
✈️ EAA CHAPTER 32 NEWS ✈️

Jim Bower, Editor

September, 2004

See you all on September 26 for another great get-together. The summer is waning...flying days are getting fewer, so bring that hangar queen out to Smartt Field and join in the fun! BBQ and potluck starts at 1:00...meeting at 2:00.



Is THIS a face, or what? Lancair driver/photographer Bob Jude snapped this picture of a happy kid getting a great ride. Read more about the Silver Swallows Reunion/Young Eagle Rally!

INFORMATION HOTLINE

314-286-9932

**CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS**

EAA Chapter 32 Minutes

August 22, 2004

The meeting began at 2pm with the pledge of allegiance. New members and guests were recognized.

Doug Killebrew spoke about the upcoming event at the St. Louis Fair and Air Show on September 4th, 5th, and 6th. Doug spoke of the chapter's requirements including Scout Day on Monday, September 6th. Doug asked everyone interested in working to sign up so he could provide the volunteer booth with names for volunteers to get in free. It was suggested that we provide tapes to play in the tent for interested viewers. Gale Derosier said that he would probably provide at TV/VCR combo. Rick Galati said he donated tapes to the chapter that could be played. Mike Gaffnee, President of Skylink Aviation at Spirit of St. Louis Airport offered to give the talk on "How to Get a Pilot's License." A speaker for "How to Build an Airplane" and the Aviation Scout Merit badge is still needed. Also needed are airplanes for the static display. Joe Sargent has agreed to display his RV.

Next Young Eagles event is Saturday September 11th at Smartt Field for the Ozark Silver Swallows Reunion. Ground crew and Pilots are always needed.

Zenith Aircraft is having an open house on Saturday October 2nd. See flyer on the conference room door for more information.

Ron Burnett still has food coupons for Shop 'N Save, Schnuck's and Dierbergs for sale. Since we began this program, the Chapter has raised \$2,150.00 for the treasury.

2005 Entertainment books are also for sale for \$22.00. If you are one of the first 18 people, you can also take a 2004 book for free.

Upcoming events: Young Eagles September 11th Smartt Field.

Young Eagles, October 2nd and 3rd at Creve Coeur Airport for the Great World War Fly-in.

Bob Nuckolls Electrical Wiring Seminar, October 2nd and 3rd, ARC at Smartt.

Next meeting: Sunday September 26th at 2pm. BBQ at 1pm.

The presentation was to be the Sport Pilot / Light Sport Aircraft DVD from the national office. Due to equipment malfunction, the DVD could not be shown. The DVD is available to any chapter member that wishes to see it. Ask President Laura Million for the DVD.

Roster Madness

Before we know it, membership renewals and new rosters will be upon us. Please contact me (Jim Bower) at 314-869-8971 if you have any changes you would like to make to your roster entry. A lot of people change their phone numbers, e-mail addresses, etc. Some even change projects in midstream (I'm thinking of a certain RV-7 that had its 3rd wheel moved forward!).

Let me know, otherwise you will have to live with it for another year.

Jim Bower - secretary, newsletter editor, and keeper of the roster

Upcoming Events

Next Chapter Meeting: Sunday September 26th, BBQ 1pm, General Meeting 2pm.
Speaker: Bob Rockford of the St. Louis Escadrille.

October 2nd and 3rd: Young Eagles at Creve Coeur Airport for the Great War Fly-in. 9am-2pm

October 2nd and 3rd: Bob Nuckolls Aircraft Wiring Seminar, ARC Smartt Field.

Every Saturday: ARC work day

Ozark Airlines Silver Swallows Reunion - Young Eagles – September 11, 2004

Laura Million

The weather was warm and fine. It was a little foggy in the morning, but that burnt off and the winds were mild for the Young Eagles Event for the Ozark Airlines Silver Swallows Reunion at Smartt Field on September 11th. Chapter 32 flew about 70 kids (and a few eaglettes and old buzzards too), many of them had attended the St. Louis Fair and Air show the previous weekend. At one point we had more pilots standing around than kids. We'd like to welcome two of our new members to the Young Eagles Mafia, Karsten Kessler and Dave Harster and his son Ben. Karsten worked the registration table and Dave and Ben worked as crew chief and safety. We raised \$62 in soda, water and chip sales and \$184 in donations. In addition, the Silver Swallows donated a check for \$200 for our assistance in their reunion. Special thanks to the Silver Swallows for their donation.

Thanks to the pilots!
Here are their totals:
Dan Wombles 1; Gary Unruh 6; Mike Ziegler 3; Gale Derosier 5; Bob Jude 5; Phil Kitchen 5; Joe Sargent 4; Frank Szachta 7; Rich Jimenez 10; Ron Burnett 14; Ollie Whyte 5; Bob Carrow 7.



You will notice that our “Energizer Bunny” is missing. George Stephenson was out of town and could not make this event, but his presence was felt and seen by the amount of pilots he recruited for this event.

Ground crew consisted of Al Donaldson, Dave Harster, Ben Harster, Don Brunstein, Rick May, Vince Morris, Tom Baker, Dan Wombles, Mike Ziegler, Dave Domeier, Karsten Kessler, Ted Boerding, Ray Kennedy and Amanda Million (on Sales). If anyone is missing from this list, I apologize, (that means you did not sign the ground crew sign-in sheet and I missed your name).

Thanks also to Ernie Buzard and Ted Boerding for cutting the grass and getting our grounds looking so nice and for cleaning up the hangar for the event.

Next Young Eagles Event, Saturday October 2nd and Sunday October 3rd at Creve Coeur Airport for the Great War Fly-In by the St. Louis Escadrille. See you there.



Build Your Own Aircraft

Shamelessly stolen from the "Savannah Says" website

Are you sick of spending so much time playing carpool mom? With this weekend project, you can build an airplane to allow you to fulfill your carpooling commitment with far greater efficiency!

What you'll need:

Sheet metal (quite a bit)

Big hammer

Rivets (quite a few)

Engine from 1968 VW Beetle

Seats from two or three 1972 VW Buses

Propeller OR breeze box fan blade

Superglue

Fuel gauge, oil pressure gauge, altimeter OR

Meat thermometer, old digital clock, tachometer

Metal bars to use as wing struts

Special aviation wheels and tires rated for takeoff and landing OR

A pair of old wheelbarrow wheels

Various pieces of hardware

Paint

Fun decals

First, create the fuselage by riveting together pieces of sheet metal and hammering them into a fuselage shape. Do the same for the wings but do not attach them yet.

Next, install the engine inside the nose of the aircraft. Attach a shaft to the alternator pulley and run it out to where the propeller goes. Attach the breeze box fan blade to this.

Cut a door in the side of the fuselage, so you and the kids can get in and out. Bolt the various seats to the floor of the fuselage. Don't forget to install seatbelts. Remember: safety first!

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 (jimbowen@hotmail.com), snail-mail (10350 Toelle Ln. St. Louis, MO 63137), or phone (314-869-8971).

Center the wings atop the fuselage, above the door. It's important that each wing sticks out the same distance from the side of the plane, so you might want to measure. Superglue them in place. Run metal struts from mid-wing to the sides of the fuselage. Bolt or superglue these.

Turn the aircraft upside down. Bolt the wheelbarrow wheels and axles to the bottom. If you want to be fancy, cut a hole in the fuselage and install a hydraulic system to raise and lower the landing gear.

Set the airplane right side up. Inside, create an instrument panel. If you can't find real aircraft instruments, simply run a wire from the meat thermometer to the oil pump to monitor its in-flight temperature. An old digital clock mechanism will look just like an altimeter, and a tachometer will add a nice, if non-functional, touch.

Now you're ready to paint! Remember, this aircraft is a reflection of your personality, so choose your colors wisely. When the paint has dried (allow 72 hours), let the kids affix fun, funky decals to the outside.

You'll need about 350 feet of runway for takeoffs and landings. If you can't use the street in front of your house, get the neighbors together and run an asphalt strip in the easement between houses. That should do the trick.

That's all there is to it! The commute to soccer practice, which used to take 35 minutes, now takes only 10. Of course, you'll have to practice your grass field landings, but you'll get the hang of it in no time!

Disclaimer: parody \`par-ed-ə\ n: a composition that imitates another work humorously or satirically.

This site contains parody and satire for women and men.

If you're looking for a real advice columnist, you're in the wrong place.

According to our attorney, Bobo "Orange Sunshine" Diesel, we cannot overstate this.

We do not recommend taking the advice offered on this site and cannot accept responsibility for any physical or emotional harm that comes from being dumb (or drunk) enough to do so.

This content is not appropriate for children under age 16 and people who are unclear on the concept of humor

Learning As We Go mr. bill

Hello from an undisclosed location East of the Chicago O'Hare International Airport. While returning to the great city of St. Louis in the Super 80 (previously know as an MD-80) last week, I was staring out of my 20F right side window seat. On downwind for runway 12R into St. Louis Lambert I glanced down onto Smartt Field and saw our beautiful Aviation Resource Building (ARC). Earlier in the week one of the first officers I had flown with said he had been by the ARC twice and it was not open. "Hey Bill, what hours is the ARC open?" The words ... "built it and they will come" were ringing in my head but... Then I wondered when is it open? What are we building in there? When can people come and help, see, visit, join in, and/or join up???

Just as with an aircraft building project the last 10 per cent takes 90 per cent of the time. We need to plan for our next year's events. Young Eagle Days, guest speakers (PLEASE E-MAIL ME AT BSARJ@CS.COM if you would like to give a 15 minute presentation to the group), and Show-and-Tell days. We need to get this information "out" to bring "in" people to our ARC.

Also on the downwind leg to the runway it could be seen that the hunting clubs were preparing the fields to be flooded so the duck hunters who pay up to several thousands of dollars can hide in their duck blinds in hopes of "Daffy" flying into the field for the blast-fest. These boys are usually not too happy with us low-flying airplanes but hey... we like to fly too!

You make the call on who did the most airplane building in the world last year? Boeing sold 281 aircraft. Airbus sold 305. Van's sold 1,000 RV-9 kits in the last 5 years!!! Looks like Van's wins to me.

The lady next to me on the flight is an OB/GYN who has a full time practice. I asked her about malpractice insurance!!! She said it is \$120,000 and she has to make a decision this year whether she will continue in the profession. Lloyds of London is the only one who will insure her. Another OB/GYN the boss visits said he has a \$60,000 “umbrella coverage” at the hospital and another \$60,000 blanket coverage in a trust fund. He also advised me that there is NO neurologist between Springfield, IL and St. Louis, MO. So if you get hurt on Highway 55 and you need the services of a neurologist you will be airlifted to the closest big city because no one can afford to practice in any of the cities between St. Louis and Springfield, IL.

I was able to give one of our mature members a Biannual Flight Review earlier this month and I actually taught him something. It is a mini test that really shows how well an individual knows his own airplane that he flies.

Along the lines of instructors in airplanes I came across these facts concerning aircraft accidents . Forty seven (47%) of aircraft accidents had certified flight instructors on board. Fifty-three (53%) of the accidents involved had only had one pilot on board.

Senator John Kerry is tooling around in a Boeing 757 flown by a friend (old TWA pilot) at a cost of \$26,000 dollars per hour. Before he can leave a small airport (like Smartt Field) the Captain is required to have the local fire department on site before he can take off if there is no airport Crash-Fire Rescue (CFR) at the airport. Let’s just say I have heard some INTERESTING STORIES about his passengers as to why my friend should take off without the CFR trucks there!!! No pressure there!?!

Well, the undisclosed top secret place is fairly full tonight! What a range of new hires in the building. One gentleman is the brother of EAA 32’s very own Kevin Lowery. His brother Kurt is a copilot for Skywest Airlines on the CRJ-65 a 60 seat regional jet. The newbie in the house is Brian who is 22 years old and has 1,100 hours of flight time and some multi-engine time in a Piper Seneca. Not that I am feeling oldmaybe just slightly more experiencedwith my 45 year old body and 11,000 hour logbook. I look forward to flying with Brian. I am sure the “young” guy will show me a few things.

Way More Than a Ramp Check

By Ryan Lunde (From EAA Chapter 14, San Diego, California)

Well, two days ago I flew the Champ from Wharton here southwest of Houston to Port Mansfield on the Laguna Madre in extreme south Texas for some long awaited Texas saltwater fishing. They really don't have any real fish in Wyoming. I flew and met my father and uncle who drove. After a somewhat dismal morning of fishing yesterday, I loaded up the Champ and took advantage of the nice tailwind and scooted on home. I cruised at 5500 feet to overfly the Corpus Christi Class C squaking VFR the whole time, and my route took me a few miles out over the Gulf for about half an hour. It was a nice flight and there was lots to see, including a T-34 formation that flew under me from NAS Corpus Christi, and an additional solo T-34 that passed over me well north of Corpus. As I approached Wharton, I descended rather quickly, entered the pattern and landed uneventfully. No other aircraft were in the pattern or on the ramp. I parked in front of the t-hangar and shut down. As I got out to push the plane back, I heard an aircraft taxiing, which was strange considering the apparent lack of traffic, and presently a US Customs Cessna 210 rounded the corner and shut down in front of the hanger. Simultaneously, a government sedan pulled up. Local police showed up as well.

Two customs agents came to me from the airplane and the fella from the car, who I assume was a DEA agent, approached talking into his radio about the "Suspect's plane is November 85523..." Why was I now a suspect? The customs agents were as friendly as they could be given the circumstance. They said they were doing a routine security and immigration check. They asked me for my license and my medical certifiacate. The DEA agent looked over my documents and called them in on his little radio thing. One of the 210 pilots tried to make light and asked me about my fishing trip and then he asked to see inside of my bag. I complied, but had they asked to look in the aircraft, I was prepared to stand my ground unless they showed me a warrant. They soon gave me back my documents and prepared to depart. I asked the 210 crew how long they had been following me, and they were reluctant to answer. All they said was that they had just picked me up at the airport. They left as quick as they had arrived, leaving me to explain myself to the on-lookers from the other hangars. I suppose they tracked me coming up from the border and were interested because I was not on a flight plan and did not talk to ATC.

I've seen Customs at work on TV and how they follow behind and below the target aircraft in a 210 or a Blackhawk. This must have been what they were doing because I had no idea at all that I was being followed. I had called up the weather briefer and stated my route, so perhaps that's how they knew where to send their man on the ground. It sounds like they were after somebody else, or they were seriously mistaken in the intentions of their target. Having a man on the ground and a 210 chasing me as well as alerting local police sounds like much more than a routine check to me. Was the lone T-34 to the north of Corpus simply on a training flight, or had it been sent to get a closer look? Had I known they were pursuing, I would have landed at Orchard Intergalactic and seen how well they could land a 210 at Carl's place. The lesson here is that you are being watched and even though Aeronca pilots do not pose much of a threat to national security, we are still pilots and aircraft operators who have the ability to conduct illegal activity just as well as a smuggler with a heavier aircraft. The government does not care that we are just folks looking for fun flying and a good fly-in every now and then.

-Ryan

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