



EAA Chapter 32 News

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

April, 2014

mr. bill makes friends wherever he goes...



It's hard to tell who is enjoying the flight more. Young Remington will soon be sitting in the left seat of an airliner, and mr. bill can sit in the back secure in the knowledge that he trained him well.

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on April 19, 2014.**



March Meeting Minutes

Jim Bower for Dave Deweese

The March meeting began as usual, with the Pledge of Allegiance, led by President Dave. February meeting minutes were approved.

President Dave Doherty is recovering nicely from his recent surgery during which he was prohibited from heavy lifting. So, to keep busy he built a couple of U-control flying models. He suggested that demonstrating them during a Young Eagle rally might be interesting.

Don Doherty gave the treasurer's report. We're doing fine. We paid for rechartering the chapter and insuring the two rental hangars and the ARC.

We recognized one visitor, Joe Weese (spelling?). He's a teacher in Roxana and is interested in becoming a Sport Pilot.

FLY BABY: Jon Thayer is looking over the Fly Baby plans with an eye to completing the construction.

We renegotiated the lease on the flight simulator and are leaning toward a rent-to-own arrangement. A short discussion ensued as to upkeep, upgrades, and the like. A couple of chapter members volunteered to write an operator's manual for the simulator.

A fly-out to Spinner's Restaurant at the Downtown airport. Food and a museum visit!

Carmelo Turdo from Chapter 64 spoke about "Midwest Airport Fun Days" on June 7 and 8. They are expecting the CAF and flybys, with an eye towards getting the community acquainted with the airport. Chapter 32 is invited to be a presence at this event.

ARC MAINTENANCE: President Dave hopes to do more needed maintenance on the ARC this year as soon as weather permits. Volunteers are much needed for this task. Joe Sargent contributed towards the ARC refurbishment by bringing in some new wooden letters.

OLD BUSINESS: We are still working on the Sonera. Anyone interested in helping please see Don Doherty.

Dave and Don Doherty spoke of the missing tool phenomenon. Some new tools have disappeared and we would like them back.

YOUNG EAGLES: Rick May spoke about the 2014 Young Eagle schedule (see the March newsletter). Rick is looking for someone to take charge of food preparation and sales at the YE events. If you're interested, please see Rick.

MOVIE AT THE ARC: The movie season is upon us! The March movie was "World's Fastest Indian". Future monthly movies will be announced. As usual, we are having a potluck dinner (you bring a side dish). We eat while watching short subjects before the main event.

B-17: The EAA B-17 "Aluminum Overcast" will once again be in our area this summer. We need volunteers to be ground crew, etc.

PILOT PROTECTION ACT: We have all heard about the bill in Congress that, if passed, will allow pilots to fly larger aircraft without needing a 3rd class medical certificate. Please go to the web address below and sign the petition if you agree:

<http://govt.eaa.org/14781/support-general-aviation-pilot-protection-act>

Finally, we had a guest speaker, Mr. Clyde Ehrhardt. Clyde is an independent aviation insurance broker and he spoke about insurance in general and his company in particular.

The meeting was adjourned.

Tools - Lost in Space?

The Chapter has invested a good deal of money in a collection of tools available for use by our members.



You are welcome to borrow them so long as you **(1) SIGN THEM OUT**, and, more importantly, **(2) RETURN THEM**. A number of our tools are M.I.A. and we would like them back. Thank you for your consideration.

Safety Tip of the Month

Closing rates on aircraft in the air are variable, but suffice to say in GA environments, they can be as little as 120 knots to as much as a 450 knots in planes we normally fly. This doesn't give much time to avoid a mid air collision!

Constant scanning in all quadrants is a must. Scan the instruments, checking charts and position, interpreting weather conditions. Transmitting on the radio must not allow us to divert our attention from observing our surroundings. Keep your radio tuned to approach/departure and tower frequencies in the vicinity of your flight, even if you are not required to transit. Listening to the position of other aircraft can provide a warning if traffic is near.

In the pattern, especially before turning final, look in the opposite direction of your intended landing area. There may be someone on final you do not see.

Glare, and smog associated with summer can reduce your ability to see and avoid other aircraft. Operate your position lights, navigation and rotating beacons in limited visibility. Some airports have recommendations that you operate your landing lights when approaching for a landing.

As the saying goes "BE CAREFUL OUT THERE."

Bob Kraemer



Friends and fellow aviation enthusiasts,

It looks like the weather is finally changing. The snow has changed to rain and high winds, with an occasional nice day to go flying. My plane has had its annual last month. It now sports new brake linings, and a small engine problem was discovered and fixed. I've made it through the winter with some repairs too. It's all good now, and I'm spending more time at the airport. That's one of the perks of being a retired person. I'm finally pursuing my lifetime ambition of being an airport bum! Life couldn't be any better, could it?

At our last meeting, we were presented with two new sets of letters and numbers for the EAA32 signage on our ARC. Thanks, Sargent Joe! Over the past several weeks, another coat of primer has been applied as well as several coats our EAA32 Blue paint. They are now ready to be installed onto the building, front and back. We're looking for volunteers to help. If anyone is around who helped put the last set on the building, we need your help ... please. There is also some other painting that needs to be done on the building. We scraped and painted the front gutter and need to do the same process to the back one. The blue trim pieces high on the sides of the building also need another coat. Our garage doors have some spots where the paint is peeling, and they also could use a little TLC. I should be out at the ARC on most nice days, and plan on working some of the areas as time permits. We need to set up some volunteer work parties to take care of these things.

YOUNG EAGLES – April 12 is our first event of the year. We need pilots, ground crew, and more to make this event successful. I'm looking forward to it. If you haven't participated in one of these, you don't know what you're missing. It's an opportunity to meet new people and share the aviation experience with our youth and their parents. Our chapter is known in the area for being very active. This is one of the many venues to participate. Please come out and help. It's always been a fun experience. I am enthusiastically looking forward to being there.

In conjunction with our Young Eagles program, Chapter 32 has finally started with our scholarship program. We're sending 3 people to EAA Youth Camp in Oshkosh this year! I'm excited to see this going forward. We'll be promoting Youth Camp at our Young Eagle Rallies and other events. The chapter is funding this activity along with some of our generous Chapter 32 member donations. For more info on becoming a donor to this program, please contact one of our Chapter 32 officers.

President's Corner

by Dave Doherty

Eagles flights were discussed at our Board meeting. We're looking to try an Eagles Day at our facility. Jeff Stephenson and Rick May are spearheading this event. We should get an update on this plan at our April meeting. Come on out and see what's being planned.

The Blue Angels are coming to our town in May! Spirit of St. Louis Airport is having an Air Show on May 3 & 4. Look up the website at www.spirit-airshow.com. The Navy Precision Team will be the main attraction. Numerous other Warbirds will be there. The CAF will be there with their planes (B-25, TBM, L3). Also in attendance will be the EAA B-17 Foundation's plane, Aluminum Overcast. Chapter 32 has been asked to be the host chapter for the St. Louis tour stop. We've been very lucky over the past several years to have this plane come to our town. This makes the third year in a row it has stopped here. I've always looked forward to having the plane here. It's an honor to be able to participate in showing off this piece of living history. When it comes to town, we've always had veterans who flew in or had something to do with our armed forces. It's always been an honor to meet them and relate their experiences with us.

Chapter 32 also has been invited to set up a display on the Air Show Fairgrounds, much like we did years ago during the St. Louis Fair and Airshow. This year, there won't be a carnival event. It will be all about aviation. Our spot is right next to the Air Force display. We need volunteers to set up and participate on the numerous activities we'll be having. Presently, we plan on having some aircraft on static display, and putting on several seminars – becoming a pilot, building your own plane, and possibly others. The Air show is also keyed to a local educational initiative – Science, Technology, Engineering and Mathematics (STEM). Aviation dovetails nicely with all these topics, and local schools are working to bring out a lot of youth to the event. We hope to have something in our exhibits that address these areas, or perhaps a seminar about career opportunities in aviation. We need help. This is a BIG event. The remainder of April will be spent preparing for it. Please come to our next meeting and pitch in. We need your help.

The Spirit Air Show is one of two air shows EAA32 will participate in. Fair St. Louis will be in Forest Park this year rather than at the Mississippi riverfront, and EAA32 has been invited to set up a display there. The EAA Spirit of St. Louis replica will come to St. Louis for this event and will do several fly-by's during the air show. It will be based along with other air show planes at Creve Coeur Airport. There will be photo opportunities for Chapter 32 with the Spirit. Perhaps we can talk them into a stop at our ARC for another opportunity. I'm working on that. Wouldn't it be cool to have you and your plane's picture next to the Spirit? More info will be forthcoming as it develops.

APRIL Chapter 32 Meeting – 10:00 AM at the EAA Chapter 32 Aviation Resource Center (ARC) located at 1610 Grafton Ferry Rd, Smartt Field (St. Charles County Airport). Guest Speaker, Mr. Matt Vance will give a presentation about FUTURE AUTOMATED (sans pilot) AIRLINERS. This should be an interesting presentation. It's a look into the probable future of much of the airline business.

EAA32 will also be having our Movie at the ARC on the last Saturday of the month (April 26). The movie event includes a pot luck dinner and social hour, starting at 6:00 PM. A steak entrée will be provided by the chapter. Please bring a dish to round out the menu. This month, the movie will be "Six Days Seven Nights" with Harrison Ford and Anne Heche. It's a fun movie with the tagline "After this week in paradise, they're going to need a vacation."

I sadly report that one of our members, Steve Mottin, passed away of cancer on February 10. He was an avid aviation enthusiast, and was building a Van's RV-12A. His love for aviation never faded. Godspeed, Steve. We'll miss you.

I look forward to seeing many of our chapter members at our Young Eagles event on April 12 and at our next meeting on April 19. Thanks to everyone for making EAA32 what it is today: A vibrant active chapter!

Blue Skies to all,

Dave Doherty

2014 EAA 32 Young Eagle Event Dates

by Rick May

As in the past we will be doing events in 2014 on the 2nd Saturday of the month starting in April, the dates or listed below with some notes regarding several of the days. We will be extending this season of events by one month, as you will see the October date listed below. This was decided for two reasons; first of all there is always a chance of one or more dates needing to be canceled due to the weather, the Oct. date will give us an opportunity to make up an event should this happen, secondly early October usually allows for continued good flying weather, so we thought we would take advantage of it.

Here are the dates for 2014:

May 10th (this is the weekend after the Spirit of St. Louis air show)

June 14th (International Young Eagles Day)

July 12th (weekend after 4th of July)

August 9th (weekend after close of AirVenture)

September 13th

October 11th

With many of these events occurring the weekend after other community events Chapter #32 participates in, I would hope we will generate a lot of interest for Young Eagles in 2014. We will also be looking at ways of getting this information to public this year as well. Thanks again for all your help in the past and I look forward to seeing you all this year.

A Word About Y.E. flights and their benefit to Chapter #32:

Headquarters has informed us that each YE flight made again this year by a chapter member will continue to accrue one point per child flown in the calendar year and, that each point will continue to be worth \$5.00 towards the chapter once that flight is registered with Oshkosh (my job). These funds can be used in a reimbursement way to the chapter when used in a way to further develop the program or for scholarship funds at Air Academy. The trick is that a pilot must fly at least 10 Young Eagles in the year to qualify for the points. Once he has flown the 10 he immediately earns 10 points for the chapter, and continues to earn additional points for subsequent flights during the year. Adversely if a pilot flies 9 or fewer Young Eagles in the calendar year he earns no points.

We appreciate your participation in the past and look forward to another great year in 2014. If anyone has any questions about the 2014 events or ideas to make our rallies even more successful, we (the Young Eagles Mafia) would love to here them, let us know at "young eagles@eaa32.org" we all see these e-mails. Also feel free to contact me on my cell at (314) 503-6042. Thanks Again!

Rick May
Young Eagles Coordinator

April MOVIE AT THE ARC

EAA Chapter 32

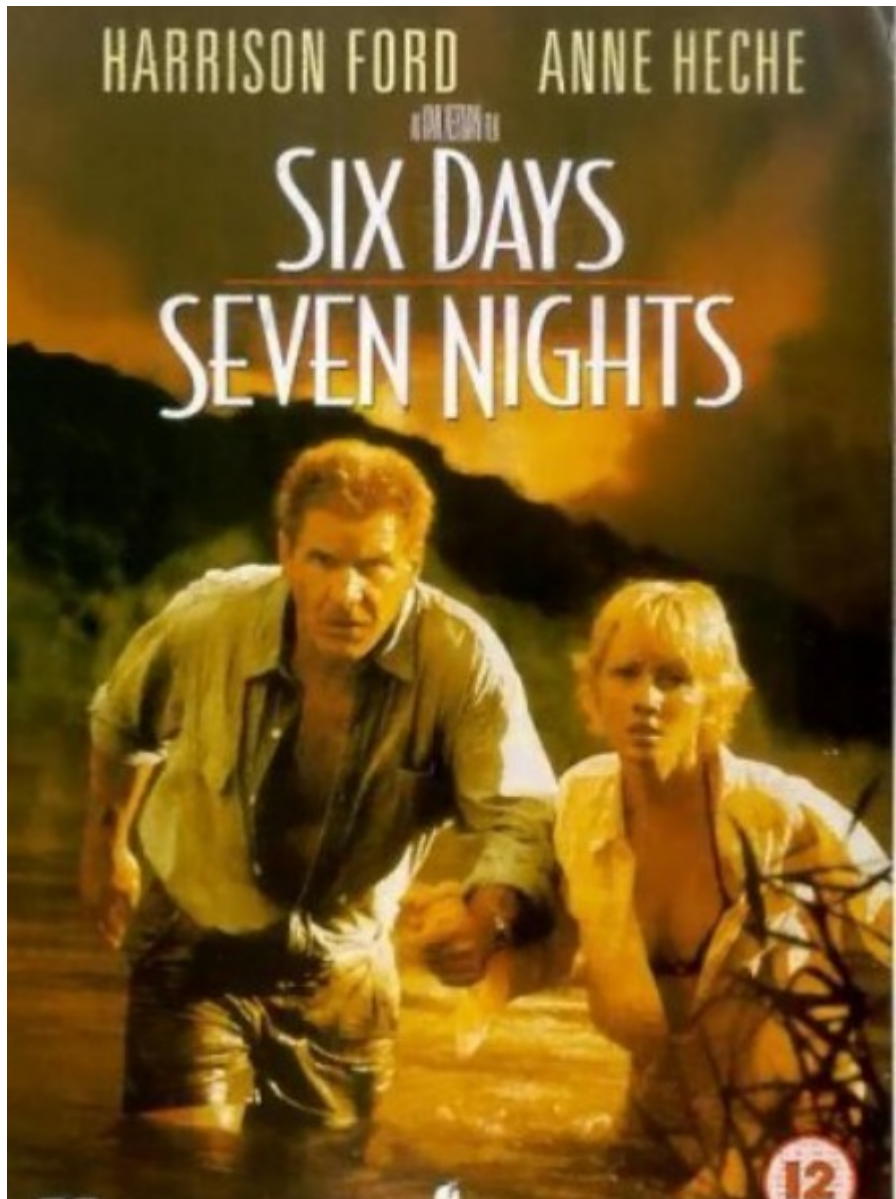
Proudly Presents:

Robin Monroe (Anne Heche), a New York journalist working for Dazzle, a fashion magazine, is invited by her boyfriend Frank to spend a week holidaying with him on the island paradise of Makatea in the South Pacific. The final leg of their journey to Makatea is in a small dilapidated aircraft piloted by middle-aged American Quinn Harris (Harrison Ford). They are accompanied by Quinn's girlfriend and co-pilot Angelica.

The next morning Robin is called away to Tahiti to supervise a fashion event. She hires Quinn to fly her there, but a thunderstorm forces them to crash-land on a deserted island. Fighting for survival on the island, they inadvertently become witnesses to South Asian pirates, who discover and chase them.

After evading the pirates, Robin and Quinn are caught, but narrowly escape by jumping into the ocean from a cliff. They camp next to the wreckage of a World War II Japanese plane. Salvaging parts from it, they succeed in getting Quinn's plane airworthy again, and fly back to Makatea just in time for their funerals.

Much hilarity ensues, and eventually the guy gets the girl. Join us for a fun evening that our spouses can enjoy, too.



**Where? EAA Chapter 32 Aviation Resource Center, 1610 Grafton Ferry Rd
(Smartt Field, aka St. Charles County Airport [KSET])**

**When? Saturday, April 26, Pot Luck Dinner starts at 6:00 PM.
STEAKS will be provided by the Chapter. Bring a side dish.**

Learning As We Go

“BACK IN THE SADDLE (LEFT SEAT) AGAIN!”

mr. bill

Wow what a feeling! Truly the dream come true again and I am very happy and blessed to be where I am today! I type this newsletter at 34,000 feet in seat 15A on my flight down to my new domicile DFW-Dallas/Fort Worth, TEXAS!

There have been a lot of changes in this old guy's career. I write “old guy” because as I wrote last month with the old retirement rules I would be retiring in less than five years! Now we can fly to 65 years young and there is talk of raising that age to 67 years old, possibly the new retirement time! Ouch!

As I have explained before about the changes that have happened to the STL-St. Louis, Missouri domicile, the airline only needs 86 captain & 86 co-pilots up here and the rest will have to fill in the bottom rungs of the reserve pool for the rest of their career in Dallas/Fort Worth. The change did allow us back into the left seat of the Douglas...I mean McDonnell-Douglas....ahhh the Boeing MD-80. Finally got that right I think!

Now with the pilot shortage affecting the airline, by not hiring last June for the new Rest Rules that took place 01/14/2014, and some retirements, the Flight Academy of this airline is filled with call backs, (some people out on furlough for 11 years), upgrades, people out of their LEFT seats for 13 years, and something not seen for 14 years: NEW HIRES! In fact here is a picture of our latest guy right off the street! Not sure he can walk but boy can he FLY!

Actually this young lad of three months is sitting next to me and loving every minute of this flight just like the 666 month old guy typing this article. So you gotta ask yourself, “Who do you want flying this airplane, me or him! I am afraid that you all may say HIM!”

Well the call came for Upgrade to Captain School on the Super 80 and I showed up ready for the two 5 day sessions. The first week had us reviewing the aircraft systems which was a brief overview due to the fact that I had been sitting in the right seat of the Super 80 for the last seven years. Actually the upgrade was supposed to be in 2008, 12 months after my recall from American Eagle Airlines, but that silly economy slowed things way down.

On day FOUR of the first week we did the systems review where the instructor touches the switch and you recall what it does, what is powering it, and what it powers. Two and a half hours later EVERYTHING has been touched and EVERYTHING has been reviewed.

The following day, day FIVE at 0730 you and your partner walk into the testing room which has a cockpit mockup board and the circuit breaker panels set up in the corner and you answer 100 questions from the 600 question pool and passing is 85%!

Then you answer the 7 memory items on the EMERGENCY check list on the computer and for the final event of the day, we will program the computer for holds, present position holds, and intersection holds.

So after 3 hours of testing and with receiving a better than 85% on the “written” you are done with the written and oral part of this program! The flight home to STL was the next day due to another winter storm hitting STL and canceling the flights to STL that Saturday night.

The following five day week we spent 4.0 hours total, 2.0 in the left and 2.0 in the right seat of the FAA approved DC9-80 simulator preparing for the transition each day. The second two hours of each day was in the right seat being the best Co-captain you can for your simulator partner who is now in the left seat. The session is GREAT if both people can work and help each other work through the correct actions and words.



Meet Remington,
mr. bill's replacement

Litanies are everything to the airline. You MUST say the correct statement at the correct time or you are going to do it again until you get it right....I mean correct!

There is only 48 inches between the left cockpit seat and the right seat, but “finding” things on the flight deck is a little different in the left seat. OH yeah! There is that “turny” thing called the tiller or “steering wheel” on the left side but that comes natural to the touch!

It really flows after three days and on the fourth day you fly the FAA required flight maneuvers check ride: a Category IIIb approach (autoland) to minimums (50 feet above the runway) then execute the missed approach procedure to the holding pattern. After you are established in the holding pattern you are cleared for the same CAT IIIb approach to an Autoland landing, and this time you will land. The real act of faith is to see the touchdown zone lights at 50 feet of altitude (the lights in the concrete in the first thousand feet of runway) and just letting the 1979 version of this “286” computer land the airplane and stop it on the runway centerline without your input. It WILL do it!

Next approach is a Localizer approach to a missed approach followed by a RNAV (GPS version) approach to a landing. Really after all the training the check ride is a slow and uneventful event!

Cool! The program is almost done now! Just day FIVE left where we fly with two check airman, one in the right seat as your first officer and the other one runs the simulator and checking your progress. The reason for two check airman is so that there is a fair and equal evaluation of your flying skills by two highly trained

professionals. We take off from DFW and fly to Memphis, TN and shoot a Cat IIIb approach to a landing with an engine generator inoperative. Using the auxiliary power unit which runs an additional (engine) generator for the airplane when it is on the ground, that generator can run electrical things in the air which allows us to land on this low visibility day. The FAA now has a new briefing that requires ALL electronics devices off in the cabin if we will be doing a Cat IIIb Autoland up front. No weird electrons on this flight to disrupt the instruments.

After that successful flight the return flight has a special situation which results in a “one engine at idle landing” be accomplished from 34,000 feet.



mr. bill finishing his 25 hours as a student captain ready for the real world!

Well congratulations son, we have a new Super 80 captain at the airline! Thank you very much!

Next we enter the actual airplane for two three day trips with another check airman in the first officers seat helping you to fly the revenue flight. It is a nice real world way to get your 25 hours of IOE-Initial Operating Experience of actual REAL airplane flying!

During the real airplane 25 hours flight experience we rechecked several simulator events: cross wind landing, autolands, and working with dispatch. A new guy is called a RESTRICTED

CAPTAIN until you have logged 100 hours of pilot in command time. With the airline entering the spring flying season I will have that time flown of in about six weeks. Then after the 100 hours of flight time you are just another “old guy” waiting for that 65th birthday to roll around when the company buys you a cake and maybe a gold watch and say, “Adios amigo!”



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:



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