
✈ EAA CHAPTER 32 NEWS ✈

Jim Bower, Editor

April, 2004

This is an RV Grin:



Joe Sargent displays the famous RV Grin after he made his first flight on April 10 at 10:11 am from runway 36 at Smartt Field. All maneuvers he tried were easy; stalls straight ahead and no roll trim needed in cruise. 150 mph indicated in the pattern (yeah those puppies are fast) before reducing power. The flight lasted 22 minutes with no squawks, leaks, etc. Joe made a good landing despite his face being stretched all out of shape by his huge smile.

Join us on April 25 at 2:00 pm for our next meeting at the ARC. Bring food and come earlier (1:00) for the first BBQ of the season!

INFORMATION HOTLINE

314-286-9932

CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS

March Meeting

March 28, 2004

This time, the food went over really big! Stan Crocker showed up with a bunch of KFC, which was extremely tasty along with the beans, salad, and other comfort food.

The general meeting started at 2:02 pm with the Pledge of Allegiance.

Welcome back, Al Donaldson, who was in the hospital for a while and still has “attachments”. Rita Marie had pneumonia, but she is also on the mend.

Leon Jones came to the meeting as a visitor and left as a member! Welcome aboard, Leon! He's not building anything yet, but we'll fix that.

A discussion ensued over several proposed fence and gate layouts. Ernie Buzard made a motion, to build a double swinging gate arrangement, supported by a wheel on each gate as suggested by Gale Derosier. The motion was seconded and carried. There is not much urgency to this as we don't expect to need it for some time.

From now on, all chapter mail will be delivered to the ARC instead of Gale's house. This is to help ease any future transfer of the treasurer duty. All are asked to check the mailbox outside and put any mail in the black slot (in-basket) inside the ARC.

Volunteers are requested for weekend work parties in Oshkosh (groundskeeping, etc.). See Laura Million for details.

Some discussion of the upcoming Young Eagles event on May 8 at Washington...we're looking for ground crew trainees.

A motion was made, seconded and carried to purchase a set of aircraft weighing scales.

Some giveaways: ceiling grid, tiles, and some blinds. Come and get 'em!

Gene Ozanic donated a welder, and Dave Doherty donated an engine hoist. Thanks, guys!

We have been offered \$400.00 for the forklift, which is somewhat more than we have invested in it. A motion was made, seconded, and passed to sell the forklift.

Gale Derosier gave a treasurer's report. We've pretty much hit the end of dues for this year unless we get new members and a whole lot of former members re-up. As a result of this expected shortfall, we are going to explore some fund raising ideas.

The speaker who was supposed to arrive had another committment (plus the weather was pretty nasty).

Fund raising coupons were again highlighted. Who couldn't use a coupon for Schnuck's, Dierberg's, or Shop 'n Save? Bring your checkbooks and help the chapter. We get 4% of the face value of the coupons sold!

Stan Crocker brought a set of drawings for a giant RC model...excuse me...plans built aircraft. It's a scaled up Hummel Bird that uses a full VW engine. Stan is chomping at the bit to start building whenever Sport Pilot gets signed off.

Alden VanWinkle mentioned an engine monitor he is using for \$995.00. Alden is building an RV-9A so he must be pretty charged up by Joe Sargent's recent flight.

Some giveaways were (ahem) given away. A TWA hat, keychain, and other goodies were distributed to lucky winners.

The meeting adjourned at 2:50.

First BBQ of the Season

Your friendly editor is going to try his hand at cooking for all of you at the April meeting, so you might want to reserve a table at Kilroy's just in case! Please bring lots of side dishes, desserts, and chips.

Newsletter Deadline: The deadline for submitting articles, pictures, want-ads, etc. is two weeks prior to our regular general meeting. Please submit these items to the newsletter editor via e-mail (jimbower@hotmail.com), snail-mail (10350 Toelle Ln. St. Louis, MO 63137), or phone (314-869-8971).

Learning As We Go

mr. bill

Every two years, or as it is written in the Friendly Aviation Regulations (FAR) 61.56 c (1): Except as provided in paragraphs (d), (e), and (g) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has- (1) accomplished a flight review in an aircraft for which the pilot is rated by an authorized instructor. FAR 61.56 (h) states: The requirements of this section are at the discretion of the authorized instructor conducting the flight review. This is where the fun begins for me because it is my duty to learn y'all something or practice some of those things that we may have forgotten. One BIG thing that I always emphasize as we fly north from St. Charles Smartt Field toward Jerseyville is to point out some airspace that is just northwest of the Koenig private grass strip and just southwest of the Jerseyville, IL airport. There is a chunk of airspace, north and east of Otterville, IL, that is an aerobatics box from the surface to 3,000 feet above ground level (agl). The world famous Don Johnson would zip up there in his hot-shot airplanes and scramble (or unscramble) his brains as he practiced his aerobatics routine for air shows. Others use this airspace but few straight and level people know the airspace is out there.

While writing this story I learned of an incident in Phoenix, AZ that touched home. In the earlier years I would visit a certain glider flight school that my college roommate flew at. We would take a tow and fly all over the Phoenix area because the thermals were very strong and there were plenty of places to land if need be. Recently there was a midair collision at that airfield and my heart sank. Was my buddy flying that day? Calling the glider operation I learned that it was not him. Later it was determined that it was the owner's son who was out giving aerobatics instruction in a glider IN THE AEROBATIC BOX just east of the field. Someone in a Piper Cub had flown in to check out the airport operation, took off from the runway and climbed out back over the field. He then flew right into the aerobatics box and there was a mid-air collision taking the lives of all those aviators.

BEFORE YOU FLY CALL FOR A TEMPORARY FLIGHT RESTRICTION AREA UPDATE.!!!!!!!!!!!!!!!!!!!!

Another strange piece of airspace that I would not have thought about is the MOVING Temporary Flight Restriction Area. Let's see we want to fly from Smartt field up north to Creve Coeur which is south of highway 70. Yep, right down the Missouri River, like how could you get lost and what could happen? Well, Air Force ONE or TWO lands at St. Louis Lambert and someone wants to drive to St. Charles to go Antique shopping or eat at Denny's before the ball game and....well, where that Limo goes there goes the MOVING TEMPORARY FLIGHT RESTRICTED AIRSPACE. Wouldn't you know that in the Wednesday, April 07, 2004 issue of the ST. LOUIS POST DISPATCH - METRO SECTION PAGE B2: SPANISH LAKE Scrutiny of copter pilot may take weeks:

It will take several weeks for federal officials to decide whether to take any action against the license of a pilot whose small helicopter was intercepted by fighter jets during President George W. Bush's appearance at the Cardinal's opener Monday.

The FAA could issue a fine or take other action, depending upon its findings about the incident. The Secret Service and local police have said no criminal charges would be filed.

Two F-15 jets ordered the copter down in a yard in Spanish Lake about 3:25 p.m. Monday.

Authorities declined to release the name of the pilot, 37, who told police he was traveling from St. Charles to the Spanish Lake home of his girlfriend, and was unaware of flight restrictions for Bush's visit.

I hope she had a spare pair of underwear for him at her place because I AM sure he needed to replace them after that flight.

There have been 2800 TFR violations since September 11, 2001.

"Genius may have its limitations, but stupidity is not thus handicapped."

-- Elbert Hubbard

Calendar of Events

Dates to Mark on Your Calendar

May 8th – Young Eagles at Washington MO

June 12th – International Young Eagles Day/Smartt Field Open House

July 27th – August 2nd – AirVenture – Oshkosh

September 4th, 5th and 6th – St. Louis Fair and Air Show – Spirit of St. Louis Airport

October 2nd & 3rd – Young Eagles at Creve Couer for the St. Louis Escadrille Fly-In

October 2nd & 3rd – Bob Nuckolls "Aeroelectric Connection" seminar

"A Treatise on the Importance of Smoke"

Sent to me by Ernie Buzard

All electrical components and wiring harnesses depend on proper circuit functioning, which is the transmission of charged ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. Don't be fooled by scientists and engineers talking about excited electrons and the like. Smoke is the key to all things electrical.

We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a large copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works right afterward. Starter motors were considered unsuitable for British motorcycles for some time largely because they regularly released large quantities of smoke from the electrical system.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks, and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around you can often find the faulty component by the undeniable and telltale smoke smell.

Sometimes this is a better indicator than standard electrical tests performed with a volt-ohm meter. In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a clear and logical explanation of the mysteries of electrical components and why they fail.

"A gentleman does not motor about after dark."

- - Joseph Lucas, 1842 - 1903

Editor's note: With regards to Lucas electrics, anyone who ever owned a British sports car will understand the following:

- 1. The Lucas plant was not bombed during WW2 because the Germans considered them to be allies.*
- 2. The English drink warm beer because they own Lucas refrigerators.*
- 3. Some folks refer to Lucas as the Prince of Darkness.*
- 4. For a fun experience, have the electronic ignition on your Triumph Spitfire go tango uniform on I-270 during rush hour.*

Carburetor Icing

by Scott Liefeld, Technical Counselor, EAA Chapter 49

I'm writing this because I've run across some friends that have been operating their aircraft in an unsafe manner. I don't mean their flying skills but by the operation of their engines. Engines are equipped with carburetor heat to prevent carb ice buildup. So first of all, we as builders should install them on our aircraft. Second we should learn the correct operation of these sometimes lifesaving devices. All carburetor equipped engines should have one.

Some auto conversions need them to be on at all times, for instance if you have a situation where you have an updraft carb hanging underneath the engine and your intake tubes run to the top of the engine. The tubes are generally so long that with all the cool or moist air flowing over them causes the fuel air mixture in the tubes to condense and freeze. Cont. engines tend to be more susceptible than Lyc. engines. The reason being is that the intake tubes on Cont. engine hang in the wide open where all your cooling air just flows over them condensing the mixture. Lyc. engines on the other hand have the oil pan covering the tubes so that the hot engine oil warms the tubes.

The biggest warning sign of ice is a drop in rpm. At this time you should pull on your carb heat. If you notice a drop in rpm than you probably didn't have any, but if you notice a rise in rpm and than in a minute or so another drop, than you can bet your life you had ice. It can happen at anytime so be aware that it can happen to you. If I'm flying my Piet anywhere that there is visible moisture, I use mine about every five to ten minutes and leave it on for about two or three minutes at a time. Even at this, I've iced up at low altitudes. Up here in the desert in the summer time I only use it about once every twenty minutes or so.

So please don't fly without a properly working carb heat and check them for their proper operation during your run up. No matter what engine your flying behind, it's always a good idea to apply carb heat every so often to melt any ice buildup that you may have. Up here in the desert it's not usually a problem, but if you fly anywhere out of the area where there is any small amount moisture in the air you could ice up. So it's not a bad habit to get into even if there is no humidity in the air. If there is visible moisture in the air, there is also a higher likely hood that you will ice up.

Follow up: Since the above article was written about carb. heat and it's operation, one of our members ask me if it was more correct that carb. ice buildup occurred inthe throat of the carburetor as opposed to in the intake tubes. This is true. On Cont. engines the carburetor hangs on a mount underneath thecrankcase, where as on a Lyc. engine the carburetor is bolted directly to the bottom of the oil pan thus getting heat transfer from the pan. I hope that this helps to clarify my last article. Since my last writing I have received my latest issue of Technical Counselor News. In this issue their was an article about another case of (I didn't install carburetor heat on my airplane). This gentleman had a beautiful Ford V-6 powered Sirocco. On a return trip from a fly-in breakfast he sustained a broken back due to what is suspected as carb. icing. The airplane has substantial damage to the prop, cowling, wing and canopy. In Canada amateur built aircraft rules require the installation of means to avoid icing. Maybe we as builders should live by that rule. If it saves one life it's worth it. I personally don't know how two cycle engines are affected but I imagine they are in some way. If anyone knows, and can let me know where I can read up on it or just tell me I'll pass it on to the rest of our chapter.

Happy Landings, Scott

April, 2004

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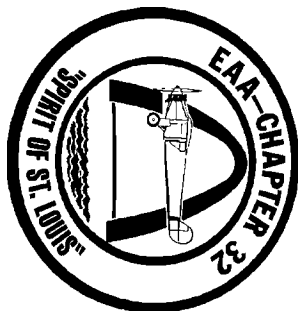
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