



EAA Chapter 32 News

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

June, 2013

EAA 32 to Mother Nature...PLEASE CUT IT OUT!



No, this is not a reprint of last month's newsletter. Ma Nature decided to surprise us with another flood. Hey...we're sorry we complained about last year's drought...enough, already! This month, three Sonexes, an RV and a Minimax joined the chapter's Sonerai in the ARC. We're all hoping their feet stay dry.

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on June 15, 2013.**



President's Corner

by Dave Doherty

Last month, we had our second fly-out. This time, the weather was much better and several of our chapter members actually flew in to Creve Coeur airport for the meeting. There was some confusion about our meeting time. I'll take the hit on that, as I failed to properly inform our webmaster and newsletter editor of the time and location. Our website had the right location, but didn't pick up the later meeting time. The newsletter had two locations and times. It's no wonder attendance was low. We did have a short business meeting. Minutes can be found on the website *(and elsewhere in this issue)*. Following the meeting, we all enjoyed a guided tour of the museum at Creve Coeur airport, led by Al Stix. There are four large hangars filled with vintage aircraft, many with interesting histories. All the planes have been restored and look like they just came off the factory floor. Al told stories about each plane as we went through the buildings. We learned of the particular aircraft history, how it was acquired, and what kind of performance and handling they had. I suggest that if you like vintage planes, you visit the museum. It's unique, and the tour guide gives a very colorful presentation.

Here's a quick update on my T-craft. The interior upgrade has been completed. Other things have been fixed too. Last month, I described the updates and improvements being made. All of them have been done. There are still a few minor things I'm working, like installing a couple panels in the footwell area and putting a new carpet on the floor. But I'll work on those things as time permits. Now it's time to fly and have fun with it.

There are a few items coming up on our schedule:

- Saturday, June 8 - International Young Eagles Day. We will have a Young Eagles event at St. Charles County airport (Smartt Field, KSET). Preparations are under way for it. We are looking for volunteers to greet visitors, pilots to fly, support staff to assist as ground crew, safety personnel, and aviation ambassadors to make this another success. We had a rainout/flood last month, and I'd expect this event to be a busy one. For pilots, there will be a briefing at 8:30 AM. Young Eagles sign-ups are from 9:00 – 12:00. Flights start at 9:00, weather permitting. And will continue until we either run out of pilots or Young Eagles. A scouting Merit Badge and activities seminar starts around 9:00. This is a fun event for everyone. Come on out and get involved. There's something for everyone. We could use your help. *(Editor's note: As of this writing, it looks doubtful whether this YE event will happen due to the flood.)*

- Saturday, June 15 – Chapter 32 meeting. On the agenda for the regular meeting are discussion, planning, and assignments for the upcoming B-17 visit to St. Louis, hosted by Chapters 32 & 64. The B-17 will be in St. Louis from July 1 thru 7. See elsewhere in this newsletter for a more detailed schedule of where the plane will be, and what it'll be doing daily. This is a big opportunity for our chapter. Oshkosh is watching our efforts closely. And I heard from a very reliable source that in spite of the 108 degree heat, last year's visit to St. Louis was the best tour stop the plane had for the entire year (except for Airventure, and I exclude this as a tour stop. It's incomparable). We had the O'Fallon Heritage Fest fundraiser going on at the same time last year, and it was about all our chapter could manage. This year, we don't have the Heritage Fest. But we do have a spot reserved along with EAA64 at the Arch fairgrounds on Memorial Drive. What we do with this spot is to be determined at the meeting.
- We also have a special guest to speak at our next meeting. Air Traffic Controller, Mark Irvin will give a presentation about what Air Traffic Controllers expect from pilots when flying in to AirVenture. Mark is an Air Traffic Controller with 24 years in that position. 18 years at Lambert, 7 years at AirVenture, and 2 years at Sun & Fun. His presentation will be an overview of flying into OSH, what controllers expect of pilots, highlight some NOTAM points, what it's like to fly in to OSH, and a Q & A session. Mark also holds numerous pilot ratings, including multi-engine flight instructor. Timing for his presentation couldn't be better. I think it will be very informative and important for members who would like to know what it's like on the other end of the com, and urge everyone to come hear what he has to say.
- Saturday, June 29 – Movie at the ARC – This month, we'll present a WWII Classic movie, **"633 SQUADRON"**. Starring Cliff Robertson. This is a story about a British Mosquito bomber raid on a German V-2 rocket fuel factory, tucked in a seemingly impregnable mountainside in Norway. At the time the movie was made, Cliff Robertson owned a Supermarine Spitfire, and he was chosen because of his aviation background, and also his popularity in America. The script for the movie was rewritten after Robertson read it, and insisted on more authenticity. Actual Mosquito bombers were used in filming this classic. See elsewhere in this newsletter for more information about the movie and movie night. As always, movie night will have a pot-luck dinner and social hour starting around 6:00 PM.

- The Sky King series of episodes did finally arrive, and several episodes will be shown during dinner. The movie 633 SQUADRON starts around 7:00PM. Come on out and enjoy the show with friends. Pass the word. Bring some friends.
- Week of July 1 thru July 7 – B-17 Tour stops in St. Louis (CPS and SUS) – This is a big event, being worked by EAA32 and EAA64. See elsewhere in this newsletter for more information. The B-17 event is our biggest fundraiser of the year. We need help to pull it off. Please come to the meeting on June 15 and see what we have planned.

Let's all have fun, and be safe doing it.

Blue Skies to all,

Dave Doherty

Safety Tip of the Month

VFR VISIBILITY, CEILING, and CLOUD CLEARANCE minimums need to be reviewed periodically.

Visibility---- 3 miles

Ceiling----- 1,000 ft. AGL

Cloud clearance----- 500ft. below, 1,000ft above, and 2,000ft horizontal.

Ensure when you call FSS, or listen to the ATIS or AWOS that you understand the temp/dew point spread (the closer they are together the chances of fog increase). Always be aware, especially in the spring and summer months of haze. Lateral visibility with haze can restrict your vision to the point where it is almost like IMC.

Virga is another phenomenon that can restrict visibility.

Blowing dust is another, that can alter visibility, especially in the landing phase.

To increase your presence in limited VMC, turn on our nav lights, strobes, and beacon so others can see you. In the landing pattern, landing lights on is another excellent procedure.

Some tower controlled airports recommend landing lights on when approaching or entering the ATA (airport traffic area).

Bob Kraemer

May Meeting Minutes

Dave Deweese



We held our May Meeting at Creve Coeur, Dave Doherty presiding. Most of us drove in, though Dave McGougan flew the Ridge Dodger over. Meeting began after visiting Aeroworks to see progress on the new interior of Dave's Taylorcraft.

Bud attended Sun 'N Fun, around 5000 planes.

Don gave the Treasurer's report, including checking and savings account balances.

Next Young Eagles event is on June 8; our last event was canceled due to flooding.

We voted on a new DVD player, possibly Blu-Ray, and some speakers. Dave McGougan made the motion which was seconded. After brief discussion we voted and passed.

Don has a list of volunteers to work on the Sonerai, but will finish up the compressor first.

Don and Dave will put up the new mailbox today.

Paul Vorhees of chapter 64 is a Fly Baby enthusiast, Dave would like to get him over to the ARC to take a look at ours.

EAA32 signage needs work: the letters and numbers facing the taxiway are getting old and we need a similar sign for the west wall.

The B-17 is coming. Since it will start out at CPS we plan to coordinate with the EAA chapter over there and split the profits.

We'll have an information booth at the downtown airshow July 4, 5, and 6.

Our next movie, next weekend, is Apollo 13.

Our next meeting was going to be a fly-in but we've put that off until August.

The river has receded and threat appears to have passed.

July's meeting will be short, mainly Oshkosh planning.

Please Turn the Pump OFF!!

When you visit the ARC and use the bathrooms you need to turn the pump ON so they will flush. Please do not forget to turn it off. The constant pressure erodes the valves in the toilets until they leak. The resulting water then fills the holding tank, which costs \$275.00 to empty. Don Doherty notes that in recent weeks it has been left on twice. We thank you in advance for your consideration.

June MOVIE AT THE ARC

EAA Chapter 32

Proudly Presents:

633 SQUADRON

When? Saturday, June 29,

Social Hour and Pot Luck Dinner starting at 6:00 PM

Movie Starts around 7:00 PM

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

1610 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)

The Story:

An RAF squadron is assigned to knock out a German rocket fuel factory in Norway,, which is part of the Nazi effort to launch rockets on England during D-day, by flying up a well-defended fjord at low level.

The Aircraft:

The film features eight De Havilland Mosquitos, a superlative aircraft nicknamed the "Wooden Wonder" by wartime crew due to its innovative structure, remarkable versatility and unprecedented levels of performance. As the Royal Air Force had recently retired the type in 1963, civilian operators leased mostly former converted bomber examples (TT Mk 35) to the RAF for target-towing.¹ Scouring RAF airfields at Exeter, South Devon, Henlow, Shawbury and the Central Flying School at Little Rissington provided not only 10 authentic aircraft, but also vehicles and equipment from the war.

The Mosquitos used in the film were:

- RS709 - flown in the film
- RS712 - flown
- RS715 - cockpit section only
- TA639 - flown (now on show at the RAF Museum Cosford, Shropshire)
- TA719 - flown
- TJ118 - cockpit section only
- TV959 - at RAF Bovington Airfield, but not flown
- TW117 - flown

Release date: June 24, 1964 (USA)

Director: Walter Grauman

Running time: 103 minutes



Learning As We Go

“REALLY? The EAA32 ARC Provides Shelter Again!”

by mr. bill

I am beginning to wonder who we have hacked off in the water department to be blessed with this much rainfall. A business friend of mine who lives on his boat at the marina on the weekends said that the rain storm we had on Monday, May 20, 2013 with the 1.5 inches of rain we received in 1 hour caused the marina water level to rise 1.5 feet! That is good for a marina but not good for our Smartt Field Airport which is in the flood PLANE!

Well, here we go again folks!

With this past weekend rains the water IS over Portage Road (the north boundary street of the airport) as I write this at 2100 hours on Sunday, June 02. The crest is predicted to occur on Wednesday, June 5, and we are scheduled to fly Young Eagles (YE) this Saturday, June 08, 2013 for International YE Day!

Guess what! The Sunday night long range forecast calls for.....RAIN this week and a BIG storm next weekend!

I talked with Mr. Tracy the Smartt Field Airport Manager and we can use the pilot briefing room for the Aviation Merit Badge Program this weekend. We may even be able to use the old restaurant if St. Charles Flying Service (SCFS) does not get flooded out! Yahoo!

Please check the website and your e-mails later in the week as YE Coordinator Rick May will keep us posted!

Not sure which photos the editor will put in the newsletter but needless to say, this flood has every airplane out of the north hangars and onto the EAA 32 ramp on the west side of the airport and it is quite a sight.

Are we having fun NOW???

I will leave the rest of the article to the pictures: As the confused one says, “One picture is worth a thousand words!”



From the restaurant deck looking north

The pictures presented were taken of the EAA 32 ARC's contents and of the ramp as of 1730 hours Sunday night (6/02) as the airport manager CLOSED the runways! Not the airport, just the runways!



The flood of 2008. We should see this again this time.



Grafton Ferry Road approaching the intersection of Portage Road



Note the two EAA 32 leased hangars with their doors open to allow entry to water and floating debris.

2013 B-17 Tour Stop Schedule

We have just over a month left before the B-17 comes to our town. It's being hosted by Chapter 32 and Chapter 64 during the first week of July, and will open several of the airshow performances. This time around, we're trying to make it a collaborative effort. There is one day (Saturday, July 6) that EAA64 has additional activities going on, and their help will be limited. Your EAA32 President is working closely with the EAA64 B-17 Tour chairperson to try and make this an event shared and equally supported by members of both chapters. More details will be reported as plans mature.

We will be selling raffle tickets for B-17 rides (1 flight per 250 tickets sold). They will be available at our Young Eagles rally June 8.

Here are some of the particulars:

- **MONDAY - July 1:** The B-17 will arrive approximately noon, Monday, July 1st to conduct a media flight around 1 p.m. and will be available after the flight until dusk for ground tours and flights.

After arrival, the B-17 will be parked on the CPS West Ramp between Hangars One and Two. The Greater St. Louis Air & Space Museum and our EAA Chapter 64 are somewhat sister organizations and they will be the host. Ideal Aviation is the FBO right next door and Ideal will be providing all your fuel support at CPS. (See www.stlouisdowntownairport.com/pilot.htm for locations.)

- **TUESDAY - July 2:** Tuesday will have Air Tour ground and flights all day until dusk. An evening outdoor dinner event at the Museum with approximately 50 active and retired military pilots and our EAA Chapter Members is planned. George Daubner and the B-17 crew will be dinner guests and speak to the group about the B-17 after dinner. Chapter 32 members are welcome to attend. We need a head count of our chapter members who plan on attending. RSVP to president@eaa32.org in order to attend.
- **WEDNESDAY - July 3:** Wednesday begins with a Fair St. Louis Media Flight and interview opportunity between 9 and 10 on KMOX radio. The first air show briefing will be at 1000 in the airport fire station. Ground tours and flights will be available until operations cease that evening.
- **THURSDAY—July 4:** Possibly some flights or ground tours early in the morning, if in demand, before it departs for SUS. Support trailers will move to SUS. (Possible member incentive flight from CPS to SUS.). The B-17 may have a non-tour engagement for some training with Busch family members. EAA32 will need to have a reception crew at Spirit Airport to help get things settled. At the Arch Fairgrounds, EAA 32 & 64 will have a tent/booth to promote EAA, Chapters, and the B-17. Both chapters will staff the tent. This is our opportunity to reach out, recruit members, and promote aviation. Still in the planning stage, the tent is envisioned to have the Sonerai II on display (perhaps the St. Louis Air & Space Museum's BD-5J) in a roped off area. If power is available, the flight simulator may be there too. Brochures and information about EAA, chapters, etc will be available, and volunteers will be available to answer questions. Properly manned, the tent/display should have 6 to 8 people. Since this is a collaborative effort between our chapters, staffing needs are moderate. We need volunteers.
- **FRIDAY - July 5:** Tour stop at Spirit Airport. Volunteer staff for this is to be provided by Chapter 32, with Chapter 64 invited to participate. A minimum of 5 volunteers (preferably 6 - 8 or more) are needed. The tent/display at the Arch fairgrounds will also need staffing (by both chapters). Several Parking spots for volunteers at the tent/display are being negotiated with a fair sponsor.
- **SATURDAY - July 6:** Continuing tour stop at Spirit Airport. The last day of the Fair St. Louis Airshow is Saturday, and the tent/display will be open downtown at the Arch fairgrounds. The B-17 may possibly participate in the Saturday airshow.
- **SUNDAY - July 7:** Final day of Air Tour at Spirit Airport (SUS). Ground tours will be available. If there is demand, tour flights will be made. Anyone purchasing a flight will get their ride. After the last tour flight, the B-17 would like to leave for OSH. If it's too late in the day, or weather does not permit, it will leave on Monday, July 8.

- Flight to OSH. Once there, the B-17 will receive its periodic inspection prior to Airventure. For the B-17 crew, Fair St. Louis will provide rooms through Thursday morning, July 4th, a crew car, and a logical pro-rated share of fuel consumed.
- EAA64 will assist EAA32 in a booth on the Fairgrounds.
- EAA64 and 32 will look at total expenses and revenues at end of Tour Stop and confirm that a 50/50 split of all expenses and revenues is fair, logical, and warranted.

Seats will be available during relocation flights from CPS to SUS, and SUS to OSH, A total of 6 seats will be available for each, and they will be split between Chapters 32 and 64. Return transportation for the flights will have to be arranged by those taking the ride.

Your chapter needs volunteers for this event. We need to get names and availability for the week, set up a schedule and prepare for it.

Who's game to help? Please let me know. Send an e-mail to president@eaa32.org or call me at (636) 240-5982 if you can spare some time.

Editor's Corner

I owe everyone an apology for the state of last month's newsletter. Your friendly editor was having some computer problems (failing hard drive and desktop publishing software acting squirrely). I needed to rush through creating your favorite monthly publication with little or no QA before something broke for good. That resulted in some articles getting moved to pages where they didn't belong, conflicting meeting times, and other problems.

One member even called to say that the USPS blessed him with the COVER of the newsletter in a plastic bag with the usual insincere apology about how they destroyed it (picture Steve Urkel saying "Did I do that?"). It never fails to raise my blood pressure when I think of this entity who routinely takes your money for a service and offers no refund when they mess it up. Anybody wonder why they are always losing money? I can't take blame for that, but I wanted to get it off my chest.

Finally, please let me know whenever you have problems of any kind with the newsletter. Write me at newsletter@eaa32.org with questions, comments, or complaints.

Jim Bower
EAA32 newsletter editor

May Field Trip

by Dave Deweese

The evening prior to our May meeting was an all-nighter for your chapter secretary: Danielle's high school theater group held its awards ceremony, followed by a lock-in where I comprised a part of the "adult supervision". Fortunately the kids weren't yet old enough to realize that looking middle-aged is no guarantee of mental or emotional maturity. After grabbing a quick hour or two of shut-eye I scrambled out the door and absent mindedly headed for KSET.

I'd forgotten that our meeting was a field trip to 1H0, home of an antique aircraft museum, the same place where President Doherty's Taylorcraft upgrade was well underway, and the closest airport to my house. Fortunately several others made the same mistake, so I turned the Blue Flame around and headed back, this time with a wingman: Bob Dooley and Bud Cole arrived shortly after me, and since Bud lives fairly close to Creve Coeur he rode shotgun while Bob headed back home to deal with flood cleanup.

We met our group near the airport office and decided to start our morning by viewing the new interior of Dave's plane. I noticed a small, orange, familiar high winger nearby. It was Dave McGougan's Ridge Dodger, proof that he was the lone pilot to actually fly in. I took a picture of the plane with the new 364 bridge in the background to use later as evidence.

After a brief meeting Dave rounded up Al Stix and we headed over to the museum. This particular institution exists visually in a sort of stealth mode: only a bit of signage sets it apart from dozens of other metal-clad hangars on the airport property. Walking through the door, however, is the airplane guy's equivalent of stepping into Wonka's candy factory. Brightly colored antique aircraft fill the place, only their shapes indicating advanced age. The planes, the walls, the floor, even the oil dripping from the engines all look brand new.

Al knows the history and at least one amusing incident attached to every machine. "Stop me if you don't want to hear all this, otherwise we'll be here until four!" He warned. From over my shoulder a chapter member replied, "We're all airplane friends here, we'll listen to anything you have to say." And so the storytelling began.

You might expect a collector of antique aircraft to embark on a good-old-days theme, and extol the virtues of classic birds. In some cases Al did just that: he pointed out a Fairchild and the great, silver DeHavilland Dh89A as excellent planes. On the other hand he did not

hesitate to point out a poor design or business strategy, and of course these made for amusing, if harrowing tales.

The Nicholas-Beasley parasol monoplane was particularly memorable as the brainchild of some fellows who acquired a big mess of WWI surplus at a bargain basement price. They hired a designer to come up with a plane that could be constructed from their stockpile of wings, engines, and such, and sold a number of them. One customer survived the loss of a wing and consulted with the company, who provided a fix. He returned again, in a rather battered state, his plane having lost the other wing. The museum's example of this design appears to have avoided such misadventure, surviving as a wood-and-fabric illustration of caveat emptor.

It's been well over a decade since I last visited the museum, and like the Air Force collection in Dayton it's expanded into more buildings. In hangar number 3 we saw some newer birds, including a mighty Antonov 2 biplane. Al generously invited us to climb up inside. "That's for me!" I thought, and took my place in the left seat. Normally when I'm up this high in an airplane we're either airborne, or I'm in the passenger seat of an airliner waiting to taxi. The Russian biplane would take some getting used to, but the combination of STOL potential and a big cabin makes my inner kid think of potential camping adventures.

By the end of the third building Bud decided to call it a day. It was a warm, humid one, and I was thinking of nap-time myself. His home is only a little ways from 1H0, right across the lake, so I drove him back. Despite the efficient (read low) cruising speed of my 75 hamster-power Tercel I managed to get back in time for the last bit of the Hangar 4 tour. Housed within were some actual, WWI-style birds, including a Sopwith Pup and a Jenny. I'd forgotten how impressive the latter was with its long, wire-braced wings.

Our tour complete, we filed out of the building and headed our separate ways. It felt more like July than May, so I was ready to return to home and air-conditioning, and kick back for a while. Nap-time had to wait, however: Al's tour had recharged my aviation batteries, so I sat reviewing the my photographs, imagining open cockpits and flights on summer afternoons. Thanks to Mr. Stix for the tour and to our own Dave Doherty for putting together such a satisfying day.





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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