
✈️ EAA CHAPTER 32 NEWS ✈️

Jim Bower, Editor

May, 2004

Don't miss our May meeting. Maybe the weather will be kind and let some of us fly to the meeting, and the rest of can watch. Don't forget the barbecue!

See you all there on the 23rd (food at 1:00; meeting at 2:00)!



Meet Bob Jude's 100th Young Eagle! Bob gave her the ride of her life on May 8 at Washington.

INFORMATION HOTLINE

314-286-9932

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

Fred Gottman

For those of you who haven't heard, our friend Fred Gottman passed away suddenly on Friday, May 7 of a stroke during a stress test. He was 69 years old. His family asks that any memorials be made to Living Lord Lutheran Future Fund or Donor's Choice.

Among his many other activities, Fred loved being a part of our Young Eagles program. He could be found wearing a bright orange ground crew vest (see picture), helping to get excited youngsters safely to their first airplane ride. (With a sly grin, he would look around, asking for his next "victim".) He then would proceed to warn various kids that if the pilot decided to take a nap, he or she would be responsible for flying the airplane. The kids knew he was kidding and he always got a smile!

Fred recently got reacquainted with flying, and was partners in a Cessna 172 with Chuck Koviak.

We're really going to miss you, Fred.



From the President's Desk

The death of Fred Gottman last week shocked us all. Those of us that are regulars at Young Eagles Events know Fred as a Crew Chief. Many of us have cringed at the horror stories he liked to tell the kids about flying. I worried that he would scare them into not wanting to take a ride. Fortunately most saw though him and continued with the flight.

My sympathies go to Fred's wife, Sherry and their children and grandchildren. Ironically Fred died on the 6th anniversary of my husband's death, so the news of Fred brought back many memories for me including the initial shock and the chaos and confusion of the first few weeks. But life goes on. It took me about 6 months until I wanted to be back among people, and oddly enough (or maybe not so odd), I found friends here at Chapter 32. The friendships that I have made over the last 6 years are why I'm still with the chapter,

I was told that Fred had stopped flying years back. I don't know the details, but I was told that he recently started to fly again. He got the opportunity to get back in the left seat and took it. How many projects do each of us have started or that are maybe only dreaming about? Do you have a project started that you haven't worked on in years? When was the last time you went flying? Have you been thinking about starting to fly or going for an advanced rating?

My husband, Tim, had always wanted to fly. He had taken lessons but just never finished his license. Shortly before he died, he was looking again seriously about flying lessons, and had purchased and put about 5 hours into building his Mustang II. He never realized his dreams. About a year and a half later, I took that big step. I walked into the FBO at St. Louis Regional Airport and told them I wanted to take flying lessons. (Of course they looked at me like I was weird, we were in the middle of a minor blizzard at the time), but I did it. Eight months later I walked away with my private pilot's license. The time seemed right. I took out a loan to pay for the lessons, Amanda was in Kindergarten (not too many obligations with her schedule yet), and the time would never be better. I could never do that now, with my schedule (or should I say Amanda's schedule). We never know what the future holds.

Take a look at those projects you haven't worked on in years, your dreams to be a pilot, or your desire to earn a higher rating. Do you think Fred enjoyed getting back into the cockpit? One look at Joe Sargent's face when he climbed out of the cockpit of his RV after his first flight would tell you how happy he is to have completed his project. Just do it! Find a way. Don't wait until you are retired, or have more money or have more time. Make the time, find the money. You won't regret it. No one regrets accomplishing a major milestone in his or her life. Regrets come from knowing you could have done it, but didn't.

*Laura Million, President
EAA Chapter 32*

April Meeting

April 25, 2004

The meeting began at 2:00 pm with the pledge of allegiance. Visitors and guests were recognized, among them three folks from the Gateway Chapter of the International Plastic Modelers Society. The three were on hand to scope out our facility so they can best plan their participation in the June 12 Young Eagles rally. An additional guest from California was present.

President Laura talked about a lot of chapter merchandise on hand, particularly t-shirts which are available for anybody who has not received one. (You get one freebie, the rest will cost ya!)

The Young Eagle rally on April 24 was rained out, but otherwise a lot of activities took place. The kids were invited to the June rally. Laura reminded everyone about the May 8 Young Eagle rally at Washington airport. Ground crew volunteers for this and all other YE events are eagerly welcomed!

Dave Domeier announced he has possession of the chapter's new scales, but will give them to anybody wanting to weigh an airplane prior to Dave weighing his. Laura mentioned that if ANYBODY is borrowing chapter property to please check with someone in charge, and be sure to sign it out on the clipboard hanging next to the treasurer's mailbox.

Rich Jiminez is an EAA member who has spoken to our chapter in the past, flown Young Eagles, and generally been a resource gave us a nice plaque.

Don't forget to bring your checkbooks to the meeting so you can buy store coupons from Ron Burnett!

As a reminder, every Saturday is still a work day in the ARC. Help is always cheerfully welcomed.

The meeting adjourned to a very interesting talk and demo about composite aircraft construction, hosted by Greg Smith and Bob Jude.

Respectfully submitted

Jim Bower, secretary

Newsletter Deadline: *The deadline for submitting articles, pictures, want-ads, etc. is two weeks prior to our regular general meeting. Please submit these items to the newsletter editor via e-mail (jimbower@hotmail.com), snail-mail (10350 Toelle Ln. St. Louis, MO 63137), or phone (314-869-8971).*

May 2004 Meeting Agenda

Upcoming Events

Sunday, May 23rd – 2pm: General Meeting (pot luck Barbeque 1pm)–

Presentation: Alternative Engines

Sunday, May 23rd – 3:30ish: Executive Committee Meeting (following presentation)

Every Saturday: ARC work days

Every Saturday: Mustang II building

Saturday, June 12th – 9am-2pm: Young Eagles at the ARC

Saturday, June 12th – 7am-5pm: Smartt Field Open House

October 2nd and 3rd: Bob Nuckolls Seminar. To sign up, visit: <http://www.aeroelectric.com/seminars/StLouis.html>

Treasurer's Report

A word from your Treasurer. Despite the fact that a few people did not renew this year we are in pretty good shape financially. With the kitchen cabinets and swinging gate as our 2 biggest projects planned, I'm sure these items will be able to be accomplished without strain on our Chapter funds. We are currently at \$5,898.59 in the savings and \$3,716.69 in our checking account.

This does not mean we can slack off on our fundraisers, but this is not a cry for funds either. Have a great summer and please help out on our committees and projects. By the way, for those of you who haven't heard, I have moved to the North side of St. Charles, now closer to Smartt Field. My new address is 30 Shimmering Lake Ct. St. Charles, MO. 63301, Phone number is 636-724-4735. Please make a note of this for future reference.

Thanks

Gale Derosier

First BBQ of the Season

Ok, from my viewpoint the inaugural session of the EAA 32 barbecue was a success. I didn't burn anything and only dropped one bratwurst, which was later eaten by a member with full knowledge of its history. I haven't heard of anybody getting sick, so I think it all went well. Many thanks to Gary Heininger for donating a fine gas grill for our use.

Come early (1:00) for more of the same, and don't forget to bring a side dish!

As for donations, let your conscience be your guide, but you'd best know that the food and soda doesn't come free. I suggest \$5.00 is a good start. Where else can you eat perfectly cooked food and glide airplanes for that kinda dough?

For Sale...

Varieze cowling molds top and bottom and inlet: best offer

1 varieze inlet cowl: best offer.

1 complete exhaust system for Cessna 150 - O200 Cont. eng. - almost new - 20 hours on them \$400.00 or best offer.

{This is lh muffler / rh muffler / rh shroud / lh shroud/ and short stacks}

4 Lyc. 150 hp cyls. since new 1875 hours TT. with new pistons part # 75413 - best offer .

2 ercoupe control wheels - best offer .

Valve springs for 75 hp. cont. eng. - best offer.

Valve spring set for 0200 cont. eng . - best offer .

150 Lyc. starter 0 hours since reworked. - best offer.

O200 Cont . starter real low time - best offer.

Varieze prop spinner assm. complete with bulkhead and plate new in box - \$200.00 or best offer.

1 used prop spinner for unknown homebuilt - best offer.

1 Pacesetter 0200 hp cont pusher prop - \$150.00 or best offer.

1 wet Garman vaccum pump for Cessna 150 /0200 Cont.

Young Eagles Report

Sadly, the April 24th Y.E. event was rained out, but there was still some activity. Several of our members talked to the kids about everything from a career in the airlines, to building an airplane, becoming a pilot or a mechanic. Reportedly, the kids enjoyed it.

The May 8 Young Eagles rally at Washington Memorial Airport turned out to be a terrific (if a bit sparsely attended) event. The parents out there are total sweethearts who have no problem hanging around the airport as long as it takes for their kids to get a ride. The kids are very nice and well-behaved, too. (Sort of a vivid contrast to the Creve Coeur rallies, where people have become downright nasty when their little darlings didn't get



their free ride with a minimum of waiting.) Our chapter also landed over \$50.00 in cash donations. Many thanks to the following pilots: Gale Derosier (Mustang II), Phil Kitchen (C-152 Texas Taildragger), Rich Jimenez (C-172), Bob Jude (Lancair), Bill ? (C-150), George Stephenson (C-172), and Ollie Whyte (C-150).

In all, we flew 19 official Young Eagles and several “Hatchlings”. One little fellow in particular, about 5 years old, was a total airplane nut (gee not many of those around, huh?). His mom told your friendly editor that he goes crazy every time he sees an airplane, so on that day he got a ride. She said he looked so happy taxing out in Phil’s Cessna wearing a headset. Bob Jude hit a milestone; he flew his 100th Young Eagle. Way to go, Bob! As George Stephenson put it, that’s a big job when you only have one passenger seat!

Some other excitement was afoot for Gale Derosier and Joe Sargent. Gale blew a tire upon landing, so he spent the rest of the morning scrounging up a new tire and tube, plus a jack and assorted tools to perform the required repair. Luckily, the wheel was undamaged, so he was able to fly home. Joe Sargent took



advantage of the fine weather to fly down in his RV-9A (as part of flying off his time). He noticed a high oil pressure reading, so he did the right thing and taxied back and shut down. I was informed that the problem was the gauge, not the engine. Joe also was able to fly home.



Even though we didn’t fly too many kids, we all enjoyed ourselves. Once again we thank the folks in Washington for being such great people.

LEARNING AS I WENT...

mr. bill

I guess it is all proportional. I am now flying an airplane that holds 45 % less people than my old MD-80 and I am making 45 % of the pay for that MD-80. The new aircraft, and I do mean new (the one I flew last week had 18 hours on it) is called the Embraer EMB-145 Regional Jet.

Let me back up a bit because if it was not for the schoolin' I would not be toolin' and foolin' around in this jet. Last December I was presented with the option of taking 4 ½ months salary as furlough pay or the option to flow-back to American Eagle and receive a captain's slot on the Embraer Jet in one of five base cities. Los Angeles, Dallas, Chicago, New York-La Guardia, or Boston. December 02, 112 folks were furloughed and each was called and asked if they had 3,500 hours of total time and if they were going to flow-back. Of the 112, 44 said they would show up for class. On December 20th I was called and told my base was O'Hare. YEAH!!! On January 10, only 22 guys showed up in class for the training.

In class we were 22 captain candidates (3 TWA people and 18 AA people and one American Eagle upgrade to Captain) and we were paired up with first officers (f/o) coming off the Saab 340 and the ATR 72's. My f/o was a 28 year old Korean man who had been furloughed 3 times from American Eagle since September 11th. This man's name was David Brown. I mention that because he was always stopped passing through customs because of his "American" name. I told David his job was to "help get the old guy through." It cost me several meals (f/o take home pay is \$ 1,500 dollars a month) but David's intense studying habits helped both of us raise the bar in the training program.

After three weeks of ground school, which started at 1515 and ended at 0015 with a :20 minute bus ride back to the hotel was a little different. But with three new jets coming each month, the school house was humming 18 hours a day. After the first three weeks the 75 question written exam is taken. Then the next ten days was spent "going through the flows" of the aircraft in a poster board simulator. We, David and I, still working as a crew learned:

THE FIRST FLIGHT OF THE DAY CHECKS,
THE BEFORE STARTING ENGINES CHECKLIST
THE START CHECKLIST
THE AFTER START CHECKLIST
THE TAXI CHECKLIST
THE BEFORE TAKEOFF CHECKLIST
THE CRUISE CHECKS
THE DECENT CHECKLIST
THE LANDING CHECKLIST
THE AFTER LANDING CHECK
THE PARKING CHECKLIST

This is really where the men and boys were separated. As the saying goes, when in Rome do as the Romans do. Well the struggle at this point for many people was:

WHEN AT AMERICAN EAGLE - DO AS AMERICAN EAGLE DOES. The tuff part was trying to **FORGET** the 12 years I spent flying the DC-9. I had the “ways” of flying the old DC-9 so ingrained in me it was difficult to put the old aside and put in the new stuff. Again David with his extensive ground school instructor training techniques had us in front of the poster board in the hotel room with two chairs on either side of poster board panels practicing our “flows”.

The training was really something that **WE** had to learn. It was not going to be spoon fed us. Factor in 12 years of reading the same checklist (in my sleep) on my part and I realized that I had to do a lot of unlearning to do along with a lot of new learning. Well, after the ten days I sat with a FAA designated company representative and he proceeds to give me a three hour oral asking about every button, light, lever, switch, thing, whatchamacallit, dohickey, and oh yeah that thingabob!!! A quick weight and balance problem and a logbook write up and I was done.

Are we having fun yet??? Well after 4 ½ weeks, and after passing the written and the oral, we finally get to walk into to the Level D (Day or night) simulator and ACTUALLY see the inside of this sardine can, I mean aircraft.

DAY 1 (of only 8 days) We must complete all the checklists and get the machine started and to the end of the runway on our own. The instructors tell us to take off and at the end of the first 4 hours we have done air work: steep turns, stalls- clean, takeoff and departure, and landing configuration stalls. Flown a NDB, a VOR and a ILS approach, all in the first day. Each day we prepped for the evening 1700-1900 discussion time and 1901 to 2330 simulator time. After 6 session we were reviewed by another instructor and on DAY 7 we were either recommended for the check ride the next day or given ONE more training session to get spooled up. Students would lose points for failures. 3 points and you were let go! Again the big thing here was personal ATTITUDE. There was one person who said “I AM going to do it MY way.” The FIRST point was very easily issued with that attitude. The next point was issued again the next night because the same attitude existed. The next day the student was given the “two career days to think about their career.” Unfortunately the person chose to leave the program.

After the simulator you actually get to fly the real airplane. 25 hours of Initial Operating Experience (IOE) is given to each captain. Oh yeah, the three point plan still is in effect. If you received any points from before they are still attached to your bacon and you could lose more!!! Two, three day trips had me finished up with 29 hours of IOE time and feeling very comfortable with the systems, the aircraft, and MY flying abilities. Oh, and thanks to still having half a brain left in my skull, and the great tutoring from f/o Dave, I passed all training events and received no points. Unfortunately, of the 22 candidates that walked into ground school on January 10th only 10 completed the program.

What do I think of this machine? Well, max weight is 45,000 pounds and it has the big Cessna Citation X (that’s ten) engines on the airframe (which is a throw away fuselage) and it feels like driving a race car compared to the “heavy” 108,000 pound DC-9.

Officers and Committees

Officers:

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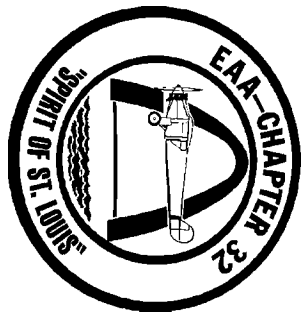
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Check out our fantastic Web Pages at
WWW.EAA32.ORG

Laura Million, Web Designer

While you're there, take time to join the
Yahoo Groups to help you stay abreast of
Chapter happenings!

TO:



Show Your Chapter Pride
Support the Chapter
<http://www.careshops.com/eaa32>
1-877-509-1859



Smartt Field



Open House



Saturday, June 12th, 2004

7am-5pm

St. Charles County Airport

Highway 94 and Grafton Ferry Road

Events

- ✦ Fly-In Breakfast: 7am-10:30am - Kilroy's Restaurant
- ✦ Young Eagles Flights (for kids 8 - 17 years old):
9am-2pm - EAA 32's Aviation Resource Center
- ✦ Static Display: 9am-5pm - Ramp in front of Kilroys
- ✦ Ken Blackburn Paper Airplane: 10am & 1pm -
EAA 32's Aviation Resource Center
- ✦ Lunch: 10:30am-5pm - Kilroy's Restaurant
- ✦ And more!

For more information, visit www.eaa32.org/smartt04.htm.

Times and events subject to change due to weather . Young Eagle flights are on a first come, first serve basis and may be delayed or cancelled due to weather or mechanical difficulties.