



# EAA Chapter 32 News

Jim Bower, Editor



**July, 2010**

**Come to the meeting on Saturday, July 17 at 10:00 am. See inside for program details.**



## Volunteer Needed

We're looking for a qualified individual to install a 220V line in the ARC to power an air compressor. If you can do this, please contact President Dave.

# June Meeting Minutes

The meeting began with the Pledge, Dave Doherty presiding.

Dave McGougan flew the Ridge Runner for the first time prior to our meeting. Steve and Joe were there as witnesses, Dave gave a run-down of the experience. That initial flight consisted of flying the pattern and landing, though he's flown twice since. Resulting adjustments have included addressing throttle behavior and repositioning the horizontal stabilizer, the latter completed with advice from factory experts. Bill Doherty is beginning a new tradition, in which the chapter steps outside to share champagne (or sparkling grape juice) in honor of the first flight of a project.

After returning to our seats we approved the May minutes.

We recognized new members and visitors, including our speaker, Dr. Mirianni, who also brought his daughter along. They arrived in a Lancair IV-P, inspection of which nearly delayed the start of our meeting. Al Jones was in attendance; he owns a Minimax and a Long EZ. Bill Wehmeyer, an ultralight flyer, was also with us. Dave noted that we've gone from 55 members at the beginning of the year to 73 as of the June meeting.

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

This month's movie is Memphis Belle, in honor of the upcoming B-17 tour stop.

Upcoming events include the July 4 event in O'Fallon. Bill found a big barbecue trailer that we'll use to prepare hot dogs, hamburgers, and pork steaks.

July 12 is the arrival of the B-17. The CAF is bringing the BT-13, B-25, and TBM Avenger for static display. Bob Kramer's bringing his Stearman. The B-17 will depart for Kansas City on the 15<sup>th</sup> with six open seats. Dave will determine a fair way to pick riders, noting that they'll have to arrange their own transportation back to St. Louis.

Our two June events, the Scouting Event in Forest Park and International Young Eagles Day, were both successful. Forest Park consisted of wall-to-wall kids for eight hours straight. Mr. Bill gave educational presentations there and at the Young Eagles event, where he gave the Boy Scout Merit Badge presentation. Thanks to the International Plastic Modelers Association, who attended once again, introducing a new batch of kids to plastic modeling.

Outstanding business includes clean water testing: Tracy's looking into what this entails.

Dave McGougan's working with the flagpole. He reports that it's about 25 feet in length with a double truck on top, meaning it can fly two flags. It will require a two and a half to three foot hole, footing in concrete. Some hardware will be required to complete this, in addition to flags. We discussed a chapter flag in addition to the Stars and Stripes. Gale moved to allot \$300 to proceed. Motion was seconded and passed.

Motion was made to close the meeting, after which Dr. Miriani gave a presentation on aeromedical issues.

## 1/4 share RV-6A - \$16,300.



- Slider canopy, hangared @ St Charles County, KSET
- 160 HP Lyc, 1250 TT, 1110 SMOH, Fuel Injected, C/S Prop
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9/8/09

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The aircraft is flown regularly - lots of fun!  
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also consider a swap of hangar space for time.

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Mike Wilson (636)219-8905



# Learning As We Go

## “OSHKOSH Past, Present, and Future”

by mr. bill

It was the summer of 1980. My college roommate from southern Illinois was preparing for a road trip to the city of Oshkosh for its annual airshow. Leaving Mount Vernon, Illinois he was going to drive five hours to my parents' house on the south side of Chicago for a stop over. After a good night's rest we would get up early the next morning and drive to Wisconsin to check out this thing called "Oshkosh!" Driving his 1976 Toyota Celica became less boring when we figured out we could wedge the wooden ice scraper between the driver's seat and the throttle for our own cruise control. With the two front bucket seats reclined we would sit in the back seats and cruise up Highway 94 northbound steering with our feet. As we passed people they would look into the car and see nobody in the two front seats and hopefully not the two Einsteins in the back. Hey, we were two bright college kids who had their Private Pilot Certificates and were bored with this low and slow mode of transportation. As we passed the Great America Theme Park in northern Illinois we jumped out to photograph a massive roll cloud that was sliding thru northern Illinois as a major storm system was approaching the area. We later learned that a tornado had touched down and stopped the rides at the theme park with people STILL on the rides.



### PAST

Arriving at OSHKOSH airport was a shock. Back in the day they did NOT take credit cards. Cash or checks only! You had to pay for the whole week (as it is still today) with a three day minimum stay. Well, we da' college boyz from Illinois were going to rough it and sleep in those two front passenger seats that we avoided using during the three hour drive up.



My 50+ year old memory has been jogged by the photos I took of the time at my first Oshkosh. There are pictures of the Rutan Defiant, the FAA blue DC-3, and the cute little KR-1. Some lady was just all giddy over this beautifully built and painted Rans KR-1. The actual aircraft is so small that looks like a “super sized” RC model airplane. She just could not get over it was an actual airplane!

I remember seeing Colonel Greg "Pappy" Boyington sitting behind a small table selling his autographed book, BAA BAA BLACK SHEEP, for twenty dollars. Way too rich for these college kids' wallets. Heck twenty dollars used to be two tanks of gas!

Well, over the years we continued to visit Oshkosh. College roommate went to law school in Chicago so the years of the OSHKOSH adventure continued until his post graduate move to Phoenix. Actually we had some great times flying gliders down in Phoenix but due to the lack of oxygen on one of those glider flights we do NOT remember much!

The 1980's had many highlights during our OSHKOSH visits. The supersonic Concorde was there selling rides for \$ 400 dollars. Still too rich for the budget! The Rutan Voyager flew in on its way to the Air and Space Museum.

Another Rutan highlight was in 2005 when the Space Ship 1 was flown in on display. Mr. Burt Rutan had all the kids who were 10 to 12 years old show up the next day to get in a circle around the Space Ship 1 and touch it because THEY were going to be the next pilots, I mean astronauts, who would fly this next generation rocket ship.

## PRESENT

Well, here we are in 2010 and it is a blast from the past and the future again at this air show. A multi aircraft fly-in by the Douglas DC-3s, the workhorse of the industry should be awesome. The fly-in of the Space Ship II, the next generation of the Rutan space odyssey is also on the list to wow the crowd.

The Oshkosh air show, now called AirVenture, at Steve Wittman Field, the old airport manager, is such a unique air show. It is a family event. A way for so many people scattered all over this country to gather in one place, camp out, and get caught up on the past year. To sit at an evening camp fire and talk about the sightings of pilots, or planes, or aerial maneuvers flown that day is just heaven. Oshkosh AirVenture IS where you can see, touch (with permission first), and smell, the airplane of your choice. If you have patience grasshopper, the owner/builder will be back to the airship and you can ask all the questions you want concerning the whys and how did ya' do that stuff. Things inquiring minds want to know!



Just last year several people building the Evans Volksplane I and II aircraft were planning (thru a Yahoo builders group) to meet under the Yellow S.O.S. balloon (that is another story) at Oshkosh. Mind you this group is International. It brought tears to my eyes when Tuesday at 1700 hours, eight of us met at a table under the "SAVE OUR SUDS" big top tent under the yellow S.O.S. balloon. We shared building stories and pictures of our Volksplane projects and a "stubbie!\*" Three of these fine gentlemen were from Missouri, one from Virginia, one from California, and three were from Australia! We all received the 2009 Volksplane patch with a small Koala bear attached from our mate Darren, from down under. This patch was similar to the one from the 1970's builders group! Wow! Only in Oshkosh. Only at AirVenture! The gang will be meeting again this year! Same place! Same time, gentlemen?

## FUTURE

Well, what is in store for next year! The Boyz from Troyz Airpark are currently grounded while their new 2,200 foot asphalt runway is being installed. With modern day technology the side by side asphalt runway and sod runway will lay next to each other perfectly smooth and level so that we will have a beautiful, no dips, nicely crowned, sod and hard surface runway. So, next year, my Volksplane II and neighbor Gale D's Rans S 6 Coyote II will be flying up to the greatest air show at Oshkosh. It will be a great time and it will be an adventure. I'm thinking it just may beat that first visit to Oshkosh! Time will tell!

\* A "stubbie" is what the Aussies call a 12-oz. can of beer. Your friendly editor thinks that's because to them, a 12-oz beer looks very small.

# President's Corner

By Dave Doherty



To my friends at Chapter 32, and those who like to fly;

It's official. St. Charles Muni (3SQ) is now closed. After 76 years, the airport has had its last departure. St. Charles Flying Service has managed to hang on and has moved operations to St. Charles County airport (KSET). They are working hard to provide quality flying instruc-

tion and aircraft maintenance for the area. Their intent is to have a full service operation. Let's welcome them to their new home at Hangar no. 6 and help them out wherever we can.

We held our first major fundraiser of the year over the July 4<sup>th</sup> weekend. Friday, July 2 started out with setting up our booth, followed by arrival of the refrigerated trailer containing the frozen meats, food, and dry goods. Jeff Stephenson arrived with lots of cases of soda, and we brought the cases of water from the Aviation Resource Center (ARC). At 5:00, the O'Fallon Heritage Fest started. It didn't take long to discover I'd overestimated the size of the crowd, and that I had purchased too much food. Business wasn't very brisk, and there was lots of competition. We had to lower prices to be in line with a couple other vendors. Saturday was busier, and around 5:00, things picked up a lot. This went on through closing. On Sunday, we did well. Final numbers are still being compiled, but we'll turn a profit. Numbers for the fundraiser will be disclosed at the next meeting. There were a number of lessons learned about doing these types of fundraisers, and that too will be discussed. Needless to say, we didn't turn as big a profit as I'd hoped for. Many of those who signed up came and helped throughout the event. The chapter thanks all who volunteered your own time during the holiday weekend.

We're almost halfway through July already. Time is passing so quickly. The next thing on the agenda is our chapter hosting the EAA Foundation's B-17 tour stop in St. Louis. It's lined up to be at Spirit of St. Louis Airport (KSUS), arriving on July 12, with tours on the 13th and 14<sup>th</sup>. The plane will depart on Thursday, July 15. In addition, we have lined up additional Warbirds by teaming with our good neighbors at Smartt Field, the CAF. They will bring their B-2 and TBM Avenger from their collection, as well as their souvenirs truck and dog tag machine to help fund their efforts. Sky Shipley will bring his BT-13 Valiant, and it will be flying. Our own Bob Kraemer will bring his Stearman to round out the collection. It should be a great event. Come on out and enjoy some of the planes that our fathers and grandfathers fought in to protect our freedom. As I write this article, the advertising campaign is kicking off. We want to saturate the area, and make this a big success. More volunteers are needed. Did I mention there are six seats open for the B-17 tour from KSUS to Kansas City? Volunteers for this flight need to contact me, or I'll pick some people to go. It is a Thursday trip. We'll rent a van and I'll pick up the passengers and bring them home.

July 17 – 4:00 PM at the ARC at KSET. There will be a Chapter meeting in July (contrary to past years), but the time has changed to 4:00 PM. There will be a regular meeting, and BBQ afterward. Since AirVenture 2010 is the last week of July, the movie at the ARC will follow the BBQ and social time. This month, the movie will be TOP GUN, starring F-14 Tomcats (and also Tom Cruise and Kelly McGillis). This is also a good time for the chapter to plan our stay at Oshkosh. I'd like to see Chapter 32 with a group camp in Camp Scholler this year, if there's any interest. We'll talk about this at the June meeting.

July 26 – August 1 --- The big show at OSH! See you there!

Thanks for participating in our chapter. Let's make it all it can be.



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Turn & Bank (2 min)  
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**SPECIFICATIONS:**

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Length 17' 8"  
Height 5' 6"  
Weight empty 750 lbs  
Gross weight 1305 lbs  
Fuel capacity 20 gals  
Retractable landing gear  
Maximum speed 140 mph  
Cruise speed 120 mph  
Stall speed 45 mph  
Normal range 600 miles  
Rate of climb 800 ft/min



# A Note in Passing

By Dave Deweese

We moved to St. Charles County in 1970, and lived in a rental home near Interstate 70 and First Capitol until spring, when we relocated to a permanent base of operations at a subdivision off highway 94, just south of Boschertown. To a four-year-old a new place is, well, a new place, and there was plenty to discover and be

For most of first grade Orchard Farm students who lived in the Mamelle Hills subdivision rode the bus to a small, satellite campus in Kampville. Our route took us past the airport. This was an inspiring start to a day of classroom chores, planting seeds in my mind that would blossom into airborne fantasies as the afternoon became quiet and boring. First grade began in the fall of '72, and in '73 came the big flood. We watched the water creep nearer, inundating our classmate Brenda's house, off to the west, and one day the bus began taking us to the main campus, the one within view of the ARC. After that our daily bus ride took us no closer to 3SQ than the intersection of B and 94, near the big haunted house, though that inspired a few vivid fantasies as well. Our little school is now a business of some sort. Soon the land that was the airport will be home to something else, and eventually the river will change that, and another thing will arise. Future kids will wax nostalgic about whatever replaced the runways, not knowing that they ever existed. An amateur historian acquaintance told me that Blanchette Park was once the site of a dog-racing track. Whould've thunk it?



amazed at. Across the bridge in St. Louis there was the Science and Natural History Museum, home of two life-sized dinosaur statues. Just off the main interstate, on our side of the river, was a restaurant shaped like Noah's ark. In Cave Springs there was a little gem of a museum owned by an older couple, the Bushnell's, where they displayed an impressive collection of antiques including toys and cars, one of which we were actually allowed to climb into and pretend to drive. Across I-70 was a produce market that redecorated every October and became "Pumpkin Village," a perfect place from which to buy future jack-o-lanterns.

Another favorite landmark was the nearby airfield, 3SQ. On occasion Dad would stop there after an errand in town, and we'd sit and watch piston engine planes arrive from the east. Our own home was in the flight path of Lambert and I soon learned to identify all the airliners that passed over, but none flew so close as the birds at our local airport. You could step out of the blue Mercury Comet, lean over a wood fence, and the planes were right there to gawk at. Under a blue sky on a warm summer day those two and four seat spam cans were every bit as spectacular as big, shiny Boeings. I studied them carefully, picking out which would be mine one day.

Outside of recollections I have no tangible stake in 3SQ, nevertheless it's depressing to finally get FAA-verifiable word of its demise. Some might say, "Grow up, Dave, put the past behind you," or "It's a capitalist society, a man can do whatever he likes with land he owns." Both are good points. A place is just a place, after all, and at the risk of sounding metaphysical, my good memories are a mere reflection of something little Dave perceived: that seductive lure of aviation, an energy that does not go away, just crops up in new places and at new times. We're better off helping our friends who are inconvenienced or displaced by the change, and doing the good works that make KSET a place that inspires the current crop of kids. Still, rationalizations do not make it less of a downer to think that 3SQ has gone the way of Noah's Ark, Bushnell's museum, and Pumpkin Village. You can't reason away that feeling, any more than you can logic away a toothache.

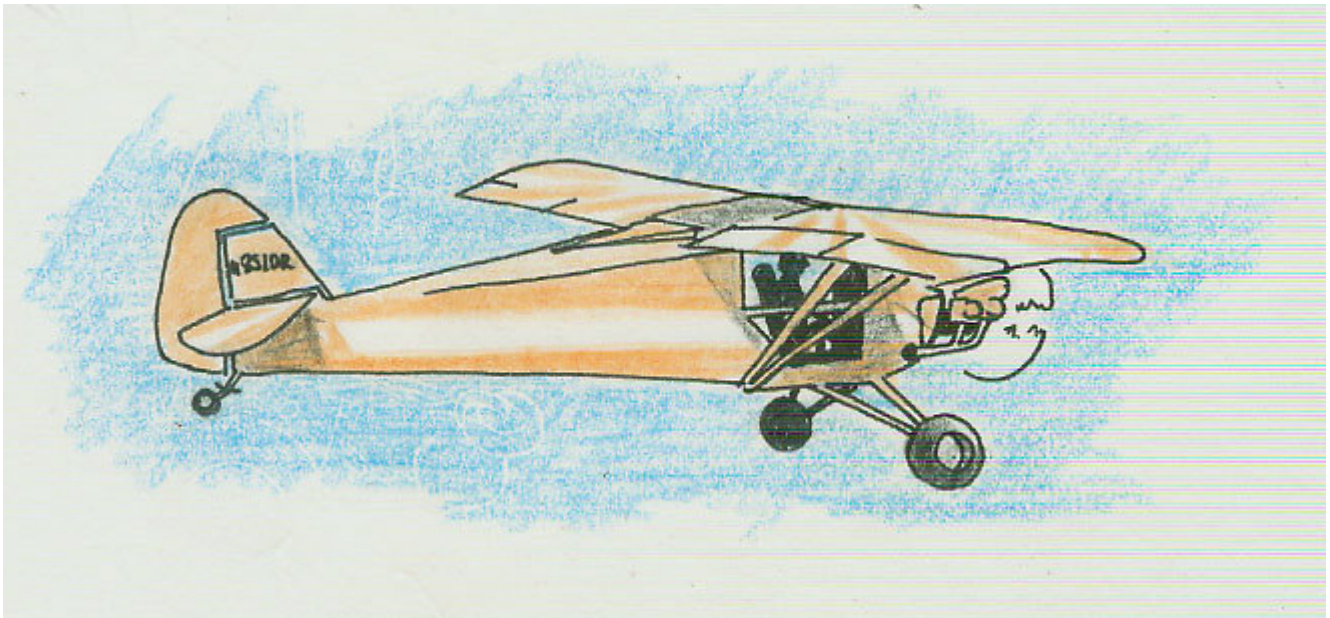


On the other hand Dave McGougan's Ridge Runner is officially up and flying, an encouragement to those of us who aspire to bread and butter aeroplanes. It was fun, last meeting, to help move the bird out of Herman's hangar, watch Dave hand-prop it, and imagine performing similar ceremonies in the future. Life has been getting in the way of the Double Eagle project, so it's good to see reminders that persistence eventually pays off.

The other side of the 3SQ coin will be the increased activity at KSET. All the talk of flight schools moving here and there has reawakened interest in my flight simulator. Little Dave would have looked forward to the future even more had he known such fantastic gadgets were waiting. Patience: there are peaks and valleys, but ultimately we're going in a positive direction.

*Happy Contrails,*

*(Do335)Dave*



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