



EEA CHAPTER 32 NEWS

Jim Bower, Editor



February, 2009

New Meeting Day and Time!

Starting with the February meeting, we will be getting together on the THIRD SATURDAY at 10:00 am. We'll see you on the 21st!



Sneak Preview!

Here, for the first time ever is an actual photo from the Domeier Skunk Works in an undisclosed location near Troy, Missouri. For those of you who have been out of the country, Dave recently scrapped the Subaru and re-engined his RV-7A to contain a fire-breathing Lycoming O-360. Dave's currently working on the cowling to make it work better with the air-cooled engine. One more noteworthy item: Dave's installation includes a 3-bladed Catto propeller. Craig Catto's props are wood with composite coating, and according to Dave, it's nearly as smooth as his Subie. We expect to see this machine in person at a chapter meeting in the near future.

January Meeting Minutes

Prior to the general meeting an impromptu board meeting was held, including myself, Karsten Kessler, Dave McGougan, and Jim Bower. We discussed upcoming Young Eagles events, educational programs, and membership trends.

The general meeting began with the pledge, Karsten Kessler presiding.

Karsten began 2009's first meeting by proposing several new Honorary Lifetime Members: Vince Morris, Bob Jude, Jerry Erikson, Bud Cole - all passed with unanimous votes.

Karsten then reminded the group that Ernie passed away. His belongings are in the ARC, Joe Sargent and some others are interested in continuing the Cavalier project Ernie had begun. The estate is still 'up in the air,' so we can't do anything yet. Bill Jagust is making an inventory and a will provide a value estimate for Ernie's family.

Treasurer Gary Kasten reminded us that it is time for dues. He will on post on the Yahoo board the names of all from whom he has received, if your name's not on the list let Gary know in case you're payment was misdirected. Gary also warned that he is disabling the generic code for the lock, contact him if you need a code.

Gale spoke regarding our former accountant who paid an IRS penalty out of pocket. Because we solicit sales for food cards and make a return on the sale we are in a different category than if we're just getting donations. IRS looks at receipts versus net profit, very different numbers, and the rule is not particularly clear cut. In the future we'll be filing a form 990 every year and may have a tax professional review our filings. Thanks go to Gary, who went through seven years of papers to help straighten out original mess. Motion was made to reimburse our original accountant, the motion passed.

Steve Morse presented our new chapter camera, picked up the day before the meeting. It will record from 7 to 37 hours of video that can be burned to DVD. Steve will take care of this, and also has projector. Note he also has the TIG welder at his house but will need help to get it back to the ARC.

We collected the ballots for the new meeting date, Gary tallied them. Third Saturday at 10am wins, the next meeting will be February 21.

Meeting then adjourned, followed by a very informative presentation regarding aircraft coatings by Tom Chubb of DuPont.

Dave Deweese
EAA32 Chapter Secretary

President's Corner

Dear Friends,

February is already here. Please note the new meeting time. This is the first time our chapter is holding our meeting on a Saturday morning.

The unfortunate passing of my dear friend Ernie has left us storing a lot of his aviation-related possessions until such time that an executor is appointed by the court. The person applying to the court to be the executor knows that we have a lot of his possessions and there is a fair chance we will be given legal ownership in the fall of 2009.

The main thing Ernie left behind for us is a beautiful wooden airframe. Joe Sargent has volunteered to lead a group effort to finish what Ernie has brought this far with great workmanship. Since this project actually belonged to a member many of us have known for years there is a far better chance that it will see completion than the Mustang 2 we had for many years.

I am also thinking about the learning opportunity we have here, since that is our core mission.

As for our February speaker, Steve has organized for us to get a refresher about weather. Spring is approaching fast and with that the very tempting warmer weather. Be safe and be ready with our speaker's weather presentation.

I have been contacted by Harry Rahn (636) 946-4256 to convey to you that he would like to offer his 90% complete Mustang II project. It includes a tested engine and upholstered cockpit. Call Harry for more details.

Hope to see you at the meeting

Karsten

More Exclusive Photos From the Domeier Skunkworks



Learning As We Go

Death and Taxes, or Pay Now or Pay Later, or Dude, where is my stuff going!

mr. bill

This is the follow-up to the little blurb on the EAA 32 Yahoo chat board. It is the tale of three pilots: Average AL (AA), Better Bob (BB) and Careful Carl (CC). All are great guys (hey, they ARE pilots) who are all not married, who each own a house, an airplane, and who each had a chunk of money! This article will look at the way they left their ESTATE and what happens to the “stuff” they left behind! Everyone’s situation is different. “You can pay now” and have your stuff GO where you want it to GO! Or “your estate can pay later,” like when you’re gone and someone else decides where your stuff goes. Or with no WILL, then the Courts decide.

In an attempt to start off with humor: The Craigslist listing read: **2008 Corvette for sale: \$500. So I called and asked, “What’s wrong with the car?” “Nothing,” said the man’s wife. “He ran off with his secretary and told me to sell his car and send him the money!” Is that what this man wanted to happen with his Corvette???**

Our three pilots, all who own a house, an airplane, and a million dollars, have passed away and flown west! The real difference between these guys is their ESTATE PLANNING. Prior planning prevents poor performance!

Average AL (AA) did not have a WILL so when he dies his ESTATE (his stuff) goes into PROBATE: A time to prove the validity of the WILL. A search is made to find AA’s lawyer and a signed WILL. If no WILL is on file then the fun begins. The courts will assign a lawyer to oversee the ESTATE IN PROBATE. The lawyer will decide who will be the PERSONAL REPRESENTATIVE OF THE ESTATE and oversee the ESTATE’S property. Often times, this lawyer will be the PERSONAL REPRESENTATIVE OF THE ESTATE. The estate lawyer can bill the

ESTATE for his services provided for the ESTATE. If there is money in the estate this is good (\$\$) for the lawyer. IF someone wants a piece of the ESTATE, each interested party, child, sister, brother, or lover, would get a lawyer to represent them as an interested party of the ESTATE. You can see where this is going can’t you! Over the course of time, the lawyers will hash out where all the items will go just like in a divorce. In time all the stuff will be distributed to family members, donated to organizations, or sold (try selling a house now?) When the last of the items are distributed the ESTATE can be closed.

BETTER BOB (BB) is doing better. He had a WILL and with his passing, BB’s lawyer called the family in to his office to read the WILL. The EXECUTOR OF THE ESTATE is named and the ESTATE goes into PROBATE until all the items can be accounted for, detailed, itemized, (for tax purposes) and then distributed as per the WILL. If you want to question anything or challenge the WILL you can get yourself a lawyer and stake your claim. This is where and when the skeletons come out.

Now hopefully BB’s WILL was updated and listed all the big items and where BB wanted them to go. Again you can see that the lawyer can bill the ESTATE for his/her services and will do a thorough job of this. Also with a house and an airplane it may take time to sell these items. If written in the WILL, the proceeds of my airplane go to...then the item has to be sold. The EXECUTOR OF THE ESTATE is tasked with getting FAIR MARKET VALUE for the items. Sometimes the Executor may be able to sell items to a broker for a fraction of the value. Every transaction is reviewed by the courts where the judge can sign off in special cases.

CAREFUL CARL (CC) had a sharp #2 pencil

and carefully listed out all his items and placed them in his LIVING TRUST. CC went to the lawyer's office with a sane mind and a thousand dollars and paid for the lawyers services up front to cover all the pitfalls prior to his passing. CC stated who would be TRUSTEE OF THE TRUST (TOTT) and stated where his house, plane, and money would go. After CC's passing, with the family all gathered in the lawyer's office, the lawyer says, "CC had a LIVING TRUST, his sister Nancy is TRUSTEE OF THE TRUST. She is now the Trustee of CC's Estate! CC's house will go to Habitat, da' airplane to EAA 32, CC's money to Wings of Hope, and the TOTT controls the rest. If y' all want something you need to talk to his sister, the Trustee." It is also helpful to put your TOTT on your bank accounts. They can write checks immediately.

But CC's other sister says, "Don't you think CC wanted the rest of his money to go to his other two sisters'?" "No, CC did not list it that way in the LIVING TRUST. If there are any more questions you will have to talk to his sister Nancy, the TRUSTEE OF THE TRUST. Have a great day folks!" And..... that is when the fight broke out.

Speaking of fights, nothing says Family Feud like money and siblings. We have all heard amazing stories of family and friends who thought they

were going to get money and items only to find out that they were "cut out of Uncle Vinnie's Will."

These situations become delicate when the people you listed as your EXECUTOR are no longer on the planet, but in it. Reviewing and updating the WILL and your LIVING TRUST yearly reminds you to make the changes. Did you buy a boat, motorcycle or another airplane this year?

Lawyers charge \$120 an hour doing this stuff. Doing a little homework with a good ESTATE lawyer and pay about a \$1,000 now to establish a LIVING TRUST to assure what you want done with your stuff, gets done. Update the LIVING TRUST on a yearly basis and pay the money to amend it so you can assure what YOU want to have happen with your treasures happens the way YOU planned it.

There are other aids to help assure property goes to the correct person. Placing TRANSFER ON DEATH (TOD) on the actual title so that with your passing the title can be transferred to the person you want to have it.

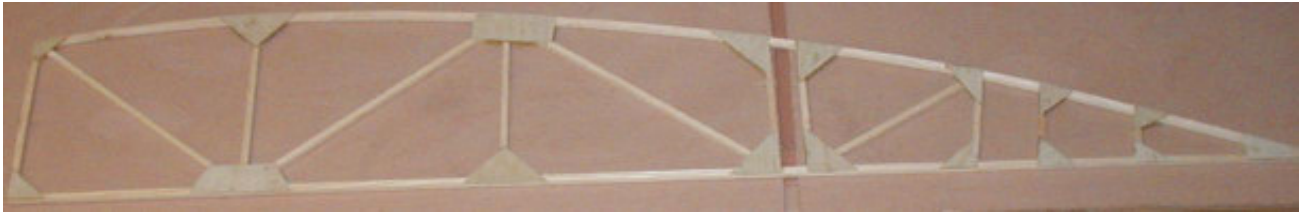
With death there are still taxes. The items listed in the ESTATE are subject to the taxes of the tax man!

Dues are Due

Your friendly editor needs to get started on the 2009 roster, so the sooner you get your dues paid the better chance you have of actually having your name in there. Please submit \$36.00 to our treasurer, Gary Kasten.

That Looks About Right

by Dave Deweese



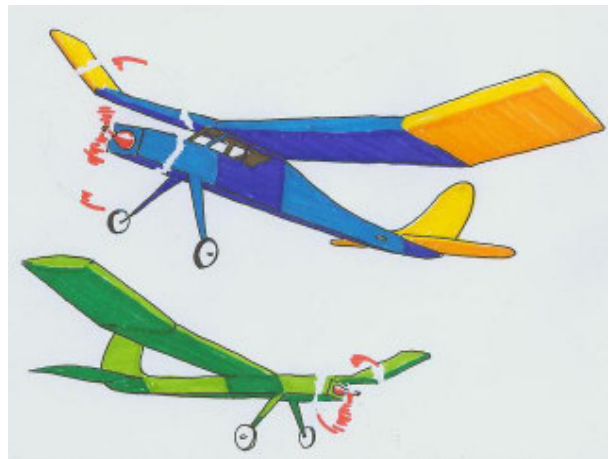
Those of you who attended January's meeting got a look at Dave's Double Eagle Wing Rib Number One. Considering how proud I am of it it seemed wise to get some objective opinions, so thanks to all who took time to offer advice. How satisfying to at last have something that is unmistakably an airplane part. Beginning with the wings was a good idea, for if I'd have started on the fuselage it might have taken many moons to get to such a point: without covering and attached lifting surfaces the Double Eagle fuselage might be any number of things, not like the Cavalier, that looks like an airplane even in pieces.

It took a little while for the Guillow Lancer that Dad built when I was four or five to start looking like an airplane. He bought the kit at Northwest Plaza and I held it on my lap all the way home, studying the exciting illustrations on the box, hardly believing my good fortune. When he opened it up the only thing that looked remotely airplane-like was the propeller. The bundle of sticks began to make sense only after he spread out the plans and began pinning balsa onto full-sized drawings of fuselage sides. While Dad built I studied the catalog of other Guillow planes, many quite fascinating. There was a Piper like some I'd seen flying over the house, a very intricate P-38 and a Stearman. The Lancer's cousin was there, its name was the "Javelin". She would have been the twin of our project except for the lack of a cockpit, a glaring omission. Even the boxy Lancer, with polyhedral wings, blue and yellow tissue skin, and a big red prop, looked quite realistic to a kid with the simple addition of clear plastic windows.



Our Lancer's first flight took place at Elm Point Park. The rubber took quite a few winds, but the payoff was a flight longer than any model plane I'd ever seen, a flight that inspired me for days afterwards. Looking into the clear cockpit it was easy to visualize a miniature Dave in there, guiding my craft higher and higher over St. Charles County. Back home, eating peanut butter sandwiches Mom made, I gazed out the sliding glass doors and imagined looking down at our subdivision from the air, eating a sandwich I'd judiciously carried along. Next I flew over school, then northwest towards Indiana where Grandma and Grandpa lived. Imaginary rubber bands store lots of power.

Our yard was too small for free flight machines like the Lancer, but I was well supplied with sheet balsa gliders and rubber powered birds. Being an accomplished folder of paper planes even indoors was a possibility. These creations were never as inspiring as the Guillow, however, neither performance nor appearance-wise. The fuselages were typically two-dimensional affairs so even when you got a particularly good flight you could only imagine riding like a cowboy, guiding your bird from the driveway, across the street, and finally to a brilliant dead-stick landing in a neighbor's lawn. At least they were quick and easy to build. Without a convincing cockpit to facilitate some daydreaming what was the fun in a long, drawn-out building process?

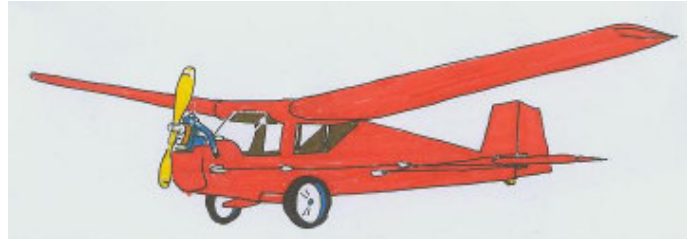


Mental flights of fantasy were a big part of the fun of plastic models. While trimming, painting, and gluing parts together one could very easily imagine working on the real deal, especially when it came time to install the control panel and the pilot's seat. Painstakingly painting the canopy frame with a tiny brush was another crucial step. The workbench was the hangar in my air museum, and I was restoring a Mustang, a Republic Thunderchief, or a Focke-Wulf 189. These projects became boring soon after completion, though, probably because they could not actually fly. (At least without the addition of some judiciously applied fireworks, but that's another story.)

By college time I'd almost lost interest in aviation altogether. One day, while perusing the contents of the magazine rack in the bookstore, I picked up a radio-controlled airplane magazine. A full-page ad contained a photograph of a Sig Kadet, taken from the perspective of a six inch tall photographer. Ah, it was beautiful! The plane sat on a runway, green grass beyond, blue sky above, and, you guessed it: the windshield was clear, just like the Lancer. At eighteen I was once again as inspired as I was at five. Now, at forty-two, I'm getting a similar imaginative boost by some plywood and sticks glued together to suggest a wing.

A week or so back a post on one of the many aviation-related Yahoo groups to which I subscribe reminded me

of the Skypup. It's worth a look for those of us interested in simple, low cost planes, and bears more than a passing resemblance to the Lancer and the Kadet: square fuselage, rectangular wings with lots of dihedral, even a single cylinder motor sitting upright in the nose. With a slightly different landing gear it'd be hard to tell the difference, don't you think? A pdf copy of the



plans is floating about on the Internet, so while you shouldn't build anything from this document you can, at least, take a free look to see that the construction is rather reminiscent of its smaller kinfolk. If this life provided us with the time it would take to build every vehicle that caught our fancy I'd have a Skypup on my list, if for no other reason than to experience what it would feel like to fly around in a model airplane.

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