
EA Chapter 32 News

The official publication of Experimental Aircraft Association Chapter 32 - St. Louis, MO (Jim Bower, Editor)

October, 2016



**Proud members of the RV-12 Mafia standing by
their creation.**

We will see YOU at the ARC for the October meeting. October 15, 2016 at 10:00 am.



President's Corner

by Dave Doherty

Fall is upon us! The leaves are turning colors now, and in a few weeks we should have some remarkable views of color, both in the air and by drives in the country. Like it or not, it's about time to break out clothes for cooler weather.

There's been a lot of aviation activity recently. Several of us went to the Zenith Open Hangar event in Mexico, Mo. Ron N. and I flew up in the new RV-12 and tested out the autopilot. That little plane is so fun to fly. All the members have been having fun with it. John took it to Zelmer Airpark for their pancake breakfast, Bob flew to Ohio and dropped his wife off (yes, he retrieved her a few days later), Chuck flew it to Olney for their event, and also did the hundred dollar hamburger bit with his wife to Alton. Rich E. dropped his plane off in Michigan to have it painted. Bob took him back up there this weekend to retrieve it. Chuck and John flew Young Eagles last weekend, and then my wife and I flew to Joplin Mo to attend my sister's 25th wedding anniversary party. We had tailwinds both coming and going. So far we have over 80 hours on the plane. It's getting used, there's no doubt about it. It was a fun project, and we all learned something about constructing a kit plane. Hopefully others in the chapter that took part in the experience enjoyed the project. Now we have another work in process at the ARC. You'll have to come on out and see what's going on.

Our last Young Eagles event of the year was held on October 8. Everything went well. Folks, we flew over 200 Young Eagles this year. It was a good year. Thanks to everyone who worked on making these events as smooth and successful as they were. It took a lot of hard work on everyone's part. We've made reservations for a couple young adults to attend the Air Academy at Oshkosh next year. It will be paid in part, with money granted by EAA for flying Young Eagles. The rest will have to come from donations and our chapter treasury. I'm so proud of everyone who helped. Thanks to all of you!

Chapter elections are coming up. This year, we'll elect a Chapter President and Chapter Secretary. For each position, we currently have one person accepting candidacy. They are both incumbents. Nominations for the election will be closed after the October meeting. The November newsletter will include a proxy ballot for absentee votes. At the election in November, results of the election will be announced, and will be posted in the next newsletter. The term for elected officials starts on January 1 of 2017.

The Holiday and Awards Banquet will be on Dec 10, 2016 at the main terminal building this year. The building has been reserved by our Holiday Banquet Chairman and committee. A fine meal will be catered. We have a great guest speaking engagement for the Banquet. They call themselves the "Mercury 6", headed up by Robert Schepp. A group of 6 will address the chapter in a semi-interview format. They'll talk about the work they did in support of the early Mercury space program. It should be very informative, interesting and entertaining for us to learn about parts of the early space program that aren't well known. I look forward to this event. We'll start taking reservations at the October meeting. See the reservation form elsewhere in the newsletter.

Here are some things going on aviation-wise around the area:

- Oct 15 – EAA Chapter 32 Regular Meeting – 6410 Grafton Ferry Rd, Smartt Field - Meeting starts at 10:00 AM. Updates on several developing items will be announced. We are trying to get a great guest speaker, Mr. Stephen Brown, former U-2 pilot will speak about some of his experiences if he's available. Come on out to hear his presentation.
- Oct 22 – The Missouri Aviation Historical Society is hosting a special tribute to Ozark Air Lines at the St. Louis Science Center from 1 – 5 PM. RSVP is required. Attendance is limited to the first 300 people. Festivities include former employees sharing highlights, and screening of several documentaries about Ozark Air Lines; "The Swallow's Tail: The Story of Ozark Air Lines" and "Ozark Air Lines: The Sky's the Limit". RSVP should be made to info@moavhist@gmail.com.
- Oct 29 – Smartt Field Open House and SCFS Pumpkin Drop – EAA32 will be holding an Open House at our facility, and otherwise participating in the open house selling BBQ lunch meals to the public. This is becoming a very popular event, with a large number of people coming to watch the CAF do runs with their warbirds, dropping pumpkins at a target located on the east side of runway 18/36. In addition, there will be a competition hosted by SCFS for pilots to try and hit the target. Each entrant gets three runs to drop a pumpkin on the target. Cash prizes are awarded to those dropping their loads closest to the target. It's a lot of fun for everyone. Our chapter is tasked with some crowd control duties and meal preparation, as well as having people at the ARC talking about what we do as

a chapter. A number of people in the area will most likely fly in with their planes as they have in the past. It's a great opportunity to present general aviation to the public.

- Oct 29 – Movie at the ARC – This month's feature film is "Hot Shots". This film is a parody of Top Gun, Airplane, and other aviation movies. Starring Charlie Sheen, it involves a raid on an Iraqi nuclear plant.

St. Charles Airport is doing some work on their parking lot on the third week of October. They are going to be covering the lot with asphalt sealer. This will close the main lot and the entrance to the ARC for a few days. Access will have to be done via an entrance at Skylink Aviation and traveling on the ramp to our wide gate. Tentative dates for the coating process are Oct 17 – 19, and opening it back up on the 20th. We're arranging a work party to power wash our lot and seal it on the weekend of Oct 15 and 16. Work will start after the presentation at our regular meeting. There are also some other improvements we'd like to do at the ARC. Depending on how many people we can muster, we'll see how far we get on that.

If you can make it, come to our meeting on Saturday, October 15 at our Aviation Resource Facility located at Smartt Field, 6410 Grafton Ferry Rd, Portage Des Sioux, Mo 63373. We have a lot of fun things going on, and need your help. We'll also have a surprise announcement or two at our meeting. See you there!

One last thing: This newsletter belongs to Chapter 32 members. We're looking for stories from our members, about their project, travels, or whatever aviation items they might share. I always enjoy reading about what our members are doing. It's important, and we need more of it. How about it, folks? Let's get some articles going.

Thanks to all our volunteers who help make EAA Spirit of St. Louis Chapter 32 as great as it is! It's an honor to be your president.

Blue Skies to all,

Dave Doherty

For Sale

SONEX TAILDRAGGER WITH 2200A JABIRU -
\$21,500 -

335 hrs total time, Grand Rapids EIS, Lift Reserve Indicator, Microair 760 radio, Ameri-King AK-450 ELT, Garmin GTX 320 Transponder, Hydraulic Disk Brakes.

Contact Gary Johnson at
gjohnson4791@sbcglobal.net, or 314 303-5159

Work at Home Opportunity

Dick Jimenez of Aircraft Development is looking for a person to make fiberglass fairings for certified aircraft. These fairings are small parts weighing less than a pound. We use an epoxy resin that does not have a strong odor. In fact, it hardly has any odor at all. They will be able to do the work at home on their schedule. The person will be trained not only to make our parts they will be trained to be qualified to make parts for certified aircraft. Most of the people that have been making parts for me have been retired people that were interested in making money to supplement their social security income, but didn't want to be tied to a fixed work schedule. Some people were wives looking to make some mad money that they could spend. Pictured below are some typical fairings. If you are interested contact Dick Jimenez at 636-528-4967 or rjad12@centurylink.net



September Meeting Minutes

Dave Deweese

September's meeting began with the Pledge, Dave Doherty presiding.

VP Bill is out of town, camping with an old friend: his high school German teacher.

We approved the minutes (posted to the website) as written.

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

There were no visitors today.

Chris Ward will give a presentation on the Civil Air Patrol.

Last weekend was a Young Eagles event. Chris reports 30+ kids flew. We've got a big event next month, Laura anticipates 25 American Heritage Girls attending to complete an aviation merit badge, some members of the 99s will also speak regarding careers.

Don Jonas received an embroidered jacket in honor of flying 300 kids.

Ron Burnett has cards for Dierberg's and Shop-n-Save fundraising.

Next month CAF will have some visiting chapters attending in October. Dave will contact Rod Hightower to arrange some Stearmans. There's normally good attendance for the St. Charles Flying Service pumpkin drop. We'll sell food, and normally clear around \$1,000. We'll also need some people to act as security, keeping spectators out of the open field during the drop.

Now that the weather's cooler Dave would like to do some improvements on the building, including gravel between the walk and building, paint for the garage door, a logo on the roof. He'll set up a work day in October.

The RV-12 has flown. They fixed a few minor glitches including an issue with the EGT gauge. We were fortunate that Mr. Bill Jagust was able to check out pilots in this type of aircraft.

Dave asks for suggestions for new projects, Chris would like to arrange for Zenith to come in and complete his project here at the ARC.

Tonight's the CAF Hangar Dance; we watched the shiny Twin Beech arrive and taxi to their building. The band, Sentimental Journey, will be there to play Big Band music. A number of EAA32 chapter members normally attend.

Jeff attended the Charles Lindbergh event at the symphony hall. Charlie Brennan narrated in a 1920's radio broadcast style.

October's the deadline for applications for the B-17 and Trimotor tours. Dave will apply.

Zenith Aircraft's Open House is next weekend, Dave would like to do a fly-out. (Offer to chip-in for a ride.)

October 15 nominations for Chapter President or Secretary close.

This month's (9/24) movie is Murphy's War, a satirical look at WW2.

The Holiday Banquet will take place at the airport administration building on December 10, the Mercury 6 team will speak. We're still looking for a caterer, Libby may have a contact.

Don Jonas notes that the manager of the C-17 Globemaster gave a good presentation at the Missouri Historical Aviation meeting last month.

Next weekend is the fly-in Saturday and Sunday (9/24 and 9/25) at Bethalto. The Tri-Motor will be there. Young Eagles will fly Sunday.

The Jefferson City chapter will have a Young Eagles event 10/1 and are looking for pilots. Due to age and other issues the group is losing YE pilots. Contact Chris Ward if you have questions. Free breakfast will be provided.

Olney Area Pilots' Association is having a chili fly-in, all you can eat for \$7.

Safety Tip of the Month

AIRCRAFT GROUND OPERATIONS SAFETY

Joe Miano

Now that fall has arrived with cooler temperatures and mild weather, flying activity is sure to increase at St. Charles airport. Fall foliage flights as the leaves begin to turn colors, numerous fall festivals and end of summer flying events occur as autumn begins. As pilots, safety is still our first priority whenever we operate our aircraft, so I just want to review some simple taxi and ground operation pointers.

How proficient are you at controlling and steering your aircraft during taxi operations? If you operate a tailwheel airplane, you are considered an expert in taxi operations as opposed to us tricycle equipped pilots. Did you check the weather report at the airport to find out about surface wind speeds and directions across the runways and ramp areas? Sometimes while taxiing an airplane you can become complacent about proper flight control positions in gusty wind conditions. Sloppy ground taxi techniques can lead to taxiing the aircraft off the sides of the runway, hitting runway markers and signs, or taxiing into large pot holes. Damage to your aircraft from these mishaps can include your wingtips, landing gear, and propeller as well.

Please remember to never taxi your aircraft any faster than a fast paced walking speed. Taxi just fast enough so that you can brake and stop the airplane quickly or that the aircraft will stop when the engine throttle is closed. Always stay alert while taxiing your aircraft and taxi at a slow speed as well. Remember to check your brakes before you begin your taxi operations right after engine start. Do not become distracted while taxiing your aircraft. Keep your eyes outside the cockpit and do not be checking your maps, charts, or tuning the radios while taxiing. If the clearance up ahead between two aircraft or the side of the hanger looks too small to you, it probably is. Do not take any chances on damaging your airplane. Stop the aircraft, shut down, and get someone to wing walk you through the congested area or get a lineman to tug your aircraft through.

Always beware of all aircraft propellers during ground operations. Give all propellers a wide berth when walking around the aircraft. Never try to hand prop an airplane unless you have had the proper training **and** have a qualified person at the controls of the airplane. For the safety of all passengers, the engine should always be shut down when picking up or dropping off your passengers. Most people are not accustomed to being around aircraft and fail to see the spinning propeller or they can become disoriented and accidentally walk right into the propeller. Finally, when putting your airplane into the hanger after an enjoyable flight, avoid damaging your wingtips, elevators, or rudder when pushing your airplane back into the hanger, especially at night or in poor lighting conditions.

Please remember that any pilot can have a ground accident, but most of them can be avoided if you stay alert, stay cautious, and stay safe!!

JOE

Learning as we Go

“Look at all These Flight Reviews”

mr. bill

Well the last three months have had this Certified Flight Instructor/Flight Advisor busy flying and instructing with the good people of EAA. Jumping in and out of several types of airplanes has been fun and enjoyable. It was great to get these pilots either checked out, or re-certified with their Flight Review, or brushed up on some skills that sometimes we let slip. Also at the big airplane place we have run 50 more NEW co-pilots thru the right seat training of the DC-9-80, Super 80. Yee ha!

With all this “fun” some interesting points have come out of all this training that we all could use to remind ourselves of some skills that get forgotten.

FIRST: Precision in the traffic pattern: To have a great landing one must fly a great pattern. It seems that for many pilots we forget where the wind is coming from. The wind WILL mess up your standard pattern to the point that you could be HIGH or LOW on final which will definitely make your landing go astray.

SECOND: On downwind, abeam the touchdown point or the numbers on the runway, pull engine power back first, then add your downwind flaps. With the power reduction the nose of the airplane will drop. With the addition of the flaps the nose will raise up. With time you will learn the technique to provide a smooth ride for your passenger(s).

THIRD: Look back at the runway to determine your turn to base. We can get so used to looking at the usual ground references that we ALWAYS turn over this point or that road. That road will not be at the new destination airport at another city.

FOURTH: When turning final, keep asking yourself, am I HIGH or LOW for the touchdown point. So many Cessna 150, 152, and 172 drivers just drive to the runway, chop the power, and plop on the runway with little thought about precision. Try that in a HOT EXPERIMENTAL aircraft and you will find yourself half way down the runway hoping (and hopping) to get it down and stopped before the end. One instructor told his student “That it helps to put the airplane on the ground. That is where the wheel brakes work best!”

To add to the excitement toss in a tail dragging airplane (RV-8) and you have just doubled the fun. But with this doubling of the fun comes tripling the quickness on the controls. Everyone is fearful of the ground loop of a tail

dragger aircraft. One must show the machine respect in order to tame the tiger in the airframe. That little tail-wheel in the back really should stay back there but will try to get in front of the two main wheels if it can. So from the very first time we get in this type of machine (and these required skills should be used in the nose dragger too) we must position the aileron controls so that the wing is held down on the wind side of the plane. The BIGGEST thing you can do for your aero machine is to keep that control stick FULL back while taxiing and after landing. I see too many pilots relaxing the back pressure which will allow the tailwheel to start to roam. Remember after we start to relax the back pressure we will start to relax on the crosswind correction inputs too. This usually occurs right when a nice gust of wind comes up and THAT is when your aero machine starts that dreaded ground loop into the wind.

Another danger that was spotted is when two highly trained professionals (me and Tom S.) with a total of 26,000+ hours flying airplanes between them, we were both flying together in a small airplane. As our parents used to say, “That laughing is going to turn to crying!” We can get relaxed on our flying skills when we have a good buddy in the airplane with us. Tom and I survived the Flight Review together. But several accident reports show that when two check airman or two Certified Flight Instructors (CFI’s), or TWO ATP’s (Airline Transport Pilots) were at the controls of an airplane, bad things happen. When statements on the CVR-(Cockpit Voice Recorders) show up after the accident you hear things like “Hey let us roll the jet for fun” when neither had any aerobatic experience in any aircraft. Others have swapped seats and taken the empty airplane up higher than it was certified for. They stalled the airplane and crashed in a rural area. I even knew one friend who just loved to “Rock and Roll” the Learjet at a moment’s notice. The maintenance shop knew something was up when the gyro instruments were wearing out at an extremely high rate with all the wear and tear.

A little exercise that I like to do on my Flight Reviews to sharpen the pilot's skills, is to cover the airspeed, altimeter, and the rate of climb/descent indicator. It looks something like this:



These covers are added at altitude on downwind to sharpen the skills of an airplane owner for his third landing in a BFR.

This example is only done with an airplane owner with their machine. It is great to watch the owner "who is usually one with their airplane" fly the plane smoothly and they usually cross the threshold about 5 mph faster than normal. Why do I do this? Think clogged pitot system.

In this picture do you see the REAL safety of this pilot? He is wearing Nomex (fireproof gloves.) Other things that this pilot did was totally show and talk me through every system, operation, and move he was making. Flying the airport pattern this pilot had his "head on a swivel" looking for traffic in the pattern. It was this action that had us both seeing the flock of geese coming from the southeast as we were turning base for runway 36 at KSET. Good eyes my friend! GREAT flying my friend!

One last thing that I would like to mention. Look at this airstrip. Beautiful picture and place. But how long is the field? How you would land there? Would you?



Troy Airpark runway 26

Yep those are trees on the side and at the end. The hard surface strip is 2200 feet long. The grass is 1600 feet long. How do you land there?

FIRST: Fly a perfect pattern on downwind, base, and final. Then on final approach aim for a point about two hundred feet short of the touchdown point. If you aim for that point and start your flare before the short runway, you will be **FLARING OVER THE RUNWAY NUMBERS**, so you will be touching down right on the numbers or right after the numbers. After ALL your wheels are on the ground, with the control stick/wheel full back, you can start the braking process so that you will easily stop by the end of runway. In one instance an RV-7 I flew in was flown exactly as stated. WE touched down within the first 200 feet and had the airplane stopped without using any brakes by the 2/3 point down the runway.

SECONDLY: If you are not on the ground by the 1/3 point down the runway, please **GO AROUND** and try that perfect pattern again!

MOVIE AT THE ARC THIS MONTH

HOT SHOTS

When? Saturday, Oct 29, 2016

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

6410 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)

From director Jim Abrahams, one of the minds behind the Airplane! and Naked Gun films, comes another parody. This time around, Abrahams has his sights set on the action-adventure genre, specifically Top Gun. Charlie Sheen stars as Topper Harley, a maverick air force pilot who constantly lives in the shadow of his father's legacy. Unable to handle the pressure, Harley has left the Air Force to live among a tribe of Native Americans. But when the United States seeks to destroy some Iraqi nuclear facilities, there's only one man for the job. After being coaxed back into service, Harley soon realizes that in addition to Saddam Hussein, he'll have to contend with a rival pilot, played by Cary Elwes, and a devious aerospace executive. Among the many films lampooned are Dances With Wolves, 9 1/2 Weeks, The Fabulous Baker Boys, and Gone With the Wind.



Cast:

Charlie Sheen as LT Sean "Topper" Harley ,
Cary Elwes as LT Kent Gregory
Valeria Golino as Ramada Thompson,
Lloyd Bridges as RADM Thomas "Tug" Benson,
Kevin Dunn as LCDR James Block

Release date: 1991

Director: Jim Abrams

Running time: 83 minutes

Pot Luck dinner and social hour – 6:00 PM to 7:00 PM

Meat and Soda Provided by Chapter32.

This is a Pot Luck Dinner, Bring a side Dish.

Movie starts at 7:00 PM.

For your own comfort, bring a comfy chair.

Reservation form for Awards and Holiday Dinner Banquet:

Date - December 10, 2016

Cost - \$25.00 per person

Location - St. Charles County Airport Terminal Building

6390 Portage Des Sioux Rd

Grafton, Mo 63373

I will attend (signature) _____

I will be bringing (____) guest(s). Please give name(s) for nametags



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:

EAA CHAPTER 32 NEWS
 Jim Bower, Editor
 10350 Toelle Ln.
 Bellefontaine Neighbors, MO 63137



Officers and Committees

<u>President</u>		
Dave Doherty	636-240-5982	president@eaa32.org
<u>Vice President</u>		
Bill Doherty	314-378-1229	vicepresident@eaa32.org
<u>Secretary</u>		
Dave Deweese	636-939-3974	secretary@eaa32.org
<u>Treasurer</u>		
Don Doherty	636-397-4713	treasurer@eaa32.org
<u>Flight Advisors</u>		
Bill Jagust	314-494-3987	vp2boy@gmail.com
<u>Tech Counselors</u>		
Gale Derosier	636-578-3856	kgderosier@gmail.com
Tim Finley	314-606-7501	tfinley@semkeconsulting.com
<u>Communications</u>		
Newsletter: Jim Bower	314-869-8971	newsletter@eaa32.org
Webpage: Laura Million		webmaster@eaa32.org
EAA Hotline:		
<u>Safety</u>		
Joe Miano	314-895-1754	lmiano24@sbcglobal.net