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# ✈ EAA CHAPTER 32 NEWS ✈

Jim Bower, Editor

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**June, 2002**

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Everybody should attend the June meeting. Not only is it our last meeting before Oshkosh (no meeting and no newsletter in July), but we're having more barbecue! Doug Killebrew says that he has the bugs worked out of the heat distribution problems he experienced with Kilroy's smoker, and he guarantees nobody will end up with "half baked" ribs. So we'll see you Sunday, June 23, 2:00 pm at the ARC.



**This rare bird made its appearance at our May meeting.**

**INFORMATION HOTLINE**

**286-9932**

CALL THIS NUMBER FOR INFORMATION ABOUT  
UPCOMING EVENTS

# **Last Month's Meeting Report**

**May, 2002**

**Thanks to Tom Baker, Secretary**

Pledge of Allegiance and welcome to new members Earl Ray and Sandy Ray, and guests

## **Old Business**

The lease has been signed and paid for. Thanks to Steve Miles for completing that. Our property is 300 feet X 130 feet.

ARC - 30 more feet of roof has been completed and 2 more slabs of concrete have been poured.

## **Flag Pole**

Thanks to Fred Gottman and Chuck Koviak for the donation of the flag and pole. Chuck donated the flag, and Fred is building a pole and stand for the flag.



## **Guest Speaker**

Les Grotepeter talked about his beautiful Travelair biplane; its history and restoration.

## **International Young Eagles Day**

International Young Eagles Day was announced (June 8th). See elsewhere for reports and articles concerning this event.

## **Powered Parachutes (not-so-young eagles)**

KZ Zigaitis announced that he made arrangements for Chapter 32 members, family, and friends to take introductory rides in Powered Parachutes.

### **Fund Raisers**

Ron Wright talked about the Entertainment books. The cost is \$20.00 each, \$5.00 of which goes to the Chapter. Ron pointed out that there are enough Shop & Save coupons to get your \$20.00 back right off the bat.

The meeting was adjourned at 3:00.



**For when a courtesy car just won't do.**



### **Surplus Hangar Material for Sale**

The Executive Committee has determined that the roof & siding salvaged from old building is surplus and will be sold to the first person with \$200.00 (each) The roof is approximately 4,000 sq ft. but some minor damage. Siding is approximately 2,000 sq ft. We investigated methods of rejoining the roof, and the buyer might benefit from these ideas. Great for a workshop, backyard storage building, etc.

## Looking for a Little Help From my Friends

One of the highest profile things that we do (other than Oshkosh) is Young Eagles. We are hopefully lighting a fire in young minds that will result in a lifetime love of aviation. At the same time, we need to reassure their parents that the word "Experimental" in our name doesn't mean that we aren't professionals. We should present an organized face to the public at these events, and one way to do it is to perform our jobs flawlessly.

Your friendly editor is totally checked out on the registration and dispatching jobs. Unfortunately, those two functions should be handled by two people working side-by-side. On the 8th I was flying solo, and was spread pretty thin at first. I'm not whining (much), but I'd rather not go through that again. Likewise Ted Boerding and Laura Million, who create the Young Eagles certificates, were initially a little swamped, but they managed.

I want to establish a group of folks who can do these jobs, are WILLING to do them, and can jump in during a crisis or if one of the regulars can't make it to an event.

Therefore, consider this an appeal to our membership and/or their spouses for volunteers who will come to the Young Eagles events and learn these jobs. After you are trained, you should be willing to attend YE days as a bathroom/lunch break fill-in or to totally take over if someone else can't make it. Here's my promise to you: You won't be soloed until you're ready for it. No learning to swim by throwing you in the deep end, and we will mentor you as long as it takes for you to be comfortable with the job.

FYI, the flow at a Young Eagles rally goes like this:

1. A kid shows up with a parent or legal adult sponsor.
2. A registration form is filled out AND SIGNED.
3. The Eagle's name is written down on a worksheet in order of appearance.
4. Notations are made on the worksheet if the child desires to fly with certain other kids, or alone. The child and parents must be made aware that if they desire special treatment (several kids would NOT fly in a 4-seat because somebody told them they get to handle the controls), the wait will be longer. On Saturday we had pilots of 4 place airplanes standing around because the only available passengers did not want to share.
5. The appropriate quantity of registration form(s) are given to the crew chief with the pilot's name written in the upper right corner. Pilot's name is noted on the worksheet.
6. The crew chief rounds up the passenger(s), escorts them to the aircraft and hands them over to the pilot.
7. The crew chief puts the registration form(s) in computer operator(s) "IN" basket.

8. The computer operator(s) print the certificate and puts them in the "OUT" basket for the crew chief to pick up at his/her convenience .

9. Upon return of the flight, the crew chief picks up the certificates from the computer operators "OUT" basket to the aircraft, gives them to the kids, and escorts them back behind the fence.

Ted's and Laura's jobs are not difficult, The main tools are printers and laptop computers. Laura keeps a copy of the YE program on floppy disk and CD ROM in one of the boxes, so it would be easy to upload the program.

Right now, we

1. receive the registration form from the Crew chief.
2. Type in the YE's name
3. Choose the pilot's information from the Pilot database
4. Pull out a pre-signed certificate from the file folder and place it in the printer.
5. Print out the certificate
6. Hand the certificate back to the crew chief.

When we have an IN and OUT box, the crew chiefs can drop off the certificate anytime and pick them up whenever they are ready. We wouldn't even have to be there to receive or hand out. If all registration forms and certificates are each in its own box, we won't have things getting lost (blown away, etc).

Please contact Jim Bower (314-869-8971), Ted Boerding (636-949-0993), or Laura Million (618-650-3053) if you want to help.

## **Anybody Need an Engine Hoist?**

I have a very good engine hoist on casters that I will be happy to lend to members of chapter 32. (aircraft use only please) It is easily disassembled for transportation.

Gene Ozanic (314-843-1834)

## LEARNING AS WE GO

mr. bill

By the time ya'll read this the title of MD-80 driver will be the official job description. The check ride was a flight from St. Louis, MO to some place in Chicago originally named after an apple orchard. The name was later changed to Butch O'Hare, after one of those war heros. As you all know the flight will be I.F.R. In pilot talk that means I Follow Roads.

Let's see, we will take off on 30R, follow Highway 270 East, to the Highway 55 North exit. We will cruise by Bloomington-Normal, Dwight, IL (hey they have a McDonald's), then fly over Joliet, IL. Remember to cross Joliet VOR at 10,000 feet and cross 15 miles North of Joliet at 6,000 feet. In Leadership class (another name for how to be politically correct in the cockpit) the instructor shared a story with us on his first official trip as a Captain. This new Captain went to pick up the flight plan papers at the dispatch window. As the Captain reviewed the weather and signed the dispatch release the first officer showed up grumbling. The Captain asked the first officer (F/O) what was wrong? Well this F/O stated that "they said in ground school that they would not release first officers to the line until we were ready. I do not feel ready!" The captain asked how he could help? The F/O said that he really wanted to fly the airplane until he felt comfortable. The Captain said OK! Their first leg was to O'Hare International airport in Chicago. Well when the air traffic control clearance of "Slow to 280 knots, cross Joliet at 10,000 feet and cross 15 north of Joliet at 6,000 feet then slow to 210" was given, the captain read it back. The Captain said that a "dazed and confused look" settled in on the F/O's face. Right after passing the Joliet navaid the F/O looked over at this new Captain and said, "I would give 100 dollars to know what I am supposed to be doing now???"

Some more things that ticked my funny bone.

All the jets were waiting in line at O'Hare for take off when over the radio is heard, "TWA 123 like to get a higher altitude?"

At a commercial glider school after all the gliders and students were soaring aloft, the glider instructor would hop on his bicycle and go for a ride with his walkman blazing away. He made it a point to travel down the taxiway to the northwest and go for a long ride. Most schools have a Schweizer 2-32 (SGS 2-32) glider used for giving "Champagne" rides. Pilot up front and the love birds (two people with control stick removed) in the back. Well this school had a big ole' boy who needed to fly this Schweizer 2-32 due to his size. This glider is a mid-wing, very strong glider. Weeeeell one evening while the instructor was pedaling back down the same taxiway he pedaled out as the big ole' boy in the hefty SGS 2-32 landed on that taxiway into the setting sun. Big boy smack his instructor with the wing and cracked the instructors ribs and back big time. I'm sure this is what my instructor meant by never turning your back on those students.

During a recent visit with a Air Force Safety Officer in Texas, I was privileged to view some of the "films" from some recent military mishaps. The best was a helicopter on a night flight with the chopper's forward camera filming away. The back seater in the chopper says, "Hey, do you really think we will make it between those two trees?" The macho front seater said, "Oh you have little faith!" BAM!!! Well they hit the trees and that helicopter was all over the place trying to regain control so that it could land on the ground which was only 10 feet below them. I wonder what excuse they used... I.I told him NOT to do it!!!

While flipping through some old *SOARING* magazines I came across one with my first glider instructor who was on the cover. As Carl Icahn once said, "If you want a friend, get a dog." Well that is what Instructor John had done. In fact his friend was a German Shepherd named Cloud who weighed 85 pounds. This was significant because when John and Cloud went flying John was able to let his best friend sit in the front seat of the Schweizer 2-33 glider. What a great instructor and a great friend Cloud had and hey, they made the cover of *SOARING*.

I can not end this nonsense with out a little political nonsense. We all know micro-bursts are very dangerous things in aviation. So if you were going to build an airport one would think that it should be where there is minimal activity. Now enter the politics of this equation. This piece of land had trouble keeping crops growing on it because of those micro-burst would just flatten them as they came over the front range. Well those political people in their effort to help out bought the land. When it came time to contemplate where to put the new airport those political people looked and looked and then found the perfect place. We all know why it was perfect because they already knew the owners of the land. Themselves. Well never mind the micro-bursts and the 25 mile drive from the city to the airport. Just know that the tax payers got a great deal, the politicians got their asking price, and the people in the city of Denver, CO received a new airport. Oh yea one other thing. The runways were suppose to be 4300 feet apart to fly simultaneous landing approaches. Well this new airport missed that distance by a couple of feet but not to worry. They granted the airport a small exemption for the small error in the spacing of the runways.

As for the Piper pilot who made a very short landing at Smartt Field last Saturday during the Young Eagles Event: When one flies retractable gear airplanes one must remember Forrest GUMP. (Remember STUPID is the feeling when you do not GUMP).

G Gas is on fullest tank.

U Undercarriage is down and locked, welded, or riveted. Use GUMP even in a C-152. It's a habit that must be used in EVERY aircraft. Gliders too!

M Mixture is full RICH

P Propeller is in LOW PITCH

Another habit I even use in the MD-80 is to hold the gear handle when placing the Landing Gear down until I see THREE GREEN LIGHTS. Then I say THREE GREEN so the Cockpit Voice Recorder has a record of it. Paranoid!!! I know that some lawyer would find fault in what I did and make me look like Forrest GUMP.

## International Young Eagles Day Rally

Jim Bower

Saturday June 8th was a fantastic day for flying Young Eagles. Over 115 happy youngsters got to experience the thrill of flight and were given certificates. There were many more kids and parents who got to fly but weren't eligible for the certificate. Many thanks to all the pilots who gave of their time, fuel, and airplanes. In alphabetical order: Dennis Baker (C-210) Chris Erkmann (C-182), Rick Galati (C-150), Rich Jiminez (C-172), Don Jonas (C-150), Bob Jude (Lancair), Tim Keen (Warrior), Bill Nelson, Jr. (Cherokee 180), George Stephenson (C-172), Ron Wright (Luscombe), and Mike Ziegler (C-140).

There were a few snags relating to ground crew and pilot briefings, but the event went very well. Thanks to George Stephenson's foresight, Kilroy's Restaurant got a heads up about our event and were prepared for the land-office business they did. Unlike the former restaurant proprietors, the Kilroy's folks were highly appreciative of the extra diners generated by our rally.

**Bob,  
Thanks so much for the pictures of Adam. He really enjoyed the flight with you. He said you let him fly the plane. What a treat! Don't know if he mentioned it or not, but he wants to be a commercial airline pilot.  
Thanks again,  
Kathy Sarhage**

A special thanks from me to JoAnn Jonas, who stepped in to help me with Registration and Scheduling.

I felt that all the kids and parents were just delightful, and the Boy Scout leaders were especially thankful for our efforts. In fact, we got about \$240.00 in donations, mostly from the Scouts.







Some days, it doesn't pay to get out of bed in the morning. Luckily, this gentleman was not a Young Eagles pilot. To the credit of all the parents, his expensive mistake did not cause them to go screaming and running around in circles.

**Thank you so much for sharing your time with all these kids. You have surely created countless wonderful memories.**

**Thanks,**

**Janeen Sifford**



WE WOULD LIKE TO THANK YOU FOR THE JUNE 8, 2002 YOUNG EAGLE FLYING ADVENTURE.

THIS WAS A WONDERFUL AND BOARDING EXPERIENCE ENJOYED BY ALL OF US.

*Amy Case*  
CURRY CENTER PARK 639

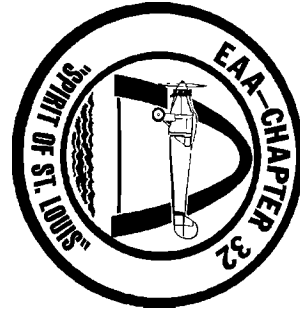
**More pictures of the ARC and the May meting, which was well attended by people piloting cars and airplanes.**





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 While you're there, take time to join the  
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 Chapter happenings!

TPO: