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# EAA CHAPTER 32 NEWS

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Jim Bower, Editor

January, 2003

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**Here's hoping all of you had happy and safe holidays, and you got all the aviation-related goodies you were drooling over! Our January meeting takes place on Sunday the 26th, 2:00 pm at the ARC. President Stan promises that the meeting will end in plenty of time for you to get home and watch the Super Bowl. Hope to see all of you there.**

## **The Spirit of the EAA Lives On!**

To me, belonging to the EAA encompasses many things, not the least of which is a sense of community and mutual assistance. Several of our Chapter 32 members personified that trait this past Christmas.

*(I have to deliberately be a little vague with this due to the individual concerned's possible upcoming fight with the powers that be. - ed.)*

On Christmas eve, an RV-6A carrying a man (we'll call him "Sam"), his wife, and 4 year-old son had problems somewhere around Scott AFB during a snow shower. "Sam" was being vectored into Scott, but the heavy snow that was clogging his intake filter finally finished its job, and the fan stopped. He broke out of the clouds at 200 feet with some power lines and a nice smooth corn field in front of him. "Sam" missed the lines and made a picture-perfect landing on the corn field. The only damage done was to the wheel pants (and probably the seat cushions). "Sam's" mother posted a message on a website dedicated to RV builders, asking for any RV'ers in our area for help. Rick Galati noticed the message and copied it to our Chapter 32 website Yahoo board. Many phone calls and e-mails later, Ed Ashby, K.Z. Zigaitis, Matthew Zigaitis, Rich Emery, and Gary Heineger arrived to lend a hand. They then assisted our newfound friend in successfully moving his airplane to a suitable airport.

Many others were involved in the "rescue", but let it be known that Chapter 32 members came through in the crunch. I'm proud to be associated with this group of folks.

**INFORMATION HOTLINE**

**286-9932**

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

# The Bob Pratt Story

by Bob Jude

Bob was born December 8, 1921 in Des Moines, IA, where he attended high school. His father was an engineer who designed roller coasters, and he had one brother named Lester (Buster for short).

Bob and his family moved to STL in 1938 where he worked for Curtis Wright, building aircraft wings (1940).

Buster had joined the army and was flying P-38's in the WW2 North African campaign. He was shot down in Tunisia and reported missing in action. Bob felt that it was up to him then to carry on the fight for family and country so he joined the army.

In April, 1943 at Sheppard Field, Wichita Falls, TX Bob took the test for Air Corps Cadet's training and was accepted. He attended cadet classification and ground school at Santa Ana, CA and was classified as a pilot training from test results. He took primary pilot training at Eagle Field, Dos Palos, CA flying Stearmans. Basic training occurred at Lemoore Field near Fresno, CA in BT-13s and UC-78s. Advanced training at Morris Field, La Junta, CO flying B25s.

Bob was assigned to Dodge City, Kansas where he volunteered for A20's, a low altitude attack bomber training at Charlotte, NC.



In 1945 Bob was assigned overseas at Nadzab, New Guinea where he flew 3 missions then was assigned to the 417<sup>th</sup> Bomb Group, 673<sup>rd</sup> Squadron to replace the aircraft and crews lost in the liberation of the Clark Field, Philippine Islands. In the initial attack on the Philippines  $\frac{3}{4}$  of the squadron was lost.

Bob flew 10 more missions for the 417<sup>th</sup> Bomb Group then moved on to Okinawa and transitioned into A26s, which was a more heavily armed version of the A20. He trained for an anticipated invasion of Japan in A26s.



WW2 ended following the big booms in Hiroshima and Nagasaki. Bob was then assigned to Itazuke Air Force Base, Japan and trained in the P61 night fighter. It was during this training that Bob had one of the most harrowing experiences of his life. An engine fire on his aircraft required immediate attention. Attempts to extinguish the fire were unsuccessful. He was able to fly the plane to landfall and order the crew to bail out. He then attempted to bail out himself. That's when the problems began. The wind closed the door on him and he was stuck. He finally freed himself and reached for the ripcord but it was nowhere to be found. After frantically search for a time which was probably just a few seconds that seemed like hours he found the rip cord on his back by reaching over one shoulder and gave it a yank. Apparently, the chute had gotten twisted around on his body during his encounter with the door. The chute opened just as the ground came up to meet him and slowed his decent enough to save his life but he did get a broken leg from the experience.

He spent about 35 minutes on the ground before being picked up by a couple of Japanese and driven back to the base in a Jeep. The injury earned him the right to return to the States.

Bob was assigned to Kelly Field, TX in 1947 where he was engineering officer. Then to Langley, VA. He flew a variety of military aircraft on these assignments including C47's, B17, and B45.

The Korean War began in 1950. Bob trained in the B26 reconnaissance aircraft, which was essentially an A26 reconfigured with photography equipment. Bob's squadron headed for Korea as a flying unit. Upon departure from the US mainland, all 18 of the B26 aircraft flew under the Golden Gate Bridge. (This had to impress a few of the Liberals in San Francisco.) The trip to Japan involved fuel stops Hickham Field, Hawaii, Johnson Island, Kwajalein, and Guam.

From Itazuke Air Force Base, Japan and K2 AFB, Tregu, Korea Bob flew 53 reconnaissance missions over Korea. Fifty-two of them were night missions. Bob was awarded an air medal with a 4-leaf cluster upon his completion of the recon missions.

One of the missions resulted in Bob receiving the Distinguish Flying Cross. This was the flight that discovered that the Chinese army was moving in to Korea from the north. The movement of military vehicles was evident from long lines of headlights as recorded by Bob's cameras. The military brass evidently placed a very high value on

the intelligence returned by that flight. In the photo of Bob's medals, the Distinguished Flying Cross is highlighted on the left. The Air medal is just to the right of that.

Bob returned to the USA in March 1951 and was assigned as group engineering officer at Shaw AFB, SC.

Bob departed active duty and joined the inactive reserves, March 1952. He had attained the rank of Captain. During his military service, Bob estimates that he flew between 10 and 15 types of military aircraft and accumulated about 3000 hours of flying time. A photo of some of the aircraft pictures on his wall is shown below.



As a civilian, Bob has continued his involvement in aviation, not as a warrior but for the pleasure that we are all familiar with. He has restored eleven (11) aircraft to flying condition. His first restoration project was the 1926 Lincoln PT pictured here.



Bob is now working on his third aircraft construction project, an RV- 6A. We will soon have his pictures on the chapter website. His first construction project was a Cassut, completed in 1968. His second was a RV-4, completed in 1993.

In addition to his aviation interest, Bob has been blessed with a wife (Kay, who he married March 26, 1994) that helps him with his projects, two children (a son and a daughter) and three grandchildren.

*Editor's note: This fascinating article about one of our fine members is what we hope is the first in a long series. Sometimes, the most average-looking person might just have a life history that reads like a best-seller. Many thanks to Bob Jude for taking the time to provide us with this insight into Bob Pratt's life. I am sure Bob would welcome anybody who wants to visit him and his RV project, and to see his "wall of fame".*

*If anybody out there knows someone (preferably one of our members) who would be a good subject, please let us know.*

## **Wants and Disposals**

### **For Sale:**

Narco Escort II Com/VOR. 3 1/4" panel hole mount. Recent factory yellow tag with new installation kit.  
\$300

Dave Domeier  
636-537-3729

January, 2003

# Calendar of Events

This feature hasn't appeared in these hallowed pages for a while. On Monday January 13th, your tireless Executive Committee met and hammered out this year's event schedule. You might notice we are really emphasizing Young Eagles this year. Headquarters is pushing for 1 million kids by the end of the year to commemorate the 100th anniversary of powered heavier-than-air flight. We are planning more YE rallies, and who knows? We might just throw one in when you least expect it. Stay tuned.

Pick up a full 2003 event schedule at the next meeting.

## January

Sunday 26th - EAA meeting @ the ARC - 2:00 pm

## February

Saturday 1st - Breakfast @ Kilroy's - 8:00 am

Sunday 23rd - EAA meeting @ the ARC - 2:00 pm

## March

Saturday 1st - Breakfast @ Kilroy's - 8:00 am

Sunday 23rd - EAA meeting @ the ARC - 2:00 pm

## April

Wednesday 2nd - Tuesday 8th - Sun 'n Fun, Lakeland, FL

Saturday 5th - Breakfast @ Kilroy's - 8:00 am

Sunday 27th - EAA meeting @ the ARC - 2:00 pm

## May

Saturday 3rd - Breakfast @ Kilroy's - 8:00 am

Saturday 3rd - AIAA Young Eagles rally - Smartt Field - 9:00 am - 2:00 pm

Saturday 10th - Youth Aviation Day - Spirit Airport - 9:00 am - 2:00 pm

Saturday 17th - Young Eagles rally ("Teacher's Kids") @ Washington MO - 9:00 am - 2:00 pm

Sunday 23rd - EAA meeting @ the ARC - 2:00 pm

## June

Saturday 7th - Breakfast @ Kilroy's - 8:00 am

Saturday 7th - EAA Sheet Metal Workshop @ the ARC - 9:00 am - ? (Open to the public)

Saturday 14th - Young Eagles International Day @ Smartt - 9:00 am - 2:00 pm

Sunday 22nd - EAA meeting @ the ARC - 2:00 pm

# 2003 Membership Renewal Form

As you know, the deadline for membership renewals is at the END of January, 2003. Please fill out this form and submit it to the Treasurer ASAP.

(Gale Derosier...28 Woodmere Point Court...St. Charles, MO 63303)

**Instructions:** This form will hopefully make life easier on you, the treasurer, 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 now \$60.00, 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 \_\_\_\_\_

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

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

\_\_\_\_\_

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

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

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

\_\_\_\_\_

Tools \_\_\_\_\_

\_\_\_\_\_

Skills \_\_\_\_\_

# Learning As We Go

mr. bill

## ICIING THE AIRPLANE - PART II

In College, when and where we really did not know anything, the members of Alpha Eta Rho, a non house Aviation Fraternity, used to have the saying, "Aaahhh there I was, the airplane loaded to the gills, with the left one burning and the right one churning. I told that pretty little stew to chop some more ice of the wing and pour me a stiff one, we're going in." (See I told you we did not know anything oohhh... but just look at us now.)

If you were close to your computers earlier this month the EAA Chapter 32 yahoo.com group (Aircraft Recovery Division) was placed into action in helping to recover a RV-6A in Illinois that encountered snow and made an off field landing. Remember the criteria here. Any landing you can walk away from is a good landing. If you can run away from it, it was a great landing! If you have to run away from it...run fast. Ice forming on the wings is one thing because in the little airplanes we fly you can see the wing. I am told that on the MD-80 the pilots look at the windshield wiper blade bolt and nut assembly to determine if the airframe is gathering ice. "If your nuts are icing up then your wings are icing up and you better turn on the anti-ice and de-ice equipment" one veteran pilot stated. (The retired MD-80 drivers may also remember the rain repellant buttons for the BOESHIELD rain repellant, have been removed because of EPA requirements. Now there are two windshield wiper switches, HIS and HERS or was that HOT and COLD or is it LEFT and RIGHT.

The real problem with ice is that it builds up where you can not see it. It seems that the RV-6A in Illinois encountered some snow conditions and iced over the air inlet. (Check the RV-6A photograph in the FEB 03, 2003 issue of KITPLANES to see a photo of the inlet size and shape. Pretty small!) Remember that Carburetor Heat only removes the ice from inside the throat of the carburetor. An ALTERNATE AIR SOURCE is either a spring loaded closed flapper valve or a lever controlled flapper valve activated from the cockpit, that provides an opening in the air induction system allowing unfiltered air inside the cowlings to enter the carburetor to keep the engine running.

As written in the last LAWG if you encounter an icing situation climb. If you have to land... "fly it all the way through the landing" - Bob Hoover. "It is not how fast you are going but how fast you have to stop" - Milt Craig, U of IL-UC

Ice adhering to the airplane changes everything. In severe icing you will wonder how you are staying aloft. The fuel tip tanks of the Cessna C-310R (1979) would build up ice in such a way that it looked like a military refueling funnel had attached itself to the fuel tank.



What about ice building up where the airplane has protection. In the late 1960's a Boeing 727 was climbing out after take off when the cockpit crew noticed the airspeed was high. So the captain, who was flying the plane, pulled back on the yoke to reduce the airspeed. "Hey captain the airspeed is still climbing"... so he pulls back some more. "Hey captain the airspeed is still climbing and our pitch angle is pretty steep" was uttered from the co-pilot. DID YOU FIGURE IT OUT??? The pitot tube which (is electrically heated for anti-icing but in this case was not tuned on) directs outside ram air to the airspeed indicator has iced over and has sea level, high pressure air trapped in the line. The airspeed indicator compares the pitot air line pressure to the static line pressure to derive an indicated airspeed. With high pressure frozen in the pitot line and static pressure decreasing with altitude gain the indicated airspeed keeps increasing. Hey, what about the other instruments. The co-pilot said that the pitch was "pretty steep." If the pitch of the airplane is up past 20 degrees the airplane will stall. With the T-tail arrangement on the Boeing 727 it was learned that the airplane first stalled then went into a deep stall when the bad airflow off the wing surrounded the T-tail horizontal stabilizer. This turbulent air prevents the control surface from being effective and the airplane could not recover from the secondary stall.

Hats off to the RV-6A driver for a job well done. Hats off to the EAA 32 Recovery team for their "EAA Spirit"!!!

## **Treasurer's Report**

The big event we closed out the year 2002 with was the Christmas Party. We had a very good response with 93 people attending. This gave us a total income of \$1,584.00, and expenses of \$1571.24. That means we had a whopping profit of \$12.76. There were more expenses this year because of decorations, chair and table rentals etc. We hope to be acquiring some tables and chairs through a proposed donation. We closed the year with the account balances as follows: Checking \$1,233.15 and our Hangar Fund at \$1,149.71. We are looking for your dues for 2003 to be coming in shortly. So far, we only have about 15% of the Chapter paid for 2003. Dues are due by January 31 as we will be printing a new roster in February. Thanks for all the help and participation you have shown to Chapter 32.

***Gale Derosier***  
***Treasurer EAA Ch 32***

# Knucklehead Knowledge

larry

A BIG THANK YOU goes out to Dale and Wanda Norwell of San Carlos, CA. EAA Chapter 32 Librarian, mr. bill, answered the October 2002 ad in Sport Aviation of FREE Sport Aviation Magazines to a good home. Well those FREE magazines are now sitting in the EAA Chapter 32 Aviation Resource Center (ARC). Dale is a retired United Airlines Airframe and Powerplant mechanic who did not want to see the magazines get tossed out. Thank you for your time and effort Dale and Wanda!!! A tax donation letter and a check for postage was sent to them for these prize possessions.

With the end of another calendar year a good logbook record keeping item is to fill out an FAA 8710-1 form (License application form) with your total flight times. The FAA keeps these records on file and if you would lose your logbook you can be assured of the flight time you listed on the form because you signed the form stating that the entries are true.

Speaking of flight time I hear that Captain mr. bill recently rolled over 10,000 hours flight time on a trip to Fort Meyers, FL. On the return flight to St. Louis though the aircraft pressurization systems were lost and a “normal” landing was made in Tampa, FL. Not the way to start out on your last 10,000 hours!

”Can you tell us why you build your own airplane?” Answer- Well the AOPA magazine shows the 2002 Cessna Skyhawk SP has a base price of \$ 159,900. The price as tested was \$ 194,000. (only \$ 34,100.00 more.... Hey I have the \$100.00 can anyone else help pitch in???) Heck even larry can figure this out.

Speaking of money and the Learning As We Go article this month, the Sirkus S-22 can have an anti-ice system on a portion of the wing and the propeller for ...”under \$20,000” Hmm?!? Anti-ice system or a Lycoming engine. Yep!!! New Lycoming engine!!!

We have the hangar built. We have an electric pole wired up, paid for, and electricity flowing to the ARC!!! (Sorry Noah) We have a 50 percent completed Mustang II, parts of a KR-1, and parts of a Mitchell B-10 wing, soon to be in the area. Communication is going to be EXTREMELY important at this time to keep the OLD members, the NEW members, and the FUTURE members in the “loop” about who, why, where, when, and what we are doing things for in this chapter. Come to the January meeting, which is the 50th anniversary of the very first meeting of the EAA and pick up an EVENTS calendar and obtain “knowledge” of what is going on!!! Let us make this a great year.

## **Editor's Corner**

Again, I'm making an appeal to the membership to please consider getting their newsletters from our website. I believe this is working well for the individuals involved. However, I have a problem. I experienced some computer glitches that wiped out my address book, which contained all the names of the valiant folks who had agreed to get their newsletters thusly. Would you please e-mail or call me and tell me who you are so that I can send you a notification that the newsletter is available? Thanks a lot.

As for the rest of you, I hope you consider this method. It represents a potential savings to the chapter just at the time we need it, not only in postage, but in possible printing cost savings.

As of this issue, the newsletter printing costs have jumped to \$75.00 per month. I am in the process of looking for an alternate method of getting the hard copies printed, but the fewer of them, the cheaper this gets. Obviously, we would be saving big bucks on postage if all of you who have internet access would agree to get your newsletter from the web.

## **Dues Have Gone Up**

This is a hard headline to read, but you didn't think that fabulous ARC building was going to be free, did you? Now that it is (mostly) complete, we will have ongoing expenses such as utilities, insurance, lease payments, etc.

Therefore, beginning this month, annual dues will be \$60.00. If you break that down, it's only \$5.00 per month...not even one Happy Meal. We now have a fantastic meeting place, a great venue for the Christmas Party (believe me, I was there), and a place for you builders to perform your final assembly. In addition, we are planning a host of educational programs this year for your enjoyment. Stay tuned for more info.

# Officers and Committees

Board Member At Large  
Chapter Logo Merchandise  
Community Liaison  
Education

Executive Committee  
Executive Committee  
Executive Committee Chmn.  
Facilities & Ops.  
Flight Advisor  
Flight Advisor  
Flight Advisor  
Flying Start Coordinator  
Hangar  
Library  
Membership Committee  
Membership Committee  
Newsletter Editor  
President  
Regional Young Eagles  
Secretary  
Special Projects  
Tech Counselor  
Tech Counselor  
Tech Counselor  
Telephone Hotline  
Treasurer  
Vice President  
Web Designer  
Young Eagles  
Young Eagles

Dave Domeier 636 537-3729  
Gene Angell 636-980-9224  
Phil Kitchen 636 938-6379  
Laura Million 618-288-7099  
Karla Zigaitis 636-343-6853  
Bill Jagust 636-926-0171  
Tom Baker 636-240-4993  
Doug Killebrew 314 727-0640  
Doug Killebrew 314 727-0640  
Al Donaldson 636 397-2410  
Bill Jagust 636-926-0171  
K.Z. Zigaitis 636-343-6853  
Chris Erkmann 636 522-6076  
Ken Blackburn 636-240-4548  
Bill Jagust 636-926-0171  
Bill Nelson 314 469-6674  
Gene Angell 636-980-9224  
Jim Bower 314 869-8971  
Stan Crocker 636-282-0088  
Al Donaldson 636 397-2410  
Tom Baker 636-240-4993  
Jerry Geiger 314 741-0450  
Bob Jude 636-946-2282  
Lee Lawson 636-281-3955  
Gale Derosier 636-928-0574  
K.Z. Zigaitis 636-343-6853  
Ted Boerding 636-949-0993  
Gale Derosier 636-928-0574  
Gary Heininger 618-467-2484  
Laura Million 618-288-7099  
Gary Heininger 618-467-2484  
Chuck Koviak 636 463-1327

