of Britain.

Jeff S. proposed out another fly-out meeting/event.

Motion made and seconded to close meeting, we'll reconvene for the presentation: George Andre, former SR-71 pilot and current Reno air racer.

# January Executive Committee Meeting Minutes

Dave Deweese

## ATTENDEES:

Dave Deweese	Dave Doherty	Don Doherty
Bill Doherty	Bob Kraemer	Jeff Stephenson
Rick May	Jim Bower	Gale Derosier
Laura Million		

January 31 meeting began at 12:25pm

Don gave a treasurer's report. Roughly 19k in savings, \$6,200.00 in checking. The cost for the well will be in the area of \$7,500.00; chapter renewal is around \$1,500.00. We'll be selling the RV and the BD-4 which will offset some of these costs. An estimate for YE cost/profit is in process. This highlights the need for a "food czar." Don noted the complication of applying costs: food bought for YE may be consumed at Movie Night, for example. Dave suggested a general food cost center. Don would like to see where expenses go by event, so a general food cost center does not resolve that issue. A Food Czar would need to separate out expenses by event: YE event by date, Movie Night, Pumpkin Drop. That way we'll know the profit/loss per event. We discussed controlling a food inventory and assigning food duties to the Vice President (Bob K suggested this, Bill counter-suggested a Stearman ride when the weather gets warm.)

By-Laws: no suggestions for changes.

Scholarships: We did two for Air Academy last year, Dave would like to do at least one this year. (We flew 158 kids in 2014, \$790 total. One level is \$800 which we can handle.)

Eagles Program: Jeff notes nothing new at the EAA32 level. Rick notes that it's a mentoring program, more so than Young Eagles, so pilot participation requires more commitment. Jeff and Rick have both seen a book at Oshkosh that frames out the program.

ARC Improvements: Fresh water: they found more iron in the water than they thought, resulting in further improvements to the purification plant. Dave's heard this is about a \$17,000.00 expense. Don notes that we may need to change out our water heater. For the time being we'll need to add water to the toilet to flush it.

Bob asked how recently we've revisited paving from the door to the taxiway: it's been around a year, and we'll likely not deal with it this year with the water improvements. We reviewed lawn and landscaping repairs the county will make following the well digging project. Dave mentioned sealing and possibly painting parking spaces on our lot. Don's finishing up the compressor; it needs to be hooked up to the big blue tank. He'd like to move the media blaster. Don has partially sectioned the VW engine and is looking for someone to section the head.

We've got an old, non-functioning compressor that we can dispose of or sell for scrap.

Sonerai: We've discussed cutting holes in order to add transparent sections that would display the inner workings. Dave suggests recovering the entire plane. Jeff suggests regularly scheduled "mechanical" dates to deal with the laundry list of projects.

Hangars: Excluding the BD-4 the spots are all full. Rent is 183.60 per month and chapter members pay 85 per month per spot.

Flood season is approaching. We've discussed writing evacuation procedures to move airplanes from the ARC, and moving equipment out of the ARC if the water gets that far. We set up a hierarchy of hangar and chapter members for moving into the ARC. Don and Dave are going to write up formal documents. It would be good to have access to real estate, a standby place to store planes and equipment in case of a major event. We could disburse tools and such to separate addresses as long as we track where everything goes.

Our chapter roster is now in a cloud document. Officers have access. If possible we'd like to provide access to this information on the EAA32 website. Laura says she can take care of this with a link. Jim notes that, outside of about a half dozen people, all the newsletters are now going out via email. Rick is interested in downloading an Excel version. Dave's interested in a per-user name and password setup for EAA32.org, Laura suggests discussing this with Art Zemon.

Membership dues are \$40 for 2015, along with a lifetime membership option. Jim and Jeff nominated George Stephenson as a lifetime member. [Lifetime members: Tom Baker, Ron Burnett, Bud Cole, Gale Derosier, Dave Doherty, Bob K, Vince Morris, Ron Wright] We should form a committee to honorary lifetime members (as an award) to the board at the end of the year. Rick suggests we decide amongst ourselves, Jeff further suggests that we come up with names and present them to the general membership. Bill asked if life members of the chapter need to be life members of national. What happens if the national membership lapses for a lifetime member? They should probably revert to honorary (non-voting) members.

Dave went to visit Tom Baker with his member jacket. Dave notes he's on hospice care.

We currently send mass emails through the list based on members of the Yahoo board. Art's suggesting migrating this to a Google-based solution.

**Continued on next page.**

# Executive Committee Meeting Minutes (Continued from previous page).

We're paying 150/month for the flight simulator. We use it quite a bit at YE and other events.

We need subject matter for meetings. January we had George Andre who spoke on his experiences with the SR-71. February will be a State Of The Chapter address. Jeff will address Eagles' program at one. We don't need speakers at all, we could arrange some demonstrations. Dave brought up a fly-in/out for one month. Gale suggested "Riley's Roost" north of Mexico as a destination. Bob suggested Tight Squeeze, owned by a former TWA pilot who has his own little museum of books and models. He's flown his Stearman in. Jeff suggested Chris Higgins. Dave and Jeff both felt that St. Charles Flying Service might have some potential speakers. Bob says he could get Sue Mathias, who used to give the KMOX helicopter traffic reports. Bob's lawyer, Alan Hoffman, is working with another person to put together a history of Lambert, so he might be able to make an interesting presentation. Bill mentioned Jackie Jackson, a Harrier pilot.

Dave would like to be able to firm up a schedule and publish a calendar.

We're planning to do movie nights again this year. Dave would like to see the Jimmy Stewart version of ***Spirit of St. Louis***. Bob suggested ***First Flight***, about the youngest pilot in the Battle of Britain. Bill has one entitled ***Spitfire*** and another, ***Island in the Sky***.

Workshops: We could do a covering workshop on the Stits.

## Safety Tip of the Month: Ground Loops

By definition, a ground loop is the rotation of a fixed-wing aircraft in the horizontal plane while on the ground. It is predominantly associated with aircraft that have conventional landing gear (taildraggers) due to the center of gravity being located aft of the main gear. If horizontal rotation is all that happens, the ground loop may only affect the landing gear or cause a runway excursion. Unfortunately, aerodynamic forces can cause the advancing wing to rise, which may then cause the other wingtip to contact the surface. A ground loop that progresses to this stage may result in extensive airframe and engine damage and even personal injury.

While often caused by an unfavorable wind component or adverse runway conditions, ground loops may be caused entirely by pilot error.

To avoid a ground loop, the pilot must respond to any directional change immediately while sufficient control authority is available to counteract the unwanted movement. In order to respond quickly enough, taildragger pilots have to anticipate the need for corrective control input. This means keeping ground loop countermeasures in mind whenever the aircraft is moving.

Tricycle gear can also experience a loop but not as a rule. In severe wind conditions or aft loading with a rearward C.G., they can also be prone to this problem.

Bob Kraemer



# So Long, Tom...We're Going to Miss You

Tom Baker passed from this Earth on February 7<sup>th</sup>. Those of us who had the pleasure of knowing Tom will miss him very much.

## Tom's obituary

Loving husband of Joan Baker (nee Turnbough) for 58 yrs. Amazing father of James (Gail), Dennis (Michelle) Baker, Pam (Mike) Wynn, Paula (Mark) Mennemeier and Donna (Rick) Herbst. Proud grandpa of 23 grandchildren and 23 great-grandchildren. Dear brother of Donna Cole, David (Pam) Baker and the late John Baker and Alice Donahue. Dear Uncle, great-uncle, cousin and friend to many.

Tom was a painter and decorator for 60 yrs. and belonged to the Painters District Council 2. He was also a lifetime member of E.A.A.

The Stygar Mid Rivers Funeral & Crematory is caring for Tom's family.

A Memorial Gathering will be held at Harvester Christian Church, 2950 Kings Crossing (St. Charles) on Mon. Feb. 23 from 5:00 until 8:00 P.M. Memorial Service on Tues. Feb. 24 at 11:00 a.m. with friends and family gathering at 10:00 prior to service.

**Tom with his grandson Mike and mr. bill**



**Tom and son Jim at  
AirVenture 2012**



**Tom with his wife Joan, and their daughter and  
granddaughter**

# Learning as we Go

## NOW WHAT?-GO AROUND

mr. bill

Here is the cool link for the pilot's view of the CAT IIb Autoland that we chatted about last month:

<https://www.youtube.com/watch?v=TXJCHUmuUYw>

Though the surface visibility is better than 800 feet on the landing roll out of this Airbus 320 in this video, it does show how little time one has to interpret the view and make some quick decisions. Remember we are doing 140 knots or 267 feet per second and we are sinking 700 feet per minute and we break out of the clouds at 50 feet above the runway! Yeah baby! That is why we make the big bucks.

We big airplane drivers train for these Autoland approaches every nine months in the Federal Aviation Administration (FAA) approved simulators. So what happens at the 50 foot decision height above the runway, (actually it is called the Touchdown Zone Elevation (TDZE), and we still see the clouds? Well this maneuver is seldom practiced but in 43% of the landings it would have provided a safer outcome! It is the GO AROUND! It is actually very simple:

- Pitch up 13 degrees
- Set GO AROUND thrust or full throttle
- Flaps 15 degrees
- Positive climb rate-gear up

In the DC-9-80 Flight Manual it states that the aircraft may contact the runway during this maneuver. But as soon as you push the G/A buttons at the base of the throttles as you advance them to Go Around thrust, the spoilers retract, the Flight Directors go to 13 degrees up, and we are outta there!

There are countless videos on You Tube that show some zany landings. But ask yourself, "When would you have started a go around?"

When I give a (Biennial) Flight Review to my EXPERIMENTAL friends we always go out and do

air work first and then return to the airport for three full stop landings. The first landing I just watch to see how said pilot enters the pattern and at what altitude. After the first normal landing I will wait until we are in the landing flare for the second landing and announce, "Deer on the runway, Go Around!" Well the things I have seen could fill up several articles for a newsletter.

One fine fellow had had a complex homebuilt aircraft and as I requested a go around he first-

- Raised the landing gear lever.
- Secondly raised the Flap lever,
- Thirdly he slowly added full throttle!

Ouch. I quickly slapped the gear lever to down, then stopped the flaps that were half way up, and jammed the throttle full in for full power.

What did he miss? With the gear handle UP, the outside gear doors came down causing MORE drag on the plane. Also the wheels were not going to be there if we touched. With the flaps coming up we were losing lift. Adding power slowly was not overcoming the "sinking" feeling we were having at that moment.

You cannot fail a flight review and we instructors are just looking for the rusty areas of your flying.



**When would you start the go around in this situation?**

So on the next landing we tried an experiment of adding FULL throttle and not touching anything for the go around. The airplane flew like a Cessna 150 on a hot day in summer but it flew and climbed with

gear down and full flaps. Not all airplanes will do this. What will your airplane do?

We always like to practice landings but we seldom practice go-arounds. We all are about being professionals so next time you are out practicing try a go around on the second to the last landing just to keep your skills up.

Remember in initial training that we were taught to land in the first 1/3 of the runway. To help with this when I fly into an airfield I usually fly in on the upwind leg so I can see the whole airport environment, the whole runway, and hopefully I can pick out a spot 1/3 down the runway which will be my point to start the go around if the plane has not landed. Remember a great landing starts with a great approach!

The big boyz are not exempt for the zany stuff too! A Super 80 instructor was on his way home as he sat in the back of a Super-80 when the pilot in command tried landing on an 11,000 foot runway. When the plane touched down 2/3 of the way down the runway and entered the overrun area....Well?

The instructor captain asked the pilot flying, "What was he thinking?" needless to say, the captain retired after that flight.

The SSA-Soaring Society of America, in an effort to have zero accidents this year, has asked its members to take their first flight this upcoming season WITH a Certified Flight Instructor to assure that all pilots start the season in a safe way!

Q? Could a current instrument rated pilot shoot a CAT III approach if they wanted to?

A: If one is operating under CFR FAR Part 91 the approach can be tried. Remember a past LAWG article that had a military gentleman in his Mooney who tried the approach at Colorado Springs, CO. Nice try but the airplane hit the surface just right of the runway near the touchdown zone.

# REMINDER: Chapter 32 is Going (Mostly) Electronic

Except for a select few of you, I'm sure you have figured out by now that you are now getting this newsletter via your e-mail. This is to save the Chapter about \$800.00 per year in printing and postage costs.

To add to the trauma, this is the last time you will be getting the newsletter via our "hensteeth" service. This is part of Art Zemon's business and he would prefer to do things differently.

You should have received an invitation to join a Google Group. If you succeeded in joining that group, you need do nothing more. If you ignored the invitation or are having difficulty, you need to contact one of the following people:

Art Zemon - [art@zemon.name](mailto:art@zemon.name)

Jim Bower - [newsletter@eaa32.org](mailto:newsletter@eaa32.org)

If you have not done so yet, please send your completed sign-up form to the address provided below.

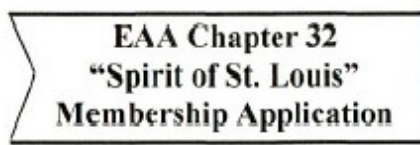
## Mail your completed application form to:

Don Doherty, Treasurer

1036 Pegasus Circle

St. Peters, MO 63376





Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Street: \_\_\_\_\_ Apt. #: \_\_\_\_\_ City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone (H): \_\_\_\_\_ (W): \_\_\_\_\_

E-mail: \_\_\_\_\_

**License, Ratings & Other (check all that apply)**

\_\_\_ Private \_\_\_ Student \_\_\_ Recreational \_\_\_ ATP \_\_\_ Sport Pilot \_\_\_ Commercial \_\_\_ CFI \_\_\_ CFII  
\_\_\_ Instrument \_\_\_ Multiengine \_\_\_ Land \_\_\_ Sea \_\_\_ A&P \_\_\_ IA \_\_\_ Repairman \_\_\_ Airship  
\_\_\_ Ultralight \_\_\_ Glider \_\_\_ Helicopter \_\_\_ Parasail \_\_\_ Powered Parachute \_\_\_ Lighter than Air (balloon)

**Newsletter will be sent via email unless otherwise specified.**

Special newsletter delivery instructions: ☐ Send via US Mail REASON:

\_\_\_\_\_

I am a: ☐ Renewing Member

☐ New Lifetime member (Jacket Size \_\_\_\_\_)

☐ New Chapter 32 Member

National Member EAA#: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Other Aviation Affiliations: \_\_\_\_\_

Flying Aircraft Owned: \_\_\_\_\_

Aircraft Under Construction: \_\_\_\_\_

Other Projects or Interests: \_\_\_\_\_

Special tools are willing to loan: \_\_\_\_\_

Special skills you have: \_\_\_\_\_



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:

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>Bob Kraemer</b>	<b>636-530-7707</b>	<b>bkraemers@aol.com</b>