



EAA Chapter 32 News

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

August, 2014

Another Fun-Filled Visit to Oshkosh



Photo by Amanda Million

Meet the hardcore Chapter 32 folks! Camping at Oshkosh is an awesome great time, and this gang did it right. Left to right: Paul Smith, Jim Hann, Laura Million, Rick May, Joe Sargent, Dave Doherty, Gale Derosier, Rich Emery, Bill Doherty, and Jeff Stephenson.

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on August 16, 2014.**



President's Corner

by Dave Doherty

stand help defray the expenses of these events. And the kids who get the opportunity to fly have a wonderful day. Thanks to everyone who participates. While the pilots end up getting a lot of recognition, everyone has to do their part to make our events successful. If you can, come to a rally and help. We need you. And many thanks to all.

Chapter 32 Regular Meeting on August 16:

Our regular meeting will be held at 10:00 AM at our Aviation Resource Center, located at Smartt Field (St. Charles County Airport – KSET). Topics we'll cover are new & old business, airport improvement status, upcoming events, and general discussion of what we want to do as a chapter.

We have a special guest to speak following our meeting. Alan Frazier, former F-18 test pilot at MACAir will discuss how he became a test pilot, and what it was like to test fly our nation's front line fighters. Alan flew for the Air Force National Guard at St. Louis Lambert in F-100s and F-4s. He was a test pilot in F-18s at McDonnell.

He rebuilt his Piper Cub that his dad once owned, and presently has it at KSET Field. It's all White and has WW2 insignia with a blue roundel, white star, and red center.

This should be a very interesting presentation. You don't want to miss it.

Movie at the ARC on August 30

The Right Stuff – A movie about test pilots, and history of the United States Space Program. Our movie night is a social event, starting with a pot-luck BBQ and social hour (more or less), followed by our feature movie. The meat dish is provided by the chapter, and we usually have something in addition to the standard hot dog, hamburger and brat selection. This month, we'll have basted chicken breast fillets as our meat dish addition. Come on out. Bring a spouse or friend, we'll have a good time. Social hour starts at around 6:00, dinner as soon as the meat is cooked, and movie when the ARC is dark enough to show it and we've had our fill. Look for the ad for the movie within this newsletter. See you there if you can make it!!

I'm proud of the things our chapter does. Let's keep it going. Thanks to everyone for making the Spirit of Aviation in St. Louis come alive!

Blue Skies to all,

Dave Doherty

This year at AirVenture was a bit on the wet and chilly side. I guess we can blame the POLAR VORTEX for all the cool weather. Still, most days started out sunny, with clouds building up as the day wore on. Afternoon or evening rain was expected, and it usually didn't disappoint. We had a nice spot reserved for Chapter 32 this year, and managed to squeeze 5 campsites onto our space. If we had more room, we would have had more people in our compound. Next year, we'll try and reserve a larger spot. In the evenings, we all had a nice social time together with a campfire, discussion of the day's events, and even had a movie on Tuesday night. We'd have had a couple more movies, but the weather or other things going on didn't allow it. All in all, we had a great time, and look forward to next year. Look for an article elsewhere in this newsletter for a report and some pictures.

I need to mention that our chapter had quite a few volunteers who donated much of their time to make AirVenture a success. In no particular order, we should recognize some of them. Laura Million and her daughter Amanda & friend spent time every day at KidVenture. So did Jeff Stephenson. Jim Hann was out on the flightline marshalling aircraft. Gale Derosier greeted incoming planes. Rich Emery was on the flightline. Jim Baker and his son had their P-51 mockup at Kidventure every day. Rick May spent some time at KidVenture helping out. They all showed their dedication to EAA, and should be commended. I probably left some people out, and if I did, please accept my apology. I know of nearly a dozen chapter members who I saw at AirVenture this year. Some came early, some came later, and some came for the whole week. Our traditional chapter picture was taken on Thursday morning. It should be somewhere in this newsletter.

With AirVenture over for this year, we turn our attention back to Chapter 32 and events going on in the next few months.

Things going on in August with Chapter 32 – Tons of fun

Young Eagles Rally on Saturday, August 9. Last month, we flew 52 kids. Our program is growing. We are lucky to have such a large population base to draw from. I really enjoy these Young Eagle events, and plan on being there. It wouldn't happen without volunteers stepping up and donating their time. For the pilots, their donation of aircraft time and fuel is gratefully appreciated. Our ground crew volunteers make it possible to do these events safely and with professionalism. The classes held during our Young Eagles events give the students the basics of flight. Chapter members and volunteers who man our concession



Safety Tip of the Month

Wind direction, cross winds, and their effect on taxiing, take-off and landing. First lets revisit what the various airport indicators are telling us: Wind sock -- the wind direction is blowing towards the large end of the sock position, NOT the small end !! (Some people think the opposite.) Tetrahedron -- the sharp point or arrowhead points in the direction of the wind. Wind T -- the lateral part of the T points in the direction of the wind, not the vertical line.

Ponds and lakes are a good way to observe wind direction. The smooth part of the water ends in a rough section, thereby indicating that the wind is blowing from the opposite direction from the rough end along the shore. Flags are another good indicator of winds not detected by AWOS, ATIS or wind indicators.

WIND DIRECTION IS ESPECIALLY CRITICAL FOR Conventional gear (tail-dragger) aircraft.

Crossing runways can become very hazardous if an aircraft is doing a run-up on one runway with the direction of his wake blowing across another runway. You can experience a severe cross wind where there isn't any by all other indications. Exercise caution when taxiing behind large aircraft especially if they are doing their run-up ahead of, or to the side of you aircraft.

Helicopters can create some very unusual wind patterns and wind shear that can result in a hazardous condition. Some years ago I was landing with passengers at the Jefferson City airport (the Governor was on board), and helicopters of the Guard were turning up on the crossing runway, suffice to say the landing was a challenge and we had unexpected wind shear !!!

Watch the winds, if they change, and you need to alter the runway patterns to accommodate safe operation of your aircraft, state that to all aircraft, especially at non-towered airports. Change the runway of operation for all concerned.

Bob Kraemer

Learning As We Go

“Oshkosh 2014 - WOW!”

mr. bill

WOW WHAT A SHOW! I learned on Thursday morning during the show about the NEW changes that EAA was trying to achieve and as the new director said, “By next year we should have it right.” From what I could see things are heading in the right direction.

First off I had to drive to Oshkosh (more about this in my September LAWG Safety Article) and picked up my Brother-in-law in Kenosha, Wisconsin en route. Arriving at “Oshkosh” on Sunday afternoon we quickly caught up with the South side of Chicago camping gang who now have to park in the 24 hour generator area for health reasons. (We must be getting old!) While walking out to the flight line a quick glance over at the bicycle corral instantly told me this was going to be a BIG year because there was no room for bike parking. As we walked south down to the end row of the airplane flight line (last row is number 143) it was quite apparent that the next day at KOSH, the airport would be full of planes. In fact the next day the “flight line operations volunteers” parked airplanes perpendicular to this area past row 109, also known as the Fond du

Lac City limits. So there was really “no more room at the fly-in.”

Walking back to the north along the show plane rows was a real treat to see all the planes and their tents that had arrived early and filled in quickly.

Up by the homebuilt area about 1830 in the evening a four ship flight which included the EAA B-17 and three P-51's flew in from the south east heading to the northwest. As they flew over the EAA memorial wall one aircraft pulled up into the missing man position in honor of EAA's founder, Paul H. Poberezny, who passed away last year. What a touching tribute to the man who had the vision to start an airplane gathering all those years ago. It has turned into the largest aviation event that meets annually the last week of July. The recurring theme was that we are family. Having all sisters in my family I am happy that there are so many like minded “brothers” that attend this GREAT family reunion. They even bring some real neat and expensive toys to show off.

The rest of Sunday evening was spent helping cover the aircraft at the Sonex tent with the Sonex Aircraft CEO, Jeremy Monnett. What a nice guy! More about this family company later.

After dinner and a drive to the U of Oshkosh-Wisconsin dorm we settled in for the night. Because of the cool weather we were able to leave the dorm room windows open at night.

Monday we reviewed the rows of planes and made the 1100 meeting of the Sonex Builders Association. CEO Jeremy gave a quick talk thanking the tightly held group (you must have a set of plans or be a registered aircraft owner to enter the group) thanking them for answering the simple questions from people about the airplane building process. Even Father John popped in to thank the group in his unique way to say hello! Nice to see!



Missing man honoring EAA Founder Paul H. Poberezny

Monday afternoon had me manning the Young Eagles Flight Education (YEFE) Redbird® simulator. Taking future pilots from KOSH airfield to Fond du Lac on a nice VFR flight. With the GREAT three screen (where have I seen this before - Mike S.) the students had a neat time flying their Cessna 152. Though some instructors tossed in wind and rain. Not sure how that helps on an introductory flight? The afternoons for the rest of the week had me over at one of the Young Eagles Flight Education classrooms or the simulator. The best class was the Spanish version I gave by talking to the Dad in English and he translated it for his sons. It was neat crossing the language barrier.

After a tough afternoon simulator session at YEFE, my bro-in-law was waiting for his helicopter flight so I joined him for a quick tour of the grounds via a Bell 47 ride for \$49. This flight once again was very cool and confirmed the field was packed!

Monday evening was spent listening to the band, Blue Sky Writers which featured Kenny Loggins. The band played for 20 minutes. Captain Jack Pelton and Edsel Ford came on stage to introduced two astronauts and after their “long interesting joke” and the MC's try at humor, Kenny Loggins rocked out with Danger Zone from Top Gun! It was good to hear some of those acoustic classics of Mr. Loggins too.

As if this first day at “Oshkosh” was not chock full already we just HAD to attend the Sonex Social gathering at their hangar on the East side of the airport.

Tuesday morning at 1100 was the memorial for Carl Unger, the Breezy Pilot at the Brown Arch, the entrance to the homebuilt grounds. (Carl brought his Breezy to Rockford, Illinois in 1965 where the Airshow was held before Oshkosh. Carl was always giving FREE rides to people to introduce them to the wonderful world of flight.) His son Rob could not hold back the tears for his dad who flew thousands of people in the Breezy he helped design. Rob had a list of people who Carl Unger gave a flight to and went on to some cool aviation job. The list included airline pilots, engineers, and astronauts. Several Breezy pilots were gathered among the 25 people. One guy who flew a Breezy from Springfield, Missouri burning 10 gallons an hour while only having an 18 gallon tank. Can you say many stops! He asked if anyone wanted to fly it back to KSGF to build flight time and landings? Sadly, the

man three people to my right would be flying the Breezy that had a mishap on Thursday morning.

Also on Tuesday morning at 1100 was former EAA 32 Young Eagle pilot Chris and April Nesin and their restored Piper Cub which was in the display aircraft center. After the restoration Chris flew the airplane on the same route as in the book “Flight of the Passage.” Two youngsters take a Piper Cub and fly around the good ole USA.



mr. bill and Chris Nesin and the Flight of Passage Cub

Tuesday night was the annual Volksplane Group Meeting at the Yellow Balloon. I am sure Mr. Paul held back the rain until 6:20 pm that night so the air show could be flown and the people would make it to their cars for a dry ride home! The rain cell literally split right around the airport.

After the Volksplane meeting was over the airline south siders met for the “merged airline cigar gathering.” This is where we hashed out the pros and cons between the Continental and United merger. Also American/TWA and US Airways merger was tackled. Speaking of US Airways, before I could even get into the Oshkosh Airshow I filled my ground chariot with fuel at the Skyview FULL Service Gas Station south of the airfield, and someone mentioned that he was heading back to flying BIG JETS at US Airways/American after the Oshkosh Airshow.

Wednesday brought great weather an a chance to look through the A, B, C, and D building for the latest and greatest needs of the aviation community. Then back to YEFE for some more future pilot training sessions! The evening was relaxing with the Troy and Woodliff Airpark Boyz bologna session.

Learning As We Go (Continued)

Thursday dawned and the Flight Advisers/Technical Counselors breakfast was at 0700 at the Nature Center. Captain Jack spoke a few words about the direction of the ship. The word "OSHKOSH" was going to be used because everyone calls it OSHKOSH! The focus WOULD be on Homebuilts and EXPERIMENTALS and the big chalets would be moved back from the flight line so the homebuilts could shine again. The one week wonder, a Zenith 750 aircraft WAS built during OSHKOSH and others in the future would follow.

After the breakfast a quick drive over to the Sonex Office had me touring the buildings of the Sonex Aircraft Company. What a neat, family run place. Whatever part you may need they have it ready to ship.

Well, Thursday afternoon was routine at the YEFE until the Thunderbirds flew over and everybody was outside to see the noise. The Notice to EVERYBODY for the Thunderbirds to fly at the airshow was that EVERYONE within ½ mile East of the north/south Oshkosh runway MUST leave the area between the times of 1:00 o'clock and 6:00 PM, Friday, Saturday, and Sunday! Ouch!

Well, after five days of awesome fun reality set in and I need to get back to it. My ground chariot was full of newspapers, a ELT battery for the Volk-splane II, and some Sonex promotion stuff which I am very happy to have obtained.

Life at the University of Oshkosh-Wisconsin dorms reminded me of my days at the U of Illinois-Urbana studying for my advanced flight certificates and maintenance certificates. Wow, has it been 37 years ago! I am thankful for a place where I can give back, both at the local EAA chapters and at the central gathering of all these GREAT people, who all gather at the largest, and greatest air show every, OSHKOSH!

Thanks Paul H. Poberezny for doing all that you did to make this all happen. Thank you Audrey for helping him along the way! Thank you all who help and volunteer, to make it all happen today! Thank you Captain Jack for guiding us down the trail that has been blazed by those before us!

Q? How many Sonex Sub-Sonex Jets have been sold to date?

A: 10 people have put down \$125,000 for the airplane.

Q? Last year the Van's Aircraft sign read 7,753 airplanes built. This year the number on the sign was?

A: 8,753 aircraft built.

Mid-Season Young Eagle Report July, 2014

With 4 out of 7 Young Eagle events completed for 2014 I thought you might like to know some current information about how our Flagship program is going for the year. By the time you read this the 5th event on August 9th will also be in the books, leaving us only the September 13th and October 11th dates left to go. With the events we have been involved with this year I thought our total number of Y.E flights would have been higher at this point than what I can report. Through the July event Chapter #32 has flown a total of 105 Young Eagles for 2014. This was accomplished with a total of 71 individual flights which were flown by 8 different

pilots. Our events this year have been a mix of salutations that have probably contributed to the lower numbers then expected. First of all the weather has been great this year with only one event having to be cut short in late morning due to rising winds however the May event for example only brought out 9 kids that wanted to fly, they were all easily accommodated with the 7 pilots we had available.

From a different perspective our first event of the year in April presented approximately 75 kids getting their merit badge and / or wanting to go for an airplane ride. At this

event we only had 5 aircraft, only one having 4 seats. Needless to say close to 50 kids had to be turned away as the afternoon progressed on until close to 4 pm. If we were to add that 50 to the total number our total would rise 50%. Our June and July events were somewhat more balanced flying having flown 25 kids with 6 pilots in June, and 48 kids in July with 5 planes. Special mention goes to Joe Sargent 16 flights for 16 Young Eagles YTD and to Jeff Stephenson for a total of 18 flights for 41 Young Eagles YTD (yea but he has 2 extra seats).

Jeff informed me this past week at Oshkosh that one of the contributing factors to his decision to buy part ownership in George Stephenson's Cessna 172 (from George) last year was to continue George's as well as N5382D's legacy in the Young Eagle program. For those of you who may not know the name, George Stephenson is more or less an inactive member of chapter #32 who was the Young Eagles Coordinator for many years. During his Young Eagle flight times George flew 1,246 Young Eagles. Jeff, has suggested he hopes to surpass George's record, this to be done in the same aircraft and with the same last name (no relation) This is without a doubt a lofty goal for Jeff to set and we all appreciate is already strong support for the Young Eagles Program as well as his efforts with other educational process's to potential young adults in possible aviation careers.

Additional thanks to all the other pilots and ground crew volunteers for this year's participation in the Young Eagles program. YTD numbers through July:

PILOTS

NAME	FLIGHTS & KIDS
Ron Burnett	4 for 4
Dave Doherty	8 for 8
Don Jonas	6 for 17
Tom Crocco	8 for 8
Gale Derosier	4 of 4
Tim Finley	2 for 2
Joe Sargent	16 for 16
Jeff Stephenson	18 for 41
Mike Ziegler	5 for 5

GROUND CREW

NAME	EVENTS ATTENDED
Tod Melugin	3 of 4
Hunter Melugin	3 of 4
Kim Nack	2 of 4
Paul Smith	3 of 4
Bill Wellmeier	2 of 4
Bill Doherty	3 of 4
Don Doherty	4 of 4
Dave Domeier	1 of 1
Rich Emery	3 of 3
Robert Krammer	1 of 4
<u>Jackie Melugin</u>	3 of 3
Taylor Melugin	3 of 4
Laura Million	3 of 4
Mike Saetettle	2 of 4
Joe Wurtz	2 of 4
Art Zemon	1 of 4
Charles Besselance	1 of 4
Lee Cobb	2 of 4
Ron Davis	4 of 4
Dave Deweese	4 of 4
Danielle Deweese	1 of 4



EAA to Chapter 32: Hardcore!

by Jeff Stephenson

The national EAA Facebook page used one word to describe the Chapter 32 campsite at AirVenture 2014: Hardcore! Okay, the national folks used the word to describe the campsite at a time when one little lonely pup tent stood guard over a patch of grass in the days before the opening of the big airshow, but the word seems to fit Chapter 32's involvement at AirVenture 2014. We were hardcore!

Chapter 32's involvement began a week and a half before AirVenture opened when I flew Dave Doherty and myself into Wittman Regional to mark out the chapter campsite. After a refueling stop at Poplar Grove airport (C77) northeast of Rockford, we landed on runway 36 and taxied to Basler Flight Service. Basler provided great service and a courtesy van to the campground. After staking out the campsite and grabbing a bite to eat at Ardy & Ed's, we took off on Runway 27 and returned home. I logged 7.9 hours for the round trip and we experienced a great, but long, day. Only one word describes the experience: Hardcore!

In the days leading up to the event, Chapter 32 members began to arrive in Oshkosh. By the time AirVenture formally opened, Laura Million, Jim Hann, Dave and Bill Doherty, Paul Smith, and myself all crowded into "Camp 32" near 45th and Elm. Rich Emery flew in and camped in Homebuilt camping. Gale Derosier camped not far away from the Chapter HQ. Rick May arrived later in the week and moved his tent to within a couple hundred feet of 45th and Elm. Joe Sargent arrived and camped near Rich Emery. When Amanda Million snapped the chapter photo on Thursday morning, EAA Chapter 32 had a strong representation in Oshkosh. Even Jackie and Todd Melugin with daughter Taylor, who attended Air Academy during the last part of the week, appeared on Friday. In a word, Chapter 32's attendance can be summed up in one word: Hardcore!

Someone mentioned that it takes more than 5800+ volunteers to put on AirVenture. EAA Chapter 32 did our part in this area as well. Laura Million, Jim Hann, Bill Jagust, Rick May, John Ladley, and I all volunteered to some degree at the event, and I am sure that I may be missing some others who may have volunteered in some other way. Some volunteered for only a shift or two, and others played a larger role, but Chapter 32 did our part in helping make AirVenture 2014 a great event for the paying public. Our volunteer efforts were hardcore!

I personally volunteered a total of 68.5 hours in support of the event. I worked nine of those hours for the national Young Eagles program and the rest at KidVenture. I worked the large majority of the hours either during the seven days of AirVenture or the three set-up days preceding the event. I volunteered so much that our Chapter Vice President wondered if I got to see the rest of the show. I did see all or part of the three Thunderbird performances, both night air shows, and parts of most of the other daily airshows. I sat at the flight line watching arrivals early in the week and departures at the end of the week. I hung out under the wing of a 1946 Taylorcraft during a hail storm. I rocked out to Kenny Loggins and saw the Thunderbird pilots in person at the Theater in the Woods. I attended the Lifetime Member and Young Eagles Awards dinners. I sought out recommendations, shopped for the best price, and purchased a handheld air band transceiver. I purchased two cases of oil for the airplane and then made two other chapter members haul the oil for me back to the campsite. Thanks Dave and Rick! In other words, I experienced the show, but I was not alone. I heard of other chapter members attending workshops and finding cool airplanes both in the camping areas and in the display tents. They watched STOL competitions on the flight line and in the Ultralight area. They watched, or tried to watch, movies at the nightly Fly-In theater. They experienced just as many, if not more, adventures than I did. We were hardcore!

(Former ?) Chapter member Chris Nesin, now living in Chattanooga, TN, attended the event with his "new" airplane. Chris purchased, restored, and flew N4971H. If that N number seems familiar, it might be because it is the airplane Rinker and Kern Buck used to fly across the country from New Jersey to California back in the 1960s as 15 and 17 year old brothers. Rinker Buck wrote about the trip in the book *Flight of Passage*. Chris retraced the route earlier this summer that the Buck brothers flew and then flew the airplane to AirVenture. The plane stood proudly for a couple days in front of the Vintage Aircraft area on the Oshkosh grounds. Without a doubt, Chris was hardcore this summer!

Every AirVenture experience is fun and exciting, and AirVenture 2014 was no different. There is truly too much to do for just one week. Those who attended Oshkosh this year came back from the experience excited and energized if not somewhat tired. EAA Chapter 32's involvement at Oshkosh can be truly described using just one word and the national EAA facebook page used it to describe us. We were "Hardcore!"

MOVIE AT THE ARC
EAA Chapter 32
Proudly Presents for August

The Right Stuff

Starring: Fred Ward, Dennis Quaid, Ed Harris, Scott Glenn, Sam Shepard, Barbara Hershey, Lance Henriksen, Veronica Cartwright, Jane Dornacker, Harry Shearer, Jeff Goldblum, Kim Stanley, and Eric Sevareid

The Right Stuff is a 1983 American drama film that was adapted from Tom Wolfe's best-selling 1979 book of the same name about the Navy, Marine and Air Force test pilots who were involved in aeronautical research at Edwards Air Force Base, California, as well as the seven military pilots who were selected to be the astronauts for Project Mercury, the first attempt at manned spaceflight by the United States.

In 2013 the film was selected for preservation in the United States National Film Registry by the Library of Congress as being "culturally, historically, or aesthetically significant".
Running Time: 192 Minutes

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 30, 2014

**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**



drama film that was adapted

**THE
RIGHT
STUFF**



WINNER OF 4 ACADEMY AWARDS



For Sale: Beautifully-Maintained C-172



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Price reduced: \$29,950.00

You will all recognize this beautiful 172 from all of the Young Eagle rallies that Richard attended. He would also like to let everyone know that he will give special consideration to EAA members.

Contact Richard Jimenez at (636) 528-4967.

For Sale: EAA Biplane

EAA Biplane P2 - \$13,700 - Available for Sale - 1981, TTAF 275, Lycoming O-290D, TTE 3640 / SMOH 648

Fresh Annual (May 2014), Well maintained with detailed maintenance log, Always hangared,
Average fuel burn 6.6 Gal/h, Solid running engine.

COM TRANSCVR MX11 / KT 78 A, Cleveland Brakes, EGT, Recent remanufactured Carb MA-3SPA, New Tailwheel,
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Check out our fantastic Web Pages at
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 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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