



EAA CHAPTER 32 NEWS



Jim Bower, Editor

June, 2006

We hope to see all of you on Sunday, June 25 at 1:00 (potluck bbq) or 2:00 (meeting).



Remember Sola Fide?

Bill Collette's little bird made her first flight in the summer of 2003, and he had so much fun flying his creation that she stayed in her birthday suit (no fairings, either!) until quite recently. Bill unveiled Sola Fide's new clothes at the May meeting. Metallic silver with blue trim and perfect checkerboards on rudder and spinner...all covered with a clearcoat! Wow.

EAA Chapter 32 Meeting Minutes

May 28, 2006

This was a short meeting, due in part to lower attendance from having fallen on the Memorial Day weekend. After the usual bbq lunch, the meeting was called to order by President Karsten, who led us in the Pledge of Allegiance. Leo Lang reminded us about the Smartt Open House on June 10.

Jim Hann gave the treasurer's report.

Dave McGougan brought everybody up to date on the status of the B-17's visit.

Visitors and guests were recognized in our usual ebullient Chapter 32 manner.

A motion to make Gerry Geiger a lifetime member was made, seconded and passed. We love ya, Gerry, and hope you can join us soon.

Bill Blake is now on the memorial wall in Oshkosh. *(The editor asks anybody who is going to OSH this year to please take a photo of Bill's plaque so it can be published in an upcoming issue of the newsletter.)*

Smartt Open House Young Eagles Rally was a Huge Success

The contrast in the weather between the May YE rally in Washington and the June 10 Open House is truly indicative of Missouri. One month we're freezing; the next we're wishing for a big fan!

Your friendly editor worked his favorite job: registration/dispatch, and I can truly say I really don't know what went on during the open house because I was busier than a one-armed paperhanger. The flow of kids never really let up from 8:15 am until about 1:45 pm. I was able to sneak in a hamburger and a couple of bathroom breaks, but that's about it. I never went outside to look at airplanes or anything!

The best part of the YE rallies for me is seeing the excitement on the kids' faces, and seeing their smiles as they come back from their rides. They can be a bit pushy, though, and it seemed like this time more kids than ever repeatedly asked how much longer it would be before they got their ride.

It seemed that they just didn't want to take my word for it that we would indeed call them when it was their turn, and (barring foul weather), there was no way they would miss out. I finally had to tell one little guy not to come back any more! He did get to go on his ride, of course. I am calling this the "Are We There Yet?" rally.

The big statistic, of course, is that we flew 120 kids! In addition to yours truly on registration/dispatch and Ted Boerding as certificate meister, we had a wealth of crew chiefs, ramp attendants, and general hangers-on. Of course, the real heroes are the pilots. These people freely give of their time AND MONEY to introduce kids to aviation. Whether they are flying their own airplanes or paying boo-koo bucks for a rental, the expense is not a light one, as we all know. I can't name all the individuals who participated in this event because of the aforementioned workload. Thanks, everyone!

Baby Great Lakes Project for Sale

90% completed; on gear. Needs fabric and engine. Wings are hangar-damaged (needs new ribs). New wing kit with prefabricated ribs included. Asking \$2,500.00 636-723-2692 **Maynard Morris**

Spray System for Sale

Turbine HVLP paint system. Includes four tips/needles. \$250.00 OBO.

314 869-8971 or 314 750-1613 **Jim Bower**

More Good Stuff for Sale

Lancair 320



All good things must come to an end. A truism that applies to every aircraft ownership. It is with great reluctance that I am offering my Lancair 320 for sale in the hopes that I can find a good home for her. Health considerations and the impracticality of owning an aircraft that is not flown a lot has forced me to make this decision.

Particulars are:

Lancair 320, 1994, 474 TTAF, 474 TTSN, GPS, autopilot, MT constant speed prop, automatic fuel transfer, voice gear warning, always hangared, \$75K

636-946-2282. bobjude@charter.net

Bob Jude

Bushby Mustang II

190 hrs. since new in 2000; powered by Chevy 4.3L V6. 200+ HP with Belted Air Power PSRU. Dual ignition except for plugs. Warp Drive ground adjustable prop, Cruise 170 mph @ 6.7 gph on auto fuel. Icom flip-flop, alt encoding xponder, long range fuel tanks, completely soundproofed and upholstered interior \$52,500

636-724-4735 Gale Derosier



Veri Eze Project



The engine is a Continental c-90, with new bearings, rings, reworked 0-200 cylinders, gaskets, starter, and generator. It needs magnetos and final assembly by either the buyer or a certified tech. The plane has a Long Eze landing gear, airbrakes, electric aileron trim, manual elevator trim, and engine cowling. All controls are installed. If you have any further questions please contact me at 618-488-7471 (Sorento, IL).

Lou Cotton (father of Laurie from Kilroy's)

June, 2006

Greater St. Louis Chapter Ninety-Nines



are sponsoring a
POKER RUN
SATURDAY JULY 15, 2006
9 am to 1:30 pm
\$100 PRIZE FOR BEST HAND
OTHER PRIZES AND AWARDS
Course: St. Charles County Airport (SET) (start and finish)
Greenville IL (GRE), Sparta IL (SAR), and Washington MO (MO6)
Awards Ceremony will begin at 1:30 pm at
Kilroy's Restaurant at SET
Entry fee: \$25 tax deductible
Proceeds benefit the
Del Scharr Scholarship Fund
To register or for more information contact:
Libby Yunger, Greater St. Louis Ninety-Nines
155 N. Hanley Rd. Apt. 300
Saint Louis, MO 63105
314-725-0428
girlpilot@sbcglobal.net

From the President's Desk

Congratulations to Jerry Erickson.

He has now officially joined the ranks of EAA technical counselors. We have all enjoyed Jerry's presentations. The latest one on Saturday June the 10th was a success as usual.

Jerry's long aviation career and his analytical approach (among other things) have made him a great resource for many in the chapter in the past and now it's official, with badge and all...

Thank you for officially becoming a Tech Counselor.

The Smartt Open House on Saturday the 10th of June was a full success for our chapter too. Many thanks for the presentations of Laura, Mr. Bill and Jerry. Again over 100 Young Eagles were flown, this huge number is a tribute to the YE volunteers.

George will not be active as a coordinator any more next year and it is time for other members to discover the Young Eagles magic and help coordinating in the coming year.

Thank you for everyone's volunteer effort.

The B17 is coming soon and aside from just making that particular event happen, I hope to see all of you out at Spirit Airport to enjoy and explore the aircraft, veterans and many other facets of this unique experience.

Karsten

Learning As We Go

"Landings"

mr.bill

The guy across the street from my childhood home had a famous line which was, "What goes up must come down." In the science realm it is stated: Gravity - It is a Law. Modern day aviators would say, "We have not lost one up there yet."

LANDINGS: There are short ones, soft ones, hard ones, long ones, bright ones, dark ones, currency ones, (that is when you bounce so many times you are current after the dribbling of the airplane stops), flapped ones, partial flapped ones, and no flaps ones, splats and greasers. Sounds like the girl at the Waffle House calling out the hash brown selections.

There are two landings that stand out in my mind. The first landing was while flying night freight in a Learjet 24, with a copilot that was shaky. Actually he was always tired and falling asleep. He always wore sunglasses so one never knew if he was "with you" or "sawing logs." In the landing flare on this wet runway I waited for the usual tug of the tires in three seconds after flaring. Well, this night with the wet runway the wheels rolled on sooo smooth I did not feel the tug at touchdown. I jammed in full thrust and glanced over at the landing gear indication lights and saw three green lights and pulled the thrust levers back with a sigh of relief. The copilot said, "What happened mr. bill?" "Ah, I thought I saw something on the runway!" (I thought I saw the scraping marks of the bottom of our Learjet fuselage on the runway because you did not put the landing gear down when commanded!)

The other occasion was while landing in Denver in the Mad Dog MD-80. This copilot really wanted to fly with me. So with my first landing I flared and the next sound was the spoiler handle deploying indicating that we had main wheel spin up and we were on the ground. Before the nose wheel touched I quickly told the copilot to pick up the P.A. (public address system) and tell the people we were on the ground. Cocky? Yes, but two great landings out of the 8,625 I have made you have to pat yourself on the back when you can because these copilots will not.

Recently, I had a new copilot crunch the airplane on the runway during landing. He asked me if I did that landing what would I say to the people. I told him and he announced over the P.A. that "Every once in a while a concert pianist misses a note but on that try he missed the whole chord." He felt better after he made the statement and after parking at the terminal gate we left the cockpit door closed until the victims were all gone.

That is the true beauty of this job. Tomorrow you will fly again and get another chance to try it all over again. There is another type of landing but we will talk about that next month.....

EAA 32 Tidbits:

Mr. Tom Sparr has retired from the corporate flying world. CONGRATULATIONS TOM!

Thank you to Gale D for the Young Eagles Radio.

Thank you to Bob Jude for the newly mounted antenna at the A.R.C. for the YE radio. Also for the cool box that he made for Gale's radio.

Paul Smith, Randy and Jan McKee, and mr. bill graduated from Professor Millions Web class.

Congratulations to Steve Moore for flying his Long Eze.

Congratulations to Dave Lucas on finishing his beautiful Acro Sport II aircraft.

Barbecue Chef Wanted

Your friendly editor/secretary has had a good time the last couple of years cremating meat for you, but I'm ready to hang up the spatula and let somebody else give it a go. Dave McGoogan kindly offered to take on some of the load, which is highly appreciated. I still want to hand over the reins - er...tongs - to somebody else full-time, so would some volunteer please step up to the plate and do this vital job? Thanks. By the way, the bbq season is from April to (maybe) October - excluding July.

From The Laptop Of Your Veep

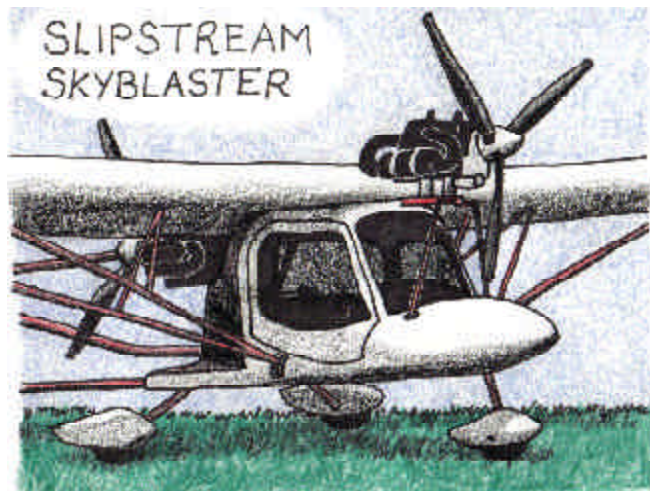
Part I: Inspiration

For ideas on constructive things to do as vice president I'm inspired by Mr. Bill's "Learning As We Go" and thought I'd try my hand at a newsletter entry. Many of us, including some former VPs, join EAA with an existing aviation background that provides relevant experience to write about. What if you join EAA with no more of a resume' than Snoopy, hoping to trade in the doghouse Sopwith Camel for something that actually flies? It makes the role of a columnist a bit more challenging, but what the heck: you can't build articles or airplanes by sitting on the sidelines. I bring to the table a rich and varied aviation fantasy life. What do I imagine myself flying? WWI biplanes? Not enough testosterone. Look at the user names on the Yahoo board for a clue, I didn't choose my moniker simply because there's already a Dave D. out there...

An observant and well-educated fellow member noticed that it is Do335Dave and asked if that was a reference to the little-known Do335 "Pfiel" fighter built late in WWII by the Dornier company in Deutschland. This was a twin-engined push-pull machine, like the Cessna Skymaster, but in this case the powerplants were 12-cylinder 1,800 horsepower Daimler-Benz mills. Oh, yeah! No chasing Superforts for Dave, however. In stock trim this baby was allegedly capable of 474 mph at altitude. Mine is a surplus machine, appropriately named "Piasa Bird", it's 2006 and I'm rounding the pylons at Reno.



Do I dare hope to fly such a thing in reality? It doesn't hurt to do a little research and see if something similar is available in the experimental world. Unlike the Titan T-51 or the Spitfire on the March issue of Sport Aviation, no scale representations of the Do335 are to be had. (Although in the 8th edition of AeroCrafter Culp's Specialties displays a Sopwith Pup kit. Snoopy has a leg up on me, so to speak.) Also nonexistent, at least in my skull, is the engineering prowess necessary to design a WWII replica. Some hunting on the Internet reveals that there are a few other push-pull planes flying around, however.



Slipstream (<http://www.slipstream.bz>) used to have a design called the "Skyblaster", a variation on the old pod and boom theme with Rotaxes on the leading and trailing edges of the wing. It's no longer on their website so it may not even be available. You can look her up, however, on vula.org - a fascinating internet locale listing lots of obscure and out-of-production experimental designs. The Skyblaster is there along with the Toucan and the Minimaster Bashforth. But the coolest of 'em all is not on the vula site. It's the Defiant, a push-pull canard from the prolific noodle of your hero and mine, Burt Rutan. The fly in the ointment is the one characteristic these planes all have in common outside of the engine arrangement: kits, or even plans, do not seem to be on the market. Guess I'll have to keep digging. (If anyone out there has a set of plans gathering dust, shoot me an e-mail.)



Now my head is buzzing with rare and exotic aircraft. Better land a few, but where? How about...the Ghost Airport Of Creve Coeur!

Spooky, eh? And it's not entirely imaginary. Google's internet map application, with integrated satellite imagery, is an amusing way to explore the Earth from above. In the process of finding a picture of my roof I noticed that to the south of IHO is a field labelled "Arrowhead Airport". The next day I drove past the spot on my way home from work and saw naught but a few ball diamonds. Further investigation on Google showed that Creve Coeur airport's tarmac is populated with aircraft. Arrowhead is eerily empty. Why, with a decent ghost story to scare off the meddling kids, I could have the place all to myself.

The sobering fact of the matter is that Arrowhead has been out of commission since '93 and will most likely remain that way. In the real world airports are subject to many unfortunate circumstances, floods and economic pressures not the least. Airplanes and aircraft designs also come and go over time. I shut down the V-12's on my Do335 as I close this article, thankful for what we've got at KSET. In the next article I'll attempt to resolve the dilemma of the imagined aircraft that does not materialize. See you at the meeting, and in the meantime, keep chasing those dreams: they're just around the next pylon.

Dave



Another Bird Leaves the Nest



Many moons ago, Dave Lucas sent your friendly editor a photo of his Acro Sport II project. At that point, the fuselage sported many wooden bits supporting a Lycoming O-360. Look at her now! Dave was good enough to bring her to the Smartt Field Open House static display, and I'm guessing she will be a featured guest at the next Chapter 32 meeting. Way to go, Dave!

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Check out our Fantastic Web Pages at
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 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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