
✈ EAA CHAPTER 32 NEWS ✈

Jim Bower, Editor

August, 2001

Your Friendly Editor



Oshkosh 2001 is in the History Books

Just look at that sea of smiling faces! Chapter 32 members turned out in force for this group picture on Saturday July 28th. We're all inside because it was raining like crazy (the rain unfortunately kept a few of our members away), but we were safe and dry in the Chapter House. If you look carefully, you might see your friendly editor who is partially obscured behind web designer extraordinaire Laura Million. Speaking for myself, it was a huge pleasure to be present at this auspicious occasion, and to see a great group of friends in a terrific setting. Don't forget to be on hand for our August meeting, which will be at the Smartt Field hangar at 2:00 pm Sunday, August 26. See you there!

INFORMATION HOTLINE

286-9932

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

Minutes of the Last Meeting (June, 2001)

The meeting commenced at approximately 2:00 pm with the Pledge of Alliegance. Welcome to new members!

HANGAR

The forms have been removed on the South and West walls. Starting to look like a building.

YOUNG EAGLES

There is going to be an appreciation cookout Tuesday June 26th at Spirit Airport for the participants of the May 12 Young Eagles rally. Contact Phil Kitchen for directions



Good turnout!

FAIR AND AIRSHOW

September 1-3. See Doug Killebrew for details and to volunteer.

FUND RAISERS

Our chapter continues to receive money from the use of the Schnucks, Dierbergs and Shop N Save coupons. Remember, you receive face value for the coupons, and the stores donate to our chapter! Ron Wright is gathering support for Entertainment books. The chapter will purchase them and we will need to sell them.

FLYING PLANES

Bill Collette told the crowd that his RV-4 would be flying soon.

Gary Johnson brought his Sonex. He is getting ready to do the weight and balances and should have it flying by the next meeting

AIRVENTURE

Chapter Picture - We will meet at the Chapter House on Saturday July 28th at 11am for our annual Chapter picture.



The hangar

Camping - check the Locator board to determine where the chapter has staked out a site. If you do not find anything, please stake out site and list it on the locator board. See you in Oshkosh.



**Bill Collette talking
about his soon-to-be-
flying RV-4**

**Gary Johnson's
Sonex**



**Great
turnout of
planes, too!**

**And last but NOT
least, the food!**



If Anybody Wonders What an Airplane is For...

by Ken Christian

I retired from Boeing in 1998. My wife and I bought our first airplane in July of 1999. One of the reasons for the purchase was to keep me busy, and to travel. The airplane is a 1966 Piper Cherokee 140. It has four seats, and will cruise at about 115 mph. The aircraft was in pretty good shape, but I still spent a lot of time working on the airplane; like tires, brakes, inspection, cleaning etc. I enjoyed the work, having done similar work on light aircraft at Wings of Hope and at C-D Aircraft. Curt Richards at C-D is an FAA Inspector, and lets me do a lot of my own work. We keep the Cherokee inside his hangar at Smartt field.

I obtained my pilot's license about twenty- five-years ago, and hadn't flown until the spring of 99. Then a coworker at Boeing took me for a ride in a 150. That ride along with the work at Wings, rekindled my interest in aviation. I had considered an aircraft purchase, but expected to rent for awhile. I spotted this Cherokee, which seemed like a good deal. It took about a month to complete the purchase, with inspections of the aircraft, logbooks, phone calls, etc.

The first couple cross-country flights were up to see my Dad in Iowa. We could fly to Ames in about 2 1/2 hours, as opposed to the 7 1/2 hour driving time. We went to Carbondale IL, and to Nashville TN one weekend to see the Grand Ole Opry. We also like to fly to our volunteer jobs at Wings of Hope at Spirit Airport. But, the BIG ONE was to visit my brother and his wife in their new home in Scottsdale, Arizona. I started thinking about this trip shortly after the aircraft purchase in August. I had been looking over aeronautical and topographical charts for months.

Because the little Cherokee can't make it over some of the taller mountains in the west, I chose a route that would cross the continental divide near Albuquerque, New Mexico. Being strictly a VFR pilot, I need good visibility and weather to fly. Although, the previous owner often flew the Cherokee IFR. The mountains and the weather put some limits on when and where we could go. I told my brother we would attempt to make the trip sometime in the month of February. After a lot of time spent watching The Weather Channel, and a couple of false starts (early morning wake-ups), we departed Smartt field on Sunday morning February the 20th of 2000.

From the beginning of my flight planning, I hoped to make Tucumcari, NM the first night. We refueled and ate our lunch near Wichita, KS, and landed at Tucumcari about 7 PM Sunday evening the 20th. Dark on the tarmac, and no one at the airport after we got unloaded and tied down, gave us an uneasy feeling at the end of the first day. We spent the night at a nearby Holiday Inn. It was a nice motel, but I didn't sleep a wink; too keyed up.

The next day we crossed our first sharp mountain peak just east of Albuquerque with just fantastic scenery. We landed at Albuquerque International, and were taken to a nice motel near the airport. We stayed at ABQ two nights due to weather, and enjoyed doing the tourist bit.

Wednesday morning was bright and clear. We scraped the frost off the wings, and departed Albuquerque International about 8:30 AM, crossing the Rio Grande River, Colorado Plateau, and some rugged mountains just northeast of Phoenix. We stayed with my brother several nights, with a side trip to Ridgecrest, California north of Los Angeles. On this trip we crossed the Colorado River near Needles CA, and were vectored around a military operation area (MOA) by air traffic control. Of course, tremendous scenery all the way. Visibility may have been one hundred miles or more. The view from a small plane, flying low altitude, is quite different than from a commercial airliner.

The return trip to St. Louis from Phoenix included a stop at Durango, Colorado to visit my wife’s sister and brother-in-law. The leg from Scottsdale to Durango was over Winslow, AZ, and required an altitude of 11,500 ft to clear the Chuska Mountains southwest of Farmington, NM. More great scenery. The return from Durango was through a mountain pass at Albuquerque; home via Tucumcari, and an overnight stop at Dumas, Texas.

We were gone two weeks, traveled about 3600 miles, spent over six hundred dollars on fuel, and thoroughly enjoyed ourselves and our “new” airplane. VFR travel in a small plane is possible today by using many of the weather and flight planning services available. I used the laptop in motel rooms to get weather and file flight plans. Internet access was available at our relatives homes and at public terminals. There is a wealth of flight planning information out there. Being retired and not on a schedule, we flew only in good weather.

Retirement; I recommend it!

The Numbers:

Total miles = 3570 sm total hours = 32.1 total fuel cost = \$608

GS = 111 mph GPH = 9.1 Avg. fuel cost = \$2.07

Best FBO = Cutter (no contest) Highest cruise alt. = 11500

Highest airport = 6700

Oil – 1.5 qt The Cherokee - NO PROBLEMS!

Navigation - GPS, Loran Longest leg - 4:20

Weather and flight planning -The Weather Channel/weather.com, AOPA weather, Cirrus/DUATS.

Job Update

In case anyone missed the roster on the back cover, Ken Blackburn is our new Hangar Coordinator. Ken can be reached at 636-240-4548.

Safety Thru Education

mr. bill

In my last ramblings on the subject of “Getting Going in Aviation”, I brought out some major points in pursuing this dream.

MEDICAL - TRAINING SCHOOL - TIME - INSTRUCTOR

DA' MEDICAL - The third class medical fairly simple to obtain. A requirement which **MAY** be removed soon with the Sports Pilot proposal.

DA' SCHOOL - Two types. Part 61 or 141. St. Charles Muni is a FAR Part 141 approved training school. Bill Jagust is a FAR Part 61 certified flight instructor.

DA' TIME - is precious.

DA' INSTRUCTOR - Remember you are hiring someone to teach you to fly. You will put your trust and life with this person. This person needs to be an “instructor” and not a showboat. People have shared about troubles in training. One friend went for gyrocopter training and during the first three lessons they just “buzzed” the country side. The student was stunned about the “training” and never went back. Another man called to share about his 25 hours of dual flight training in a Cessna 172 and how he had not soloed yet. This man was asking **ME WHY HIS INSTRUCTOR HAD NOT SOLOED HIM**. This was a situation where this “instructor” was not an instructor. Oh, he had a Certified Flight Instructor's ticket, but did not trust his own teaching skills so he was **NOT** going to trust the student to solo. The student now had some training troubles. The **LAW OF FIRSTS** in educating students is that they will remember what they are taught first. This instructor had his “own” reasons why, one they had to do flight training in a four seat aircraft instead of a two seater. (He was a little cramped in the two seater and the price for the four seater was only \$12.00 more). Secondly, this instructor believed that the landing traffic pattern should be flown at a lower altitude than described in that Aeronautical Information Manual (AIM). What happen to this student? This 38 year old, Chapter 32 member, who dreamed of flying, who now has 25 hours of dual flight time in a Cessna 172, at \$50/hour, waiting to solo.now has to get a new instructor to erase the wrong stuff and teach the “wright” stuff (sorry Orville). The new instructor must keep this student believing in himself and the new system and help the student overcome the previous pitfalls in his training. And now the rest of the story. He survived and received his Private Certificate within two months of changing his instructor. He has since purchased a share of a Cessna 120 and learned real three wheel flying, tailwheel that is. He is presently finishing up his “finishing kit” on that antiquated RV-6A airplane.

Why do students fail to complete. Many times it is the people of the system. How to avoid the pitfalls? Look for an instructor who is an instructor. One who actively teaches and has students who are success stories because you want to be a success too! It also requires you to do your part by showing up on time, being prepared for your lesson, and have all the necessary material, maps or charts and lesson reviewed for the day of training.

Next time we will look at the ***LIABILITY OF TEACHING***.

Wants and Disposals

For sale (or trade), cheap, one empennage kit for the RV-9A, mostly completed. All manuals, drawings, and serial number transfer with Vans. (I've decided to go for the RV-7.)

David Domeier 636-537-3729 or david010@swbell.net



Jim Baker and the ever-popular P-51 replica were big hits at KidVenture



People and Planes - Chris Erkmann's Cessna 182E

I'll bet you thought these articles about people and planes would be all about homebuilts, right? Well that was my intention at first, but now I'm smarter. As you know, the EAA is a big tent which is open to everybody who loves airplanes (no matter who built them). Some people just don't have the time, or skills, or inclination to fabricate their own flying machines, so they go out and get a store-bought. We don't do enough to recognize these folks, so sit back and enjoy this tale of a man and his machine.

Chris Erkmann loves to fly. He can be found at most of the Young Eagles rallies, and when he isn't busy putting people to sleep at St. Luke's hospital (he's an anesthesiologist), he gets to play in his big toybox at Spirit Airport. In that toybox lives his little VW-based Hummvee replica (see the June newsletter) and his 1962 Cessna 182E. Purchased in 1990, this airplane looks like it's brand new, and Chris keeps it lovingly maintained. After every flight, all the leading edge surfaces are de-bugged, and any other blemishes are taken care of. This airplane boasts a silky-smooth Continental 6-cylinder engine and constant speed prop, which makes it a real quantum leap better than a 172. Last, but not least, it has an IFR panel that is very well equipped without being crowded. Chris is not the kind of owner who just writes a check when it's time for repair work. He recently replaced the windshield, performed a fairly involved airframe repair himself, and his hangar has plenty of parts, tools, and equipment.



Chris "de-bugging" his airplane early on Saturday morning

Your friendly editor got to spend a great deal of time in the airplane, because Chris flew the two of us up to AirVenture 2001! Such a deal ... not only getting to *go* to Oshkosh, but flying there and camping under the wing, to boot. Life doesn't get any better (see the accompanying photo). What impressed me the most is Chris' affinity for his airplane. (A much-loved, well-trained, and friendly horse comes to mind.) It is the only airplane he has owned and the only one he plans to own; it just fits him like a glove. He can haul just about anything and anyone he wants to stash in it, and arrive at his destination at over 135 knots. And that's the thing: Chris uses his airplane to GO places; he has been all over the country, including Alaska. I think this is the way an airplane should be used.

Somewhere during his 2500 hours of flight time, Chris earned his instrument and instructor ratings. It's an understatement to say that Chris is a very good pilot. This was my first experience flying into Oshkosh, and it was everything I've ever heard: a Chinese fire drill in the sky! Chris handled the whole thing with aplomb, never even breaking a sweat.

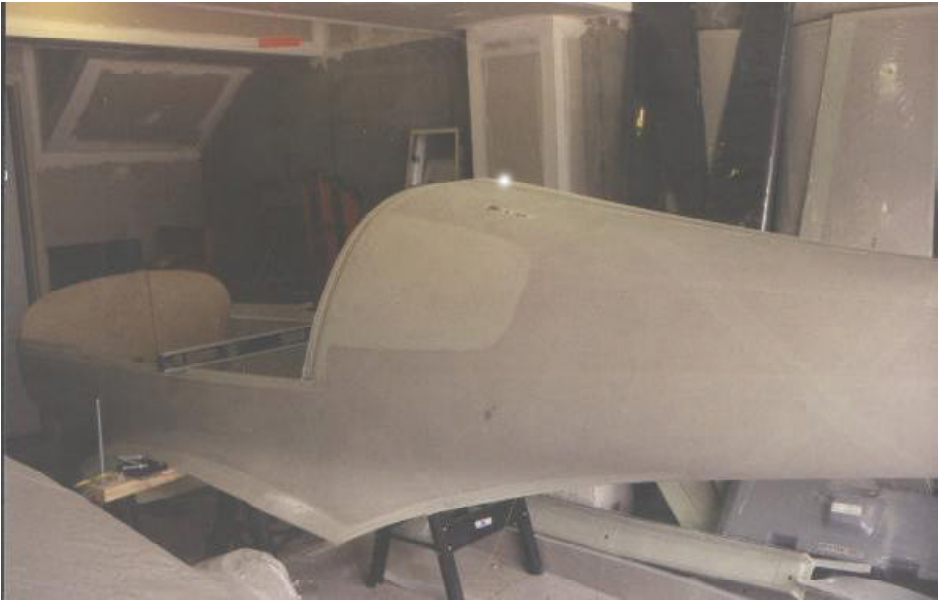
Thanks, Chris for a very memorable experience, and may you and your Cessna always have blue skies (not that you'll need them!).

**Must be nice
to get out of
the sun by
hiding
underneath a
sign! (The
Jagust and
Million
young'uns at
Oshkosh)**



People and Planes - Gary Fitzgerald's Lancair 320

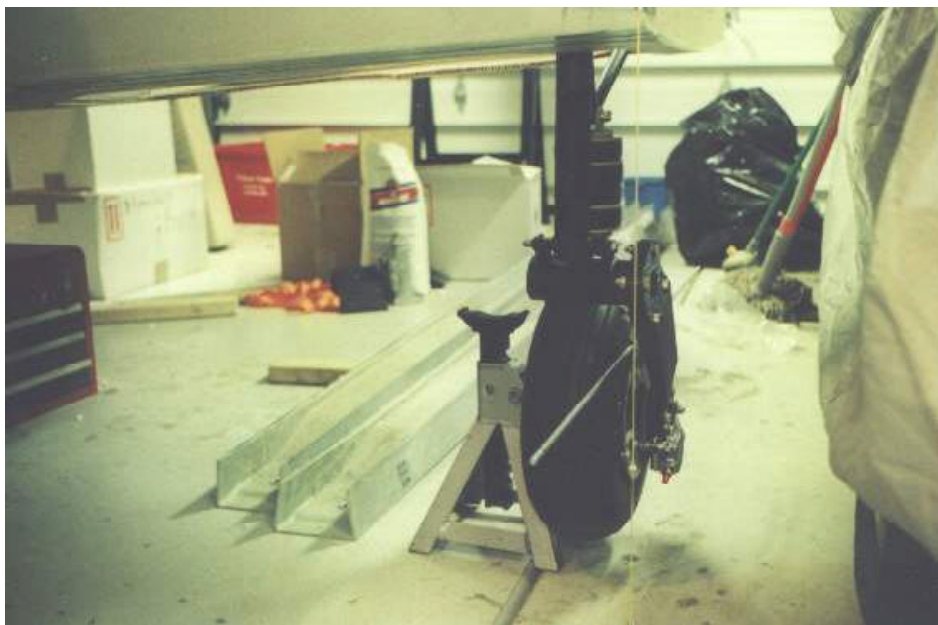
Ok, here's another P&P article for you die-hard homebuilt fans. I had been bugging Gary for a while to send me some words and pictures of his Lancair 320. One of these days, Bob Jude's airplane will have a younger brother! Gary sent me his website (from which I got the pictures), and the following story of his life in his own words:



Fuselage with firewall and longerons

Day job: I'm a software developer for Logicon/TASC (a Northrop Grumman company- booo, hisss). I write the software that allows the National Imagery and Mapping Agency to keep track of aeronautical navigation data. (Here's a neat fact: The basic data that Jepp charges you an arm and a leg for is essentially free. By law, the government can't make a profit on it - they can only cover their distribution costs.) Pilot Experience: private pilot, single engine land with an instrument rating, around 230 hours total. I try to make this flying stuff fun. For my instrument cross-country, I flew into Meigs in Chicago. A few weeks ago, I went out to New Mexico for some aerobatics/unusual attitude recovery training.

I did the last hour of the course in an L-39 Albatross (yes, I have 1.0 hour and 4 landings of JET time!). That flight is an article in itself. The Lancair: I chose the Lancair 320/360 standard-build kit for it's combination of price, appearance, performance, and construction techniques. A ride in Bob Jude's plane removed any doubts. The good thing about the Lancair kit is that I can accomplish the majority of tasks by myself, even with the slow-build kit. Lancair has continually

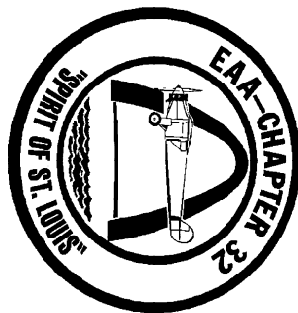


Mounting and aligning the main gear

upgraded the quality of their kits, making it easier for the builder. The current 2-seater can probably be ready to fly in about 800 hours. Unfortunately, they've continually "upgraded" the price of their kits, also. I plan on having a basic IFR panel (transponder, 1 NAV/COM with ILS and an IFR GPS/COM, or something like that). Right now, I'm planning on an all-electric plane (no vacuum system), with dual power busses, including dual alternators. My favorite tool is the Dremel rotary tool - try building a composite plane without one! This thing has more uses than a set of Ginsu knives. Favorite quote: "The good thing about power tools is that you can trash a part in 1/4 the time it would take using hand tools."

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