
EAA CHAPTER 32 NEWS

Jim Bower, Editor

March, 2001

Don't forget the date and location change for this month's meeting! We will be meeting on Saturday, March 24th, at the Old Country Buffet in St. Charles, on the south I-70 service road between 1st Capitol and Zumbuhl (2867 I-70 Service Road).

INFORMATION HOTLINE

286-9932

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

This Month's Meeting

The meeting was held at the Old Country Buffet and started with the Pledge of Allegiance.

Hangar report: Chapter 32 has received a donation of sand for the base, but work crews have not been able to do much this past month due to the weather. Gary Kobes reports that the holes are filled with water. Gary Heining reports that one trailer has been emptied and a second is almost cleaned out .

Chapter 32 has been asked to host an EAA Leadership Conference to be held April 21st at Parks College at St. Louis University. More information later.

Youth Aviation Day at Spirit of St. Louis Airport is fast approaching. Phil Kitchen says we are expecting at least 300 kids, so he is asking for firm commitments from pilots before going to Missouri Pilots and other outside organizations. Chuck Koviak will be Safety Officer in charge of crowd control and ground crew. If you are interested in helping in any capacity contact Phil for pilots and Chuck for ground crews.

The annual St. Louis Fair and Air Show will be held Labor Day weekend, September 1st-3rd. Doug Killebrew wants to get an early confirmation for demonstrations and workshops in order to get included in the Air Shows promotions. Dave Doherty suggested getting Boy Scout and Girl Scout leaders to be available to sign off on Aviation Badges for the Scouts during Scout Day on Monday, September 3rd.

Dave Doherty is looking for pictures of our hangar building before it was disassembled, for a fundraising brochure.

Ron Wright asked if the chapter would be interested in selling Entertainment books again this year. The books would be available in August. More details on that later.

The Guest Speaker was Richard Jimenez, who gave a presentation on his experiences helping to develop the BD-1 aircraft.

Richard Jimenez



Flying Companion Seminar

Presented by the Greater St. Louis Chapter of the Ninety-Nines.

Saturday May 5, 2001 at the (New) Automated Flight Service Station, Spirit of St. Louis Airport from 9:00am to 3:00pm. There is a \$20.00 registration fee, which includes lunch. This Seminar is intended to make the non-pilot companion comfortable and helpful in the cockpit. Topics include:

- How an airplane flies
- Parts of the airplane
- Flight instruments and what they are for
- Radio and navigation aid use
- Maps, charts, and flight planning
- AFSS presentations
- Weather and weather briefing
- Medical information

Maximum enrollment is 20 persons, and pre-registration is required. For more information, contact Laura Million at 618-288-7099 or Barbara Wilper at 314-731-6863. Visit our Web site at <http://www.st-louis-99.com> for more information.

Laura Million

The Greater St. Louis Chapter of the 99s

The Importance of Clear Communication

(Thanks to Rufus Anderson for sending me this little tidbit!)

The lesson learned seems a little serious considering the humor of the image.

READ THIS BEFORE LOOKING AT THE PICTURE!

You are the Chief Airplane Washer at the company hangar and you:

- (1) Hook high pressure hose up to the soap suds machine.
- (2) Turn the machine "on".
- (3) Receive an important call and have to leave work to go home.
- (4) As you depart for home, you yell to Don, your assistant, "Don, turn it off."
- (5) Assistant Don thinks he hears, "Don't turn it off." He shrugs, and leaves the area right after you.
- (6) See the picture on the next page for the results.

As with any occupation, make sure personnel have a clear understanding of what you are communicating! Actually happened! Now see the picture of the consequences.



Sorta speaks for itself, doesn't it? Sure hope the hatches were closed!

Editor's Corner

I apologize for the small issue this month, but I sorta had the deadline sneak up on me. That's why I'm blathering on in this column: to fill up space. As you all know, I am elbow-deep into a homebuilt project. One real advantage to building a popular airplane (RV-6A) is that there are lots of others who have walked the same path. One resource we RV'ers have is the RV List. It's a subscription service that causes the participants to get hundreds of e-mails per day on their favorite subject: building, flying, and caring for RVs. (In addition to RVs, there are Lists for other popular homebuilts, as well as some exotic production types.) Check this out at www.matronics.com.

Anyhow, my point here is to say that I have made a lot of great contacts because of postings I have made and answered from this list. Everybody's eager to help, give advise, chat, and generally have fun. Likewise with our Chapter. We all have those great common interests: airplanes and flying. Couldn't do it without you!

Keep those submittals coming, too! This newsletter needs YOUR support!

Jim Bower

Safety Thru Education

mr. bill

Last month we reviewed the talk that people talk about when they talk about the **EXPERIMENTAL** aircraft. How about this month we review what “we” say about the **EXPERIMENTAL** airplanes. We love these planes just the way they are or do we? If we loved them we would build them EXACTLY the way the kit plane designer said we should, as per THE PLANS. What scares some people, and the designer too, is how WE change the design. I am not an engineer or a rocket scientist but.. some of the thing’s people say about their airplanes and what they are going to change seem real frightening. The Teenie Two Airplane that I had brought out some interesting **EXPERIMENTAL** people. One man told me at our EAA builder’s conference that on his Teenie Two he added “one more bay to each of his wings.” This resulted in a three foot longer wing span. Someone in the crowd quickly stated that you must also lengthen the rudder if you lengthen the wings. The builder said he did not do that. Another ExperiMENTAL Teenie builder made an engine mount extender out of a two inch thick steel plates so he could extend the engine out eight (8) more inches. He needed the eight inches for the dual magneto installation he put on the back of the Teenie Two’s Volkswagen engine. The designers’ plans call for the engine to bolt directly to the one (1) inch steel tubing used for the engine mount/nose gear structure. Also included, as if this was not enough...on the front of this engine was a four (4) inch prop hub extension. The idea here was to one, extend the propeller out past the exhaust pipes and secondly, to install a standard automotive alternator with its drive belt. The drive belt would be wrapped around the prop hub. I had to ask if he thought that this installation was maybe just be a little nose heavy? He stated that he was sure that the full size battery placed back in the tail cone would balance the plane. This builder was so frustrated with the project that he offered the designer (a 78 years young man) MONEY to come from Texas and finish the project for him!!!

The prototype Teenie Two weighed 310 pounds (sure it did). My Teenie weighed 386 pounds (per the neighborhood’s bathroom scales) which was the lightest of any in the building group. Thanks to EAA Chapter 32 member John Framiglio for allowing us use of his aircraft weighing scales one Saturday morning. What a difference using the correct and quality equipment can make. I learned that my Teenie actually weighed 398 pounds empty. It was still the lightest by four pounds. I have no idea how the prototype weighed 310 pounds because I had the same minimal equipment it did! Recently I had an FAA Maintenance Inspector on the jump seat of the DC-9 as I left Washington-Dulles Airport. I knew it would be a great flight when I heard him talking to the co-pilot about the Cozy IV he was building. In cruise flight I asked him what sort of strange things he has seen as he ventures out to do Certification Checks of home built aircraft. He said he could tell the people who utilized the EAA’s Technical Counselor program. It saves him a lot of explaining to the builder about the basic HOW’S and WHY’S of aircraft construction. He mentioned a man who had so many electrical back ups to his electric system that he had added so much additional wiring

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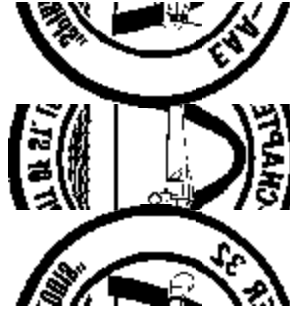
to the airplane that it was a big spaghetti nightmare. The KISS (Keep It Simple Silly) "plane" of thought was not utilized in this builder's airplane. We are very fortunate in our EAA Chapter to have some great Technical Counselors. Lee Lawson, Bob Jude, and Gale Derosier. These guys really enjoy looking at airplanes and are extremely helpful and knowledgeable in this area. Please use them because the earlier "trouble" is found in the building process the quicker those things can get fixed. With three Technical Counselor reports on your airplane Avemco Insurance will reduce your rates by 10 per cent. Using the Flight Advisor Program will be able to have insurance coverage on your first flight! Wow you get expert advice from some friends and a reduction in your insurance rates. Hey and the FAA really likes the Technical Counselor program too!!! What a country!

Congratulations are in order for RV-4 builder and new TWA DC-9 Simulator Instructor Kevin Lowery!

WHO MADE THE FIRST AIRPLANE FLIGHT IN ST. LOUIS IN 1909? Glenn Curtis

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