



EAA Chapter 32 News

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

August, 2013

Special Oshkosh Edition



**Ron Burnett's beautiful RV-6A sitting proudly at the world's greatest airshow.
Read all about it inside this issue.**

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on August 17, 2013.**



President's Corner

by Dave Doherty

August 2013

Hello everyone. I'd like to apologize for not getting my article to our editor in time last month. I did that once before. This time my excuse was that I was really busy with several things going on during the first week of July. First, the EAA B-17 "Aluminum Overcast" made a week-long tour stop in the St. Louis area. I was the local tour chairman. We also had an info booth set up at the St. Louis riverfront, and I worked on organizing and staffing that area. By the time the weekend was over, I had to catch up on my rest and I missed the deadline. Sorry about that, folks.

sion from those picture sales. In addition, the photographer is willing to do some aviation themed pictures of members' planes. He does great work, and his images are well worth looking into. The plane stayed through July 7, and made its way to Oshkosh on the 8th with a few lucky EAA32 & 64 chapter members.

The B-17 raised a good bit of money for both chapters. We managed to sell 128 rides, and raffled off a ticket. The winner was Austin Blair, a 15 year old young man who is very into aviation. It couldn't have gone to a better person. At our August chapter meeting, we'll present the results of



Here are the Chapter 32 folks who took time out of their busy schedules to pose for the group picture. President Dave said that there were a lot of other chapter members at OSH, but they were busy volunteering.

The B-17 arrived on July 1 at St. Louis Downtown airport and stayed there until July 4, when it relocated to Spirit of St. Louis Airport. During its stay on the East Side, there was a lot of activity with media and promoting the plane. On July 4, it opened the noon air show. Many people were on hand to see the plane fly down Market Street and over the Arch. That gave us all a lot of publicity on the radio and TV. At both stops, we had a photographer who took pictures and sold them to people. We made some commis-

sion from those picture sales. In addition, the photographer is willing to do some aviation themed pictures of members' planes. He does great work, and his images are well worth looking into. The plane stayed through July 7, and made its way to Oshkosh on the 8th with a few lucky EAA32 & 64 chapter members.

The information booth at Fair St. Louis went through July 4 – 6. It was located in prime real estate on Leonor K. Sullivan Blvd. just east of the north leg of the St. Louis Arch. All during the event, countless people came over to find out what EAA is all about. The info booth was staffed by members of chapters 32 and 64. EAA32 brought the Sone-rai II and EAA 64 brought a partially complete 3/4 scale

Nieuport LSA. HQ sent us a lot of informational brochures and magazines. We gave much of it away. Everyone involved worked extra hard. It was gratifying to see the interest and share aviation with the public. That's one of the missions of our chapter. The Fair St. Louis booth and B-17 visit really helped promote our chapter to the public.

The following weekend we held our monthly Young Eagles Rally. Thanks to all the volunteers, ground crew and others who worked the event. A Boy Scout Merit Badge clinic was held concurrently, and we flew 29 Young Eagles. I know for a fact that most if not all the kids really enjoyed the experience. A couple of the ones I took up had never been in an airplane before. They were so excited, and enjoyed the flight tremendously. One thing I'd like us to do as a chapter is to provide several scholarships to the EAA Air Academy next year. Our Young Eagle Rallies should have information about obtaining the scholarships. We're working on doing that for our August Rally. Thanks again, to all who helped.

The July meeting was kept informal. We discussed the B-17 visit, Fair St. Louis, Young Eagles rally, and the upcoming Airventure at Oshkosh. The chapter picture date and time were set for Saturday at high noon. See the picture elsewhere in the newsletter. A number of members were not able to attend due to volunteerism that our chapter is famous for or other reasons.

That brings us to AirVenture Oshkosh. This year, my son came in from Wichita and attended. It was one of the better conventions I've been to. Weather was perfect. The daily air shows lacked the military presence they had in the past, but that was more than made up by the air show performers. They didn't miss a beat. For those who didn't make it this year, you missed a great show. Gone were the Chalets that took up air show center. In place of that were homebuilts, back where they needed to be. Brother Bill and I seem to have decided on which plane the Doherty Air Force will acquire and build next. Now it's only a matter of time and money. And more money. And more time...

Our August meeting will be interesting. We'll discuss our adventures at Airventure, the B-17 events, and start getting the ball rolling for some project workshops to be held during meetings over the next few months. We have several workshops in the planning stages: composite construction, fabric covering, working with wood, sheet metal, and more. It's up to the chapter to decide which one(s) we want to move out on. Please come to our next meeting and let us know your preferences. There should be some lively discussion.

Our next Young Eagles event is Aug 10 at Smartt Field (St. Charles County Airport). Pilot Briefing is at 8:30, registration and flights start at 9:00 till ????. We always need volunteers. Come on out and help.

The next regular Chapter 32 meeting is on August 17 at 10:00 AM. Location is at the EAA 32 Chapter Aviation Resource Center, Smartt Field. We need members to come to the meeting so we can firm up the activities for the rest of the year. Come on out and get involved!

Blue Skies as always,

Dave Doherty



Booth display at the Fair St. Louis

Learning As We Go

“FROST-KOSH 2013”

Or

TWO GUYS, TWO SECTIONAL MAPS, AND AN RV-7A!”

mr. bill

It is over before you know it and that is sad. But a year without it would be sadder! OSHKOSH!

It started at Art Z's house when he asked the local EAAers to help him install the wings on his Bede 4-C so he could set the angle. Five locals showed up and I had forgotten that we all live within two miles of this Bede 4C project. The conversation turned to the Oshkosh event and one of the locals offered up their recently finished RV-7A for the event. Wow! This was definitely a “wing and prayer year” with all the airline happenings and not being able to plan anything. Well after a few days of securing the wheel strut fairings and the wheel pants the RV-7A was ready to fly and fly it did, 18 mph faster with the wheel pants. Yahoo!

After a four day airline flying trip, Tuesday thru Friday morning, a quick trip was made to Smartt Field to polish up the newly created airplane. Two current sectionals were purchased and the fuel tanks were topped off and the plane was ready. Saturday was packing day for Dad and I and Saturday evening was the time to draw the orange highlighted line on the sectionals between the two cities and do some flight planning. A fuel stop in Watertown, Wisconsin (WI) (50 miles from KOSH) would have us over Ripon, WI, the starting gate into the Oshkosh Airport with nearly full fuel tanks. Good insurance for the possible “holding pattern” that occurs sometimes trying to get into the Airshow.

We launched Sunday morning and had beautiful skies and a tail wind and 2:18 later we touched down in Watertown, WI. Twenty-one gallons of go juice was added and we were right back flying towards Ripon, WI. Over the town of Ripon I saw the “conga line” and made a quick right 360° turn to fall in line at the end. With winds gusting to 15 knots out of the west at Oshkosh I requested runway 27 from the Ripon FAA controller. All was well until the yellow Kitfox ahead in line stated that his engine quit. That controller offered two options: 1) the plowed corn field to the right, 2) or a road to the left. The controller stated the road was probably too far away.

Two minute later the controller asked if anyone saw the Kitfox. After two quick banks, one to the left and then right, I saw the Kitfox in the field, the pilot out, farmers running to the airplane and relayed that information to

the controller. We figured he ran out of fuel being 15 miles away from KOSH. After relaying the Kitfox info we were told to continue up the road and enter right downwind for runway 27. Tower told us to follow the last T-6 turning

base and land on the Green dot half way down the runway! We landed 10 feet in front of the dot but we were at OSHKOSH! Twenty minutes later we were parked in row 339 and the airplane was secured! Yeaha!

Captain Rich showed up with the golf cart to collect our stuff and stored it until we purchased our wrist bands and toured the flight line. We later took the local Oshkosh City bus to the dormitory. Before takeoff from St. Louis I called the Dorm Hotline and there was a dorm room available for the three days. “No air conditioning though!” That would not be a problem because this year became know as “Frost-Kosh!” The low temperature Saturday, July 27 was 50°F! Sunday, 55°F!

Dorm living was good. You received a mattress top sheet, bed sheet, blanket, hand towel, bath towel, soap and a cup, and a college dorm room with two beds: \$65/ a night. There is a dinner hall across the road that had an \$8 dollar all you could eat breakfast and a \$14 all you could eat dinner. Good grub!



Dad and the RV-7A at Oshkosh

The airshow was good. There were a record 821 vendors on site. Gone were the Chalets blocking the view of airshow center. The only official military jet I saw flying was the Harrier Jet on Monday and Wednesday at the end of the airshow. Lots of other show planes flew and one guy was doing some neat aerobatics in an RV-8.

With Dorm living this year the 12th and Sunset camping gang was not represented well. The economy affected the big trailers that were usually there.



This jet engine cost alone cost???
.....\$55,000

Want to become a jet pilot all one needed to do was put down \$125,000 for the Sonex Sub-sonex jet.

The return trip was uneventful. Leaving the dorm, it just so happened that the California RV fliers were all in the back of the Oshkosh bound bus. We all compared notes of the 2013 OSHKOSH event. It was all good. The California gang drew straws to see who had to fly the slowest RV-12A back and the “funny guy” got to do it. He also had brought the plane out too! We all helped each other fold up the canopy covers, double check the preflight duties, and just gave each all good bye hugs and said, “See y’all next year!”

“OSHKOSH- It’s about people not about planes.” Paul H. Poberezny! Thanks again Paul (91 and ½ years old) and Audrey (looking 39) for all you did and all you still do!



Paul and Audrey taking a tour

We fired up first and taxied out to runway 36. Things look different from the “other side” of the flight line as we taxied out! Taking off runway 36 you make a quick right turn out to a 155° heading before the Oshkosh tower, wait five miles and then climb to your cruise altitude, which for us was 6,500 feet and we were on our way back to St. Louis.

As the wheels touched down on runway 36 back home at Smartt Field, we fueled the machine and ran Dad to Hardee’s for food. He was a trooper during the whole trip. His last visit was 2009. On this trip he turned 79!

So a GREAT time was had with two guys, two sectionals, and the Rich E. RV-7A!

Thanks Rich and Lady G!

The coolest shirt: PILOTS: LOOKING DOWN ON PEOPLE SINCE 1903.

Please Turn the Pump OFF!!

When you visit the ARC and use the bathrooms you need to turn the pump ON so they will flush. Please do not forget to turn it off. The constant pressure erodes the valves in the toilets until they leak. The resulting water then fills the holding tank, which costs \$275.00 to empty. Don Doherty notes that in recent weeks it has been left on twice. We thank you in advance for your consideration.

Oshkosh...an Adventure From Fly In To Fly Out

Ron Burnett

I decided Monday morning, with confirmation from Flight Watch Briefing, that once the front arrived that evening it would stagnate and linger potentially ruining our plans for a Tuesday departure for Oshkosh. My helpful building partner, Paul Falcon, was able to pack on the fly and we met at Greensfield in time to get our gear stowed, and be airborne by 3:45pm. I had hoped to fly to Galesburg, IL and spend the night, but the verga and clouds gave way to clear skies, so we proceeded to Hartford, WI for 15.7 gallons of 90 octane MOGAS.

We waited for the air show to end at 6:30 pm and launched for RIPON to try to slot into the gaggle of planes all trying to establish 1800 feet and 90 knots with a half mile separation for 27. That challenge required lots of maneuvering, some bluffing and s-turning to FISK. (Blue nosed RV, break off for 36, 118.9) Enjoy the show!

Tower, busy barking instructions to others, ignored my presence until I was past the normal final turn to the runway and even the taxiway they labeled 36R which we were given, with instructions to land long. About 100 feet in the air another plane appeared below me touching down rattling my cage even more. After landing, I began slowing but was told to keep it moving to the end so back up to 50 plus. We tied down while my blood pressure started downward, carried our bags to the bus tower, paid our \$1.50 fare to the dorms, just missing the dinner buffet. Not originally planning to depart, I began my day with a 6 am with a 10.8 mi walk/run at 12:15/mi for marathon training and ended my day with a micro waved pasta dish available at the campus store in Reeves Hall, sweetened by a frozen Snickers and Peach tea Snapple. Life is good!

We attended two presentations in the warbirds area, the first with 3 Marine pilots who flew Wildcats, Corsairs and Dive Bombers.

One said he was sort of an Ace as he shot down two Japanese: a Zero and a Kate, and ditched or bailed out of three as they were shot up too bad to fly home. After evading for 5 weeks in the jungle on one stint, his 6' 3"

frame was under 100 lbs when he made it back. When he reached 102 lbs, they proclaimed him fit for flight duty and he was back at it. Paul enjoyed the air show while I purchased tires for my RV and checked out vendors in A thru D.



Signed photo by Marine heroes

We got our departure pass Thurs morning and meandered to the RV to untie her, stow our luggage and purchases, wash her windscreen and join the departure line for 36. Airborne, and following a highly polished Cessna 140, I kept at 90 mph and 1300' MSL as required, admiring her and not wanting to scare her when a Thorp swooped past just left and below (way too close for common sense), quickly followed by another ending any peaceful experience I was having. Once clear of OSH class D we climbed to 4500' for a leisurely flight with a planned rest break at Freeport, IL but the winds there showed a 90 crosswind at 10 gusting to 19 knots so I chose Monroe Muni. An ice cream bar

and protein bar and we launched for M71. Our total air time was 5.6 hours and two tired overgrown boys were headed home to our wives with a smile in our hearts.

There is no experience like Oshkosh that I have found! Keep pounding those rivets.

**Ron Burnett N524RB,
RV-6A Subaru powered**



Pit Stop

B-17 Ride From England Base to Italy or Beyond Berlin

Ron Burnett

Well, really it was KSUS to KOSH but the distance was comparable. Charles Bessey lance and I were given the privilege of flying that flight last month. Our Monday morning 9 am departure slid some, awaiting more favorable weather.

After our takeoff from 26L, our seats were comfy, we had our shaving kits and change of clothes stored about us and we were free to roam about the cabin.



Take THAT, Focke-Wulf! Oh wait...that was a Cessna. Never mind.

That included watching the terrain over the Norden gunsight, peer over the side gun ports, or graciously fly a few moments from the left seat. Missing were oxygen masks, bulky heavy duty winter flight suits and jackets, heavy gloves, parachutes, constant climbing higher and higher all the way, joining up with numerous other bombers, hoping our fighter cover shows up and most of all, constant fear that flak, or a 109 or 190 would soon make a pass with guns firing. In 2.5 hours we were at Weeks Hangar at OSH awaiting our 8 Passenger van and 9 hour drive back to our cars at Spirit. That day raised our appreciation of thousands of young men barely out of high school, who seventy years ago, along with millions of our Dads, Grandpas and others, saved the world for democracy! Thank you Chapter 32 for blessing me beyond belief!



The famous Norden bombsight. This used to be hyper-secret.





B-17 Pilot, Austin, and Pres. Dave



Four Past Chapter 32 Presidents
Laura Million, Tim Dempsey, Karsten Kessler, Dave Doherty

Safety Tip of the Month

Fuel exhaustion and fuel starvation: A major cause of incidents/accidents !!

Exhaustion; there is no remaining fuel in the aircraft.

Starvation; mismanagement of fuel in the aircraft.

Ensure that you have enough fuel for whatever your intended flight may require; local, touch and goes, or cross country. Inspect the tanks, VISUALLY, as fuel gauges are only required to indicate properly when empty !!!

Understand your fuel system. Do you have a low wing or high wing aircraft ? Do you have an electrical as well as a mechanical fuel pump ? How do you cross-feed in your multi-engine aircraft. What is the usable fuel ?

When reaching a low fuel quantity, try and maintain a level flight, or ensure that in most cases positive g forces and or no banking, keeps the fuel from un-porting.

Aerobatic airplanes require a minimum fuel capacity when flying aerobatics.

Along with this, make sure you have the proper fuel. Color is a good indicator.

Remember, Avgas will work in most turbine aircraft, but Jet A does not work in engines that are reciprocating, in-line, horizontally opposed, or radial.

Bob Kraemer

MOVIE AT THE ARC
EAA Chapter 32
Proudly Presents for August
The Best Years of Our Lives

Starring

Dana Andrews, Myrna Loy, Fredric March, Teresa Wright, Virginia Mayo and Harold Russell

The Best Years of Our Lives is a 1946 American drama film directed by William Wyler and is about three United States servicemen readjusting to civilian life after coming

home from World War II. Samuel Goldwyn was inspired to produce a film about veterans after reading an August 7, 1944 article in *Time* about the difficulties experienced by men returning to

civilian life. *The Best Years of Our Lives* won seven Academy Awards in 1946, including Best Picture, Best Director (William Wyler), Best Actor (Fredric March), Best Supporting Actor (Harold Russell), Best Film Editing (Daniel Mandell), Best Adapted Screenplay (Robert Sherwood), and Best Original Score (Hugo Friedhofer). In addition to its critical success, the film quickly became a great commercial success upon release.



Come see this movie on the big screen!

Location:

**EAA Chapter 32 Aviation
Resource Facility
St. Charles County Airport
(Smartt Field)
1610 Grafton Ferry Rd, St.
Charles, Mo.**

Date & Time:

**Saturday, August 31, 2013
Pot Luck dinner and social
hour – 6:00 PM to 7:00 PM
Movie starts at 7:00 PM.
Admission is free.**

**Meat and soda are provided by
Chapter 32**

**This is a Pot Luck Dinner,
bring a side dish.**

**Also, for your own comfort,
bring a comfy chair**



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!

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