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# EAA CHAPTER 32 NEWS

Jim Bower, Editor

November, 2001

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**"...One nation, under God, indivisible, with  
liberty and justice for all."**



This is a scene from the October meeting, which will be the last regular meeting of the year. Beginning in January 2002, we will meet at the Old Country Buffet in St. Charles. Watch this fine publication for times, dates, and directions. Meanwhile, please try to attend the annual Christmas Party. Info and directions are inside.

## **INFORMATION HOTLINE**

**286-9932**

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

## **Minutes of the October Meeting**

## **Dues are Coming up!**

Chapter dues are now payable by the end of January. For your convenience, we have included a handy renewal form in this newsletter. Please fill out your name, and ***ONLY THE INFORMATION THAT HAS CHANGED SINCE LAST YEAR***, then mail it to the treasurer: Gale Derosier, 28 Woodmere Point Court, St. Charles, MO 63303.

We would like to publish the chapter roster and phone list by March, so paying on time ensures your name will be in there so your fellow Chapter 32 members can reach you if necessary.

## What Can I Do About It?

by Gary Liming

*Editor's note: The following article is the opinion of the author. However, I would like to go on record of saying I agree 100%. Hopefully, my own letters to our elected representatives helped grease the skids to get our VFR class B privileges restored. - ed..*

Many things have changed since September 11. One of them is the innocent perception of flight as a thing of beauty, freedom, and inspiration to a new image, one where civil aviation holds the threat of death and destruction. No one argues about the necessary wartime steps that must be taken in order to prevent further deaths, and we should support those measures as well. But what of the more permanent damage that's been done to the public perception of aviation as a benefit? If aviation is perceived as a threat, how will lawmakers and regulators behave in the future? Even more relevant is the question "What can I do about it?"

Our freedom to take to the skies is limited by both legislation that might be passed against it by Congress, and regulations that may be adopted to limit it by the FAA. Both of these activities are documented in the Congressional Record, and the Federal Register, respectively. I don't know how many of you have actually looked at these publications, but asking people to subscribe to them so that they can respond to aviation issues that might arise is just not going to happen.

There is a better way. Organizations exist that do perform a watchdog service on aviation issues in those publications, and many more. The simple answer to "What can I do about it?" is:

- Join the EAA and AOPA and pay your dues so they can continue to monitor and inform us about the situation. They were both very active and vocal on our behalf during the last few weeks on flight restrictions.
- When these organizations ask for your help in writing, faxing, or emailing Congress or the FAA, do it! The government is influenced by public opinion, but that opinion has to be expressed before it can work.
- Participate in those organizations to keep public opinion positive. Local examples include the Young Eagles program, and our part in the County Fair each year.
- When you hear people express concern or even negative sentiment towards General Aviation, don't just let it go. Try to convince them about how important aviation is to this country. Aviation's exports are a large contributor to the U.S. balance of trade, it creates many jobs, airports represent the "front door" to a community and is a significant center of economic activity.

- If people express fear over the security of General Aviation, remind them of several factors put out by the EAA recently:
  1. General aviation is not a significant threat to Americans, their property or public institutions. GA aircraft, for the most part, do not have the speed or fuel/cargo capacity to inflict considerable damage on people or property. Other vehicles such as trucks, vans and even compact cars pose a greater potential for damage and/or injury, as well as access to more areas of the nation.
  2. General aviation aircraft theft is rare. GA aircraft hijacking is even more so.
  3. The aviation community at most local airports is a close-knit group. Any odd occurrences are readily noticed.
  4. People who fly GA aircraft are licensed individuals who have their personal information already on file with the federal government. Any background check is relatively easy to do by government officials without cost or inconvenience to the pilot.
  5. People who fly in GA aircraft are not flying after purchasing a ticket. They are there at the invitation of the pilot or aircraft owner, so passengers with unknown backgrounds are practically nonexistent.
  6. There is no evidence of any general aviation aircraft, airport or enthusiasts having any direct involvement in any terrorist attacks.

Unfortunately, the war on terrorism is a new phenomenon, and it seems that a response like “pay your dues, write your congressman, and talk to people about the issues” just seems too conventional, or even too boring a response to be very effective. That, however, is the real danger – that our own complacency will allow other’s opinions, formed by terror rather than fact, to rule. Don’t let it happen.

## **Choral Arts Singers to Perform**

Our own Fred Gottman is a member of the Choral Arts Singers, and he would like to announce that they will be performing on December 15 at 7:00 pm at Good Shepard Lutheran CHurch, 7380 Howdershell Rd. Hazelwood, MO. They will also appear on December 16 at 3:00 pm at Assumpcion Catholic Church, 3rd & Main St., O’Fallon, MO. Please try to attend.

## 2002 Membership Renewal Form

As you know, the deadline for membership renewals is at the END of January, 2002. Please fill out this form and submit it to the Treasurer ASAP.

Instructions: This form will hopefully make life easier on you, the treasurer (Gale), and the guy maintaining the club roster (that would be me). When you send in your dues, just fill in your name ***and only whatever information that changed since last year's roster.*** (Pay particular attention to your e-mail address if it has changed recently!) In case you forgot, a year's dues is \$24.00, payable to EAA Chapter 32.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Area Code \_\_\_\_\_ Home Phone \_\_\_\_\_

Area Code \_\_\_\_\_ Work Phone \_\_\_\_\_

E-Mail Address \_\_\_\_\_

Licenses and Ratings \_\_\_\_\_

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EAA Membership Number \_\_\_\_\_

Other Aviation Affiliations \_\_\_\_\_

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Your Flying Planes \_\_\_\_\_

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Your Plane(s) Under Construction \_\_\_\_\_

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Projects/Interests \_\_\_\_\_

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Tools \_\_\_\_\_

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Skills \_\_\_\_\_

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Committee/Office \_\_\_\_\_

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## People and Planes - Rick Galati's RV-6A

Since it's been several months since I featured an RV and its builder in this newsletter, I felt you had all waited long enough. So here goes.

Rick Galati is a fairly new arrival to Chapter 32, but he is a dedicated airplane nut. He satisfies his aviation jones in many different ways: He goes to Oshkosh on a regular basis, he owns a beautifully restored and maintained Cessna 150, he smashed rivets for McDonnell/McDonnell-Douglas/Boeing for over 30 years, he volunteers at Wings of Hope, and he is building his own dream machine. Once Rick retired from his day job, he is really making progress on his RV (I guess when you spend all day building our country's front line fighters, a little ole RV is a piece of cake, right?).

Rick's workmanship is superb, and he has a zillion tricks up his sleeve which are invaluable in metal aircraft construction. He is more than happy to assist a fellow builder (ask me how I know this), and always has time to talk about airplanes. Feel free to visit Rick and his project. As with most builders, part of the fun is showing off!



**The smiling face you see belongs to Rick Galati, sitting inside a fuselage that was just a pile of parts a mere six months ago. Rick says he's in there to check the position of his rudder pedals, but I distinctly heard something like "...ta-pocketa, ta-pocketa, ta-pocketa..."**



**The wings. What can I say? They look great!**



## **Christmas Party 2001**

I'm here to tell you that one of the premier events of the year is our annual Christmas Party. This presents a great opportunity to dress up a little, eat a terrific catered meal, and hang out with your fellow Chapter 32 members. (Since our regular meetings fall very close to the Christmas holidays, we don't have a December meeting. So this is it, gang!) In addition to the food and fellowship, there are some fun times making a grab for the door prizes, a few wacky awards (and some serious ones too), and an interesting speaker.

This year's party will be located in the St. Peters City Hall (Banquet Room B). As you may remember, we have had previous parties at the St. Peters Senior Center, so this is a new venue for this event.

The date is Saturday, December 8th 2001. Social hour starts at 6:00 pm with dinner at 7:00. As usual, Dan Traska's fine food is featured.

The price is \$18.00 per person.

From I-70, take either the Mid Rivers or Cave Springs exit. Head south to Mexico Road. If you took Mid Rivers, hang a left on Mexico; if you took Cave Springs, turn right. Either way, the city hall is adjacent to the RecPlex and is well marked (so I am told). Park in the west lot and come in the west entrance. You shouldn't have any trouble finding it from there.

This year's guest speaker will be Aviator Extraordinaire Jim Burns.

If you so desire, bring a little trinket to donate for the door prize table.

## Safety Thru Education

mr. bill

Our newsletter editor wondered last month about my comparison of the Douglas DC-9 to a Piper J-3 Cub. Upon further thought of the two flying machines I find that the two are quite alike. Simple letters and a number designate the aircraft. Both have minimal instruments. Both are classics. Neither requires a key to get it started. Though the Cub requires the "armstrong starter" you needed a strong arm to reach up and push down on the start toggle switch for that DC-9. Also, and I am sure that it is just a safety feature, but the DC-9 has a second start toggle switch labeled "R", I think that it is for reserve. Think about it which would you rather land? You could get a DC-9 down on the ground if you know how to fly a Cessna 150 but how many of ya'll want to try to land the J-3 with only that Cessna nose dragger time. You'd be a hero after landing the DC-9.

I do believe the most asked question of me during these last two months is "What do you think about while you are flying now?" Well actual the same stuff I thought about before it just depends on the airship I am in. When I am in the sailplane...I am constantly looking about for the airfield I took off from. The tow plane's "tow" can be terminated while still on the ground or after a 200 feet altitude gain. That 5 to 15 seconds between lift off and 200 feet "you are pretty much committed to landing the sailplane straight ahead." After 200 feet you can actually make a 180 degree turn and land back (down wind- hey did you turn into the wind?) on the runway you just left. Students often get so wrapped up in "working the lift" that they drift downwind from the airfield and find themselves low and without sufficient altitude to make the field. No trouble just find a clear road and land on it. We then call out the trailer. Take off the wings. Load it up and tow it home. When I fly Single Engine Land...the thought process is still the same. Always be within gliding distance of a level spot. I remember one simulated engine out a college instructor pulled on me. Boy it was great. I found this field that was perfect and setup for my landing. When I was told to recover and add full power to fly away I waited for those words from the instructor of great job! Well this salty old dog grumbled that the field was good but the nearest farm house was 1 mile away. Heck of a long walk son!!! (Those instructors they always have to find something.)

When I fly Single Engine Sea...the same process is in my mind. If you only have floats, stay over water that is large enough to land in. If you have wheels then stay high enough so you get the wheels down if you are having to land on land instead of water. When I fly Multi Engine Land...the process gets a little more complicated on take off. Just as in the sailplane there is "that time of landing straight ahead", the same holds true here with the multi-engine airplane that is not center line thrust. (The Cessna 337/337 Skymaster, Rutan Defiant, Adams 309, and F-4 were airships that are considered Center Line Thrust. If an engine fails there is no major change in directional control). Multi engine airspeed indicators have a red line and a blue line around the 70 to 90 knot range depending on the airplane. The redline which appears first as our airspeed

is building up is V minimum control speed, or Vmc. The blue line is about twenty or so knots further around the scale and is our Single Engine Climb speed (Vy se). It is etched in the brains of these multi talented multi engine pilots that if an engine fails before reaching "red line" you pull the throttles back because you are still on the ground and stop the airplane. If after "red line" and you are in the air and an engine fails before "blue line" on the airspeed indicator, the pilot must pull the throttles to idle and land straight ahead. A guy name Hoover had to do this one day when the line boy put Jet A in his Rockwell Commander. Yes Virginia it happens to the best pilots too! When I fly jets...aaahhhh the beauty of jets. In jets they figure the speeds so at V1 (Decision Speed) if an engine quits you can 1)stop in the remaining distance on the runway or 2) you can continue to fly lifting off at Vr (Rotation Speed) and you will be over the end of the runway with 35feet of altitude. The decision is up to you, captain!

So what is on my mind? Really the business at hand. Pilots must be able to shut out the rest of the world and do the job at hand. Yes it may make us insensitive to some things for a while but it is an important task this flying the airship. One day I had to test fly the Learjet by taking it up to 45,000 feet. A bunch of people tagged along for the ride because they wanted to see how "Moe, Curly, and Larry" were as pilots. Well we acted like The Three Stooges on the ground and in the hangar. But when we all piled in that Learjet and closed that cabin door everyone was briefed on the emergency exit window, the operation of the door, the seatbelt briefing was done just like at the airlines. At the end of this quick 18 minute flight the "audience" was not happy with the boring performance of the Captain and copilot and the mechanic on board. It was "showtime". Time to show them what we really do as pilots. Remember that some people still think we are heroes for landing the DC-9 on that little patch of concrete.

Happy holidays to all and may your New Year be full of big dreams and great flights.

#### **IN MEMORIAM**

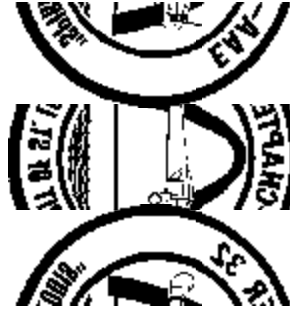
For those few of you who may not have heard, a great name in aviation, Ken Brock, recently passed. While making a routine landing at Mojave, California, the tailwheel of his Thorp T-18 came off. This caused an abrupt departure from the runway whereupon the aircraft struck an object and came to rest inverted. Ken's wife Marie suffered minor injuries, but had to be helped from the aircraft by people at the airport.

Ken Brock's name is synonymous with gyrocopters, and he was famous for his demonstrations at all major airshows. In addition, he ran a successful machining business in Southern California.

I will miss Ken, because as it happens my mother worked for him for a number of years, and I knew both Ken and his wife.

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