
✈ EAA CHAPTER 32 NEWS ✈

Jim Bower, Editor

May, 2002

Windblown, Soggy, and Undaunted.



Here's a recent photo of our Aviation Resource Center (ARC - not ARK). Last month's meeting was cool and windy, and it's been raining almost in Biblical proportions, but our building keeps growing. Join us on Sunday, May 26 at 2:00 for another meeting in our new facility. Hopefully, we can leave our jackets at home!

INFORMATION HOTLINE

286-9932

CALL THIS NUMBER FOR INFORMATION ABOUT
UPCOMING EVENTS

Last Month's Meeting Report

April, 2002

Thanks to Tom Baker, Secretary

The April meeting was held in our new facility, the Aviation Resource Center (ARC).

The meeting was called to order by President Stan Crocker at 2:00 pm, followed by the Pledge of Allegiance. Stan greeted everyone to the first meeting in our new (partially completed) building (partially completed). New members, visitors, and guests were announced and invited to introduce themselves and say a few words about themselves.



This is the list from the roster:
Chrissi Bush, Tenna & Clinton Crocker, Charlotte Crocker (Stan's wife), John Rothermier, Bob & Joyce Carrow, Rita Donaldson, Doris Bacott, D. Greene, Jack Kennedy, Robert Lynch, L. Derosier, Karen Derosier, and Lee Morris.



Old Business: None.

New Business: Welcome and thanks to the new educational chairpersons, Laura Million and Karla Zigaitis. Bill Doherty is our new Member-At-Large. Oly Olson has hangar space available to rent for building an aircraft. Doug Killebrew gave a history of our building and the layout as of now.

Based on some experiences he had with a chapter in Chicago, Bill Jagust gave his ideas for the educational use of the ARC. He outlined a monthly program, each month offering a different theme or workshops available. One month, woodworking, welding, etc. Chapter 32 could use the ARC to teach kids more about aviation and flying offering field trips ending in Young Eagle flights.

Gale Derosier gave the Treasurer's Report. It was approved as read.

Bob Lynch, visitor from Jefferson City, told us about the pancake breakfast and RV fly-in at the airport in Jeff. City on July 29th. Their chapter meets on the second Monday of the month. In addition, Bob Lynch is qualified and approved to give transition training to RV aircraft.

Condolences were expressed to Paula and Ron Wright on the loss of Paula's mother.

Mention was made of the upcoming Young Eagles Day on May 11, and the International Young Eagles day on June 8.

Food coupons were for sale after the meeting.

The meeting was adjourned at 3:30.

NEXT MEETING

Sunday, May 26th, 2pm at the site of the ARC (next to Kilroys).

BBQ

A fantastic BBQ followed. The chefs were Doug Killebrew and Stan Crocker. Other members brought sides and desserts.



Let's Wish These Two the Best!

Our friend, retired TWA captain and RV builder Ray Kennedy has cause to celebrate. He and Doris Bacott got engaged and will be tying the knot at a time to be determined. Congratulations!

Answers to the Quiz on pages 10 & 11. No Fair Peeking!

1 a, 2 d, 3 d, 4 a, 5 d, 6 a, 7 c, 8 b, 9 d, 10 a

Young Eagles

Our Young Eagles Rally on May 11 was a great success! We flew nearly 50 kids, not counting some little ones and parents who got a ride. The weather was kind of crummy at first (coolish with a stiff breeze and a look of rain), but we soldiered on and things got better as the day progressed. Many thanks to our pilots (in no particular order): George Stephenson, Dennis Baker, Don Jonas, Ollie Whyte, and Ron Wright. Thanks to these guys, we had two 4-place airplanes and three 2-place.



We had a bit of a slow start, but pretty soon we got caught up and were actually sitting around waiting for more riders to show up.

Chris Erkmann helped coordinate this event with the same two local teachers who helped us out before: Janet and Julie (doggone it, I don't have their last names). These women teach 5th grade at the local school, and one of the subjects taught is aviation.



The students get the icing on their cake by taking a Young Eagles ride. In addition to all that, they helped tremendously with the registration effort, and even brought coffee, juice, and munchies. Thanks, ladies!

Jim Baker brought his kid-friendly P-51 replica, which got a lot of attention. Other ground-pounders included Laura Million, Ted Boerding, Chris Erkmann, Chuck Koviak, Fred Gottman, Gerry Geiger, John Framiglio, Al Donaldson, and Your Friendly Editor. (I apologize to anybody I left out.)

Once we could shed our coats and stop shivering, the day turned out very nice. All the kids and their parents were polite, happy, and a really nice bunch of people. The people in Creve Coeur could certainly take a lesson from these folks.



Knucklehead Knowledge

larry

Hey Moe! Hey Curly! Look at that building, no that hang... no I mean that Aviation Resource Center, it is almost done. You know, 90% complete with 90% to go. Yeah that's it. In the Chicago area 20 years ago, EAA Chapter 85 had a great way of handling the interest of members and potential members. On Saturday the hangar was set up to work on the specific skill scheduled for that month. Each skill was one required for assembling one of those aeroplanes.

In JANUARY, either at the hangar or at the sheet metal guy's house, the gang would get together and learn by actually drilling holes and bucking rivets in real aluminum plates. It was great because of the actual hands on experience. Kind of like a \$300 weekend at Zenair's place in Mexico, MO where they have "you can assemble a rudder in a weekend" sessions. We would actually built two ribs and bend a spar and attach the ribs to the spar. Then take a piece of aluminum and attach it over the two ribs riveted to the spar and make a "D" tube. It actually looked like the leading edge section of a wing.

In FEBRUARY, we would set up the welding booth and the gang would cut tubes of steel to make a 8 inch by 8 inch steel frame which we would then weld together. If you were really brave you would put in a diagonal tube to really make it like a "steel tubed airframe."

In MARCH, the Saturday class was set up for making wood frames 24 inches by 24 inches. We would also have a strip of wood in the middle of the frame to symbolize a wing rib in which we would practice rib stitching on later.

In APRIL, as the weather turned warmer we would take the previous project of steel or wood and cover it with fabric.

In MAY, we would take the aluminum project and paint it. The other steel or wood projects that were covered in fabric were taken through the steps necessary to finish the project just as if it were on the airplane.

In June, July, August, September, and October we would repeat the classes as before. Nothing was done in November or December.

During the course of the year there were projects in the club house/hangar that you could help the owner/builder with. We had a Vari-Eze's, a Quickie I, a Sonerai II and an Aeronca Champ. You can see that all the areas of the building process were in the hangar.

In Columbus, Ohio in Chapter 29, we had a club Aeronca Champ N443WB. WB stood for the Wrong Brother's Air Force. After so many hours of volunteering you were given 1.0 hours of dual with the Chapter's Flight Instructor. I wonder if we could get a project aircraft like a Zenair 601XL and set it up to give flight instruction or rides to the volunteers who run a weekend class. With the Sport Pilot Certificate who knows how many "Pilots" we would have. The previous methods have worked and cover both building airplanes and flying them. It works and it really brings people into the chapter because they are learning by first hand experience; by actually doing it. The individual then decides if they are ready for the "bigger" project. What was really fun were the "Specials for the day." Someone needed something special and we had a "seminar" on that need. Like welding in new barrels for the lift struts on the wings of a Piper Tri-Pacer. There is liability here but being a 501(c)(3) organization, and for a small donation to the chapter we can restock our supplies and maybe pay for the electric bill. First and foremost we must finish the building. Flipping through some of the Yahoo groups chats about the ARC, we must remember what we are. We are not a full time school so getting an Airframe and Powerplant Certificate there would be tough. One needs 1,704 hours of full time school or work shop experience to obtain the minimum experience to get the A&P Certificate. Also there is a written and a practical exam involved. Again let us build the building and set up for doing Sport Aviation presentations. Maybe a "Pancake Breakfast" so we can show off our ARC(H) and have a little money "donated" so we can keep the lights on. As Curly said when he was asked if we can do this... Soitanly

LICENSED TO LEARN

mr. bill

A new title to this monthly column only because I have had a bit of technology shock during the last eight months of my life. Ah yes I remember it as if it was just last year. Come to think of it was last year at this time when the parent company of TWA-LLC, American Airlines said that it would retire the Douglas DC-9 aircraft in 2006. But then after 34 years of service the “old girl” was not fleet compatible and she was being sent out to the desert for a just deserved retirement. EAA Chapter 32’s own Captain Kevin Lowery was on several of those final flights to the “boneyard”. Kevin and I were now going to be trained to fly the new and improved version of that Douglas DC-9-41, the MD-95. The MD-95 project was shelved several years ago but wait there is now a need and a market for this machine so here we go. Hey wait a second. Now Boeing is the parent company. Well, look at this. Here is the Boeing 717. Wow look at that instrument panel with just 6 Television screens. Cable, Satellite, Direct TV, and maybe even some HDTV. Hey wait! Those are not TV screens and how did they get all those little round dials to lay flat on that one TV screen. Cool, now I do not have to scan among the many instruments but just stare at the middle of the screen (looking like I know what is going on) and kind of “absorb” all that information that is there. Along with the new “stuff” in the cockpit comes a new way to ask and get things done for flying. “Woah nellie” and “put the slats out will ya” are now replaced with words like “SELECT SPEED” and “SET SPEED” and “ARM ALTITUDE.” This little FLIGHT MANAGEMENT BOX has all the Navigation points and aids: Every VOR, ILS, GPS, IRS, and NDB frequency is in its memory. Well, after a year of service and tolerance checks the NDB’s (non-directional beacon- a 1930s way of navigating) were removed from the airplane. This Boeing 717 airplane has new motors (yes motors because they were made in England) that still have the airplane climbing 2,000 feet per minute at 35,000 feet. Now that is power!!! Well, after 37 trips on this Hi-tech Hustler that “parent” company said it was time to head back to the late 1970s to fly the MD-80. Now I know what the B-717 evolved from. With a lease rate one-third of the B-717 it does not take an abacus accountant to know that the MD-80 is the way to go. Soooo off to MD-80 school. All the airplanes are certified under the same DC-9 Type Rating. (All aircraft over 12,500 pounds required a specific “type” license.) How the B-717 was like the DC-9 when there was a totally different instrument panel and brand new engines still has me baffled.

Needless to say all my training classes are over and the remaining B-717's will have been prepped for their flight to the "boneyard" by the time of this months EAA meeting. It was a neat airplane. You could just pull back on the yoke at takeoff and be at pattern altitude by the end of the runway. It truly took some time getting used to that takeoff because we gently raised the grand old DC-9 from the runway into the beautiful skies. We all knew that after 30 some odd years that many a pilot had taken her for a flight and she was always happy to go. Some did not return her home quite so gently but she did not complain much. Good bye to the old girl! Good bye to her newest sister the B-717. I am quite sure I will be heading off into the retirement sunset with the present "DC-9 sister" that I am dating now.

The first KC-135 was known as theBoeing 717.

Speaking of a Chapter Project...

This isn't a building project, but what do you think of a chapter aircraft? During his travels to Florida Chuck Koviak spied a Cessna 120 with a 100 hp engine and the fuselage from a C-140. (He calls it a Cessna 130.) It's got a new radio and is in great shape. The sale price is around \$15,000.00. Chuck would like to see if there are enough (how about 15?) members who would kick in some bucks and buy this bird as a group. We could then prevail upon a friendly taildragger instructor to teach anyone in the group who lacks taildragger time. This would be a good investment and a way to build time with an inexpensive aircraft.

Call Chuck at 636-463-1327 if you are interested.

Name That Aircraft!

by Irv Siegel (brainteasers@avweb.com).

The information for this quiz was derived from *A Field Guide to Airplanes (Second Edition)* by M. R. Montgomery and Gerald Foster. **Answers on page 3.**

1. This biplane has a wingspan of 32' and a cruising speed of 201 mph (for the most powerful versions with 450-horsepower engines). It was first flown with fixed landing gear, but virtually all of them still flying have the electrically operated retractable gear. It was last produced in 1948. The U.S. Air Force version was called a C-43.

- a. Beech 17 Staggerwing
- b. Boeing/Stearman Kaydet
- c. Waco Late C Series
- d. Waco S Series and Early C Series

2. This low-wing fixed-gear taildragger is more common in Canada than in the U.S. It has a wingspan of 34' 4" and a cruising speed of 124 mph. It has a short, two-pane greenhouse canopy and a large air intake that sits under the the propeller spinner and is offset sharply to the port side of the aircraft. It was built from 1946 to 1953.

- a. Aerospatiale (SOCATA) Rallye
- b. Alon Aircoupe
- c. Consolidated Vultee Valiant
- d. deHavilland DHC1 Chipmunk

3. This aircraft is a low-wing single-engine retractable, with a wing span of 32' 11" and a cruising speed of 157 mph. The tail plane is mounted midway up the tail fin. It has strong (seven-degree) dihedral in the wing and none in the tail plane. The interior cabin space is unusually wide for a four-passenger single, and gives the aircraft a look of being bulky forward and over the wing.

- a. Beech Bonanza A36
- b. Bellanca Viking
- c. Navion Rangemaster
- d. North American Rockwell Commander
- e. Piper PA24 Comanche

4. This turbocharged and pressurized single-engine retractable has a wingspan of 43' and cruises at 230 mph. The cabin is unusually large for a single-engine airplane and does not taper from the forward to the rear seats. The ratio of wing length to width is 11 to 1.

- a. Piper PA46 Malibu
- b. SIAI-Marchetti SF.260
- c. SOCATA TB 20/21 Trinidad
- d. TBM 700

5. This small, retractable, low-wing single-engine airplane has a wingspan of 29' 4" and a cruising speed of 140 mph. It has strong (eight-degree) dihedral in both the tail plane and wings, and a unique engine grill, like something from a 1950's General Motors automobile. It was one of the first post-WWII airplanes to take advantage of the wind-tunnel-tested wing designs of the National Advisory Committee on Aeronau-

tics (NACA), precursor of NASA. Many fly today with much more powerful engines than the original 125 horsepower.

- a. Bellanca Cruisemaster
- b. Culver LCA Cadet
- c. Mooney M18 Mite
- d. Temco (Globe) Swift 125

6. This warbird has a large, noisy, radial engine, a wingspan of 41', and cruising speed of 350 mph. It has a one-man cockpit set halfway back on the fuselage. The wings drop down from the fuselage, then show sharp dihedral to tip. Nicknamed "Whistling Death" by Japanese pilots.

- a. Chance Vought F-4U Corsair
- b. Curtis P-40 Warhawk
- c. Grumman TBF-1 Avenger
- d. North American P-51 Mustang

7. This fat-cabined, thin-fuselaged amphibian has a wingspan of 37' 8", a cruise speed of 105 mph, and a gently curved leading edge to the tail fin, with a pusher propeller mounted on the rear of the cabin. On land it's a taildragger, and the rear wheel stays down in flight as the two front wheels retract up to, but not into, the fuselage. 1080 of these aircraft were manufactured in a little over two years.

- a. Grumman G44 Widgeon
- b. Lake LA-4 Buccaneer
- c. Republic RC3 Seabee
- d. TSC1 Teal

8. This small, low-wing twin has a wingspan of 37' 10", cruises at 195 mph, and has a vertical tail fin, bulky nacelles, dihedral in wing but none in the tail. The landing gear retracts completely, and it has a one-piece windshield, and a triangular rear passenger window.

- a. Beech 50 Twin Bonanza
- b. Beech 95 Travel Air
- c. Cessna 310
- d. Piper PA30 Twin Comanche

9. This airplane with fuselage-mounted twin jet engines has a wingspan of 44' 9" and a cruising speed of 420 mph, and wing tip-tanks. High overhead, you can distinguish these from Learjets by the gap between the wing trailing edge and the engine nacelle.

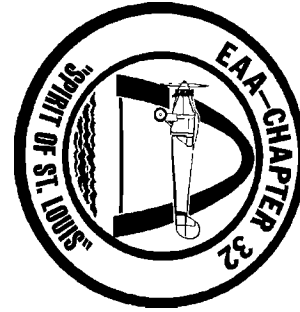
- a. Cessna Citation I
- b. Beechjet 400A
- c. Dassault Falcon 10
- d. Israel Aircraft Industries 1123 Westwind

10. This aircraft has eight engines, a wingspan of 185', and a cruise speed of 650 mph. More than 550 were built in the 1950s and early 1960s.

- a. Boeing B-52 Stratofortress
- b. Lockheed C-130 Hercules
- c. Lockheed P-3 Orion
- d. Lockheed C-141A Starlifter

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 While you're there, take time to join the
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