
✈EAA CHAPTER 32 NEWS✈

Jim Bower, Editor

August, 2002

Welcome back, all you lucky folks who got to go to Oshkosh this year. Here's hoping your vacation travels were safe and relaxing. Now it's time for another meeting in our new, almost-finished hangar (a.k.a. the ARC) Please drop whatever you're doing on Sunday August 25 and join us at 2:00. Same airport, same building, same friendly faces.



The gang at Oshkosh 2002 (at least those who could make it)

INFORMATION HOTLINE

286-9932

CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS

Last Month's Meeting Report

June, 2002

Shamelessly stolen from the website - thanks, Laura!

WELCOME NEW MEMBERS

OLD BUSINESS

Powered Parachutes were cancelled two weeks due to high winds. A list was made and KZ Zigatis will contact those still interested in flying. Contact KZ if you wish to participate in a ride.

ARC

The last of the concrete was poured. All that remains for concrete is ramps by the garage doors and walk-in doors. Six panels remain to be put on the roof and that should be finished by next weekend. The next project to finish is the siding. Stan encourages everyone to help. There is plenty to do for all skill levels.

NOMINATIONS FOR CHAIRS OF COMMITTEES

All nominations were approved as follows:

Chairman of the Executive Committee: ***Doug Killebrew***

Facility Operations: ***Doug Killebrew***

Community Liaison: ***Phil Kitchen***

Education Committee: ***Carla Zigatis***

Safety: ***Dave Domeier***

Scholarship: ***Laura Million***

Young Eagles: ***Chuck Koviak***

Special Projects: ***Gerry Geiger***

Fund Raising: ***Dave Doherty***

Membership: ***Bill Nelson & Gene Angell***

Members at Large: ***Bill Jagust & Dave Domeier***

FUNDRAISER

Ron Wright has made arrangements with a local pilot to fly in his AT-6. The cost would be \$300, with \$100 of that going to the ARC building fund. The flight would be 1 hour of actual flight time and can include aerobatics. One ride is being offered free for the Chapter to raffle off, possibly at the St. Louis County Fair and Air Show.

The Chapter has agreed to participate in Entertainment books again this year. Ron Wright took a hand count of members interested. He will have those books available by the September meeting.

ST. LOUIS COUNTY FAIR AND AIR SHOW

Doug Killebrew spoke about the upcoming St. Louis County Fair and Air Show to be held at Spirit of St. Louis Airport over Labor Day weekend. As in past years, we will have a tent on the flight line with the Aviation Theater. Saturday and Sunday, members will give workshops on "How to become a Pilot," and "How to Build and Airplane." Monday will be Scout Day and Chris Erkmann has offered to organize the workshops for scouts to earn the aviaiton badge. Help will be needed for set up on Friday and tear down on Monday. A sign-up sheet will be at the August meeting. The Blue Angles will be featured this year so a big crowd is expected.

ARC SIGNAGE

As the ARC is being built, it was suggested that signs be placed on the building idetifying Chapter 32 be placed on the parking lot side and the ramp side. KZ Zigatis has agreed to look into the making of signs.

Meeting was adjourned to eat Barbecue thanks to Doug Killebrew's expert grilling.



Once again, the Baker P-51 delights the younger set at KidVenture

Chapter 32 Faces at Oshkosh

**Ken Blackburn giving a paper airplane
demonstration**



**The Ladies of Chapter 32 (I'm
told not to expect a calendar
anytime soon)**

**K.Z. Zigaitis
speaking at an
ultralight forum**



Editor's Corner

I didn't get to go to Oshkosh this year! (Sounds of a large baby crying and throwing a tantrum.) And thank you mr. bill for your beautiful article about the prime aviation event of the year. Doh!

2002 was to be a reprise of last year's splendid flight to and from OSH, and the joy of camping out under Chris Erkmann's airplane wing. Several things were making the trip a little "iffy" from the get-go, but I worked through them and was ready at zero-dark-thirty on Saturday July 27. Weather reared its ugly head, however, and Chris Erkmann and I agreed that scrubbing the mission was the best alternative. It's pretty galling when the weather is good at the departure and destination airports, then Mother Nature erects a huge wall of thunder boomers right in your path. That day was a good test of my promise to myself never to push my luck on a cross country. Being a low-time pilot, I haven't have any XC experience since I got my license. But I'm gonna do it one of these days, and it will be a new concept to be prepared for a change of plans whenever the weather kicks up its heels.

But, I'll get over it; life is still good. I am the proud possessor of an overhauled Lycoming O-320 D1A which someday will be pulling my RV all over the sky. (Notice I didn't say "owner" ... the actual owner of the engine would be the bank!) I started a new job about a month ago. I like it, but it's stressful starting over after 11 years in the same place.

Many of our members (besides myself, of course) are progressing on their dream of aircraft ownership-by-construction. Please visit our website at www.eaa32.org and take a look at Rick Galati's RV. That thing looks like it will be flying next week! Gary Liming is making great strides forward with his Zenith. If you are working on something and you would like others to share in your pride, give me a call (314-869-8971) and I'll come over and take pictures that will appear both in this newsletter and on the website.

Wants and Disposals

Roger Moore is selling the engine out of his RV-4 so he can upgrade to more power! You've all seen Roger's airplane fly, so you know this is a good, running engine. Here are the particulars; for more information call Roger at 636-532-5713.

Lycoming O-320 (160 hp), conical mount - 710 SMOH

Harmonic balancer

Marvel carburetor

Lightweight starter

Bendix mags

Wood (Warnke) propeller with 4" extension

\$7,000.00 takes it all, (availability November 2002)

Learning As We Go

mr. bill

Well aviation enthusiasts another Oshkosh is in the can as they say. This year the Poberezny clan were celebrating 50 years since that January night in 1953 when several gentlemen decided to meet and talk about airplanes in Paul and Audrey's basement in a suburb of Milwaukee. My how things have grown.

Arrival time for mr. bill's clan was the usual Monday at noon. With wrist bands purchased and registration complete we received our FREE FLYING magazine which stated that the FLYING magazine was celebrating its 75th year. Hey they have been around a long time too!!! Well we parked the car (by Captain Ed -another TWA/AA pilot slightly senior to me) and donned the wrist bands so we could check out the flight line. While walking on the main road we saw Volunteer Vince Morris carting around Captain Ron Woodliff and his co-pilot Dennis Baker, both Chapter 32 professionals. We continued our walk down to the very end of the flight line because the flight/show line was fairly full of airplanes. While walking with Sharlene and our two kids and Captain Ed with his son Eddie we happened to stop at the end of runway 36 (North) to watch those manly (and womanly) pilots wrestling their aero machines to the ground in mother nature's 15mph crosswind breeze out of the west. All was well with the FAA (Friendly Aviation Advisors) in their pink shirts standing next to the official white control tower van abeam the 1500 foot mark down the runway. Well, in the process of explaining to the wife and kids about how much FUN it is landing in the crosswind in a tail dragging airplane (can you say ground loop) we became witnesses to an almost perfect ground loop. In fact we were describing every painstaking detail of what this pilot was doing when, in a split second, the plane, an Aeronca 7AC (AC = Attack Champ) decided to leave the runway and cruise by and say hello to those FAA guys. Next in it's gun sights was ahhh.... Excuse us class but.... Alright people class over!!! RUN!!! I grabbed the ladies and Captain Ed grabbed the boys and we all scattered. The 7AC rolled past the FAA boys and rolled down into and out of the water runoff ditch area and finally came to rest. I have had flights (like this one described with students) where I have had to change my underwear before. This was the first time as an observer on the ground that I had to change them.

The airplanes came this year but they did not stay long. The crowds were smaller too. There were two highlights for me. First, listening to four of the gentlemen, who were in the Poberezny basement that January 1953 talk freely on stage about being involved with the first meetings and first airshows. Why Rockford? Why Oshkosh? Why do the airshows still go on? The volunteers make it happen.

Secondly, in the following hour presentation, Chapter 32 was recognized as the first EAA chapter in the state of Missouri. Vince Morris proudly carried the EAA pennant flag attached to its PVC pole. Each pennant was signed by Paul and Tom Poberezny. A representative from each of the 50 states and chapters were there to receive their flag. While the group photo was being taken, Adam and Rachel went to shake Paul's hand and he played with them for awhile. Pictures were taken and my flight advisor hat was signed. Paul and Audrey shuffled to their RED ONE VW Bug and prepared to drive off to another meeting. I shook Audrey's hand and said "Thank you". What energy for people in their 70's.

Dick Rutan "light his rocket" powered Eze for a ten second blast and we all watched as he climbed up a few thousand feet and flew two "dead engine" 360 degree patterns around the field to a perfect landing. Before the flight could be flown "somebody" had to pay the \$ 7000.00 insurance bill for the two flights that were going to be flown that week. OUCH!!!

Mr. Jim Baker had his P-51 Mustang up in "Kid Adventure" Land. There were new and neat "Wright Flyer Replica" pedal powered airplanes made for the coming year. No plans were being drawn up. Marv said there was no market for them. Hard to explain that to my "Orville and Wilbur" as they pedaled around with big smiles on their faces.

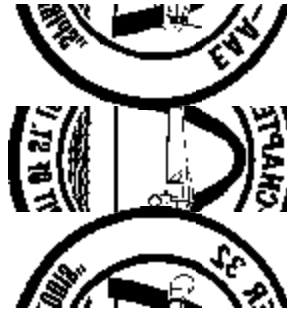
Gale Derosier flew up in his Mustang II. Ron Wright and co-pilot Gary Heininger arrived in Ron's Luscombe. Paul Smith arrived in his brother's VW powered Vanagon Camper.

At the Flight Advisor breakfast Sunday morning I received several pats on the back. No not because of anything I did but because I was the only one there with no gray hair. We were told to look around the room of 50 professionals there to see who was going to take our place 10 years from now. "We need young blood" was the call from the podium. Let us all try to pass the "love" we have for this great sport on to others younger and older than us.

Next year's convention dates go over the end of the month of July into August so....plan accordingly.

Officers and Committees

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Check out our fantastic Web Pages at
www.EAA32.ORG
 Laura Million, Web Designer
 While you're there, take time to join the
 Yahoo Groups to help you stay abreast of
 Chapter happenings!

TO:

