

---

---

# ✈ EAA CHAPTER 32 NEWS ✈

Jim Bower, Editor

---

**January, 2004**

---

---

**Happy New Year!!! Here's hoping Santa brought you all your fondest desires and you survived the holiday season without gaining TOO much weight. The January meeting will start the new year off with a bang when Troy Townsend brings his powered parachute in for a demo. For a \$5.00 donation to a raffle, you can win a ride in Troy's 'chute (proceeds go to the chapter). We hope he will wait until the weather warms up a bit! The meeting is on January 25, at 2:00 pm, but we will start eating at noon!**



**INFORMATION HOTLINE**

**314-286-9932**

CALL THIS NUMBER FOR INFORMATION ABOUT  
UPCOMING EVENTS

# November Meeting

Shamlessly stolen from the web page...thanks Laura!

## PLEDGE OF ALLEGIANCE

## BYLAWS AMENDMENTS

Dave Domeier presented to the general membership the following changes in our Chapter's By-laws:

- Dissolve the current Facilities and Operations Committee
- Create a new ARC Building Committee whose duties will oversee the continuation of building Aviation Resource Center and any new building projects associated with the ARC.
- Create a new ARC Operations Committee whose duties will oversee the day to day maintenance and scheduling and policies of the Aviation Resource Center.
- Addition of the Membership Committee whose duties will include recruitment of new members.
- Inclusion of the immediate past President in the Executive Committee

The general membership has agreed to these changes. The changes to the By-laws will be published in the January newsletter.

## CALENDARS

The EAA calendars are available for \$10.00. See Gale Derosier.

## YOUNGEAGLES

Young Eagles made their goal of 1 million kids flown on November 13th. The Young Eagle and his pilot are from Northern Illinois. ***(Editor's note: Isn't Chicago in Northern Illinois? I suggest we double check the records on that!)***

## Dues are Due

If you have not already done so, please send your \$60.00 annual dues to the treasurer, Gale Derosier (28 Woodmere Point Court, St. Charles, MO 63303). This needs to be done before the end of January, because your friendly editor starts compiling the Chapter Roster. I KNOW you don't want to be left out of that most excellent who's who of the cream of St. Louis aviation aficionados, so please do it ASAP. Not only that but (gasp!) you won't be getting this newsletter any more, either!

# EAA Technical Counselors

From the EAA website, submitted by Bob Jude

An EAA Technical Counselor is an experienced volunteer advisor who shares knowledge and expertise to aircraft builders. These Technical Counselors are part of the "member helping member" tradition of EAA. They advise builders on constructing a safe, airworthy aircraft for final FAA inspection. These volunteers, who offer their services at no charge, are at least one of the following:

Have built an experimental category aircraft;

Have restored an antique/classic aircraft;

Hold an A&P, IA, DAR, DER or Aerospace Engineer rating in the U.S., an equivalent international rating or have the qualifications for those ratings;

In the case of an ultralight Technical Counselor, have experience and ability to provide technical assistance to ultralight aircraft builders.

These volunteers visit projects and advise builders on how to comply with building instructions and federal regulations. Technical Counselors offer tips based on their experience and help builders avoid costly mistakes.

Through Technical Counselors, EAA helps maintain the excellent reputation of the amateur-built program.

*Editor's note: I have partaken of the services of EAA Technical Counselors in the past, and will continue to do so. It gives me great comfort to know that a second (and more experienced) pair of eyes are looking at my work. In my humble opinion, no matter how good you are, how many ratings and licenses you hold, you MIGHT make a mistake and never see it yourself. I am sure you would rather not fall prey to an "oops". Not only that, but you get a little break on your insurance rates if you use Technical Counselors.*

**Newsletter Deadline:** The deadline for submitting articles, pictures, want-ads, etc. is two weeks prior to our regular general meeting. Please submit these items to the newsletter editor via e-mail ([jimbower@hotmail.com](mailto:jimbower@hotmail.com)), snail-mail (10350 Toelle Ln. St. Louis, MO 63137), or phone (314-869-8971).

# Learning As We Go

mr. bill

HAPPY NEW YEAR! "Sergeant At Arms" Captain Richard Neuman has obtained his FAA medical and is ready to burn more holes in those blue skies. Speaking of Sargents, our very own Joe Sargent has his yellow winged RV-9A in the Aviation Resource Center (ARC) for the final assembly. Hopefully Joe can keep his beauty around for the RV gathering at the February meeting.

Speaking of assembly, Captain Dave D is busy with his RV-7 (not a model A) fuselage in the "skunk works" section of his hangar. Speaking of RVs, the February meeting will be an attempt at a fly-in/round table discussion/photo show and tell/get together of the RV builders in the area. Come on out and see the boys and girls with those "RV grins."

Speaking of grins I know a "mature man" in our chapter who would be grinning if his Piper Tri-Pacer PA22-150 found a happy home to finish it up and get it flying! Another ex-Chapter 32 "mature man" says his Red, White, and Blue RV-6A is for sale. Why? Cause Captain James A. Cone is trying to make his RV (7A) grin bigger by May of this year. The goal of this new bird was to not have any round "steam gauges" in the panel. What an excuse for building an airplane.

## OTHERNEWS

Zenith Aviation has let a few sub assemblies of the Zenair 620 Gemini multiengine, Jabiru (80hp) powered, (601 fuselage) kits out of the factory in Mexico, MO. Though only a two seat airplane with a cruise of 150 mph it always has been a neat looking kit plane. With the two fixed pitch wooden propellers on this twin engine machine the "ENGINE FAILURE PROCEDURE WOULD BE TO HOLD THE NOSE STRAIGHT WITH RUDDER" (dead foot - dead engine. If you have the right rudder pedal buried to the nose cone you can surmise that the RIGHT engine is running and the LEFT engine must be DEAD. Why? Because your left foot is doing nothing (but shaking in its boot.) Controlling airspeed is accomplished with the yoke (pitch) because you will have the throttle levers full forward for maximum power. Though you lose 50 percent of your thrust/power with loss of an engine on a twin engine airplane, you quickly lose up to 80 percent of your climb capability. The old Aeronca Lancer lost about 120 percent of its climb rate which meant that the other engine, though at full power, was going to take you to the scene of the crash. How is that for reliability?

Speaking of reliability those jet engines are extremely reliable until you ingest a few geese on an early morning, o'dark thirty takeoff out of Cahokia, East St. Louis Airport. Very rare to lose both engines but if you do you turn into a glider and will have to "fly through the crash as far as you can" as Sir Bob Hoover has stated. Another issue with multiengine aircraft is that until you reach the "BLUE" line on the airspeed indicator which indicates Vyse "the best rate for single engine climb speed" you will have to retard both throttles back to idle and land or stop straight ahead. "Bob" Hoover test flew a Cessna 401 for a lawsuit concerning the rudder size which was "supposedly"

too small on the Cessna 401 multiengine aircraft. If the rudder was inadequate this would mean that the pilot could not keep the nose straight after an engine failure. So here's the scene. Hoover at the controls. Cameras rolling in the back of the test Cessna 401 aircraft filming the pilot when on takeoff when one of the engines quits (unplanned). Bob Hoover our pilot cannot stop the turning tendencies of the airplane by using full rudder input. Our "ace" pilot says, "that's all the rudder there is" and pulls back the other throttle to prevent the airplane from entering into a deadly flat spin and pancaking into the ground. Of course Hoover has everything shut down as he skids along the dirt to a stop. Pops open the door and exclaims that, "Yep the rudder is too small on this airplane!" And it is all captured on film. Wow!

Well, speaking of multiengine airplanes yours truly, Mr. Bill, is heading down to the American Airlines Flight Academy for some serious reprogramming. As you read this half of the Embraer EMB-145 ground school should have been crammed into my skull. Hopefully, I will be able to retain it and regurgitate it for an oral examine on Valentine's Day. How sweet!

By St. Patty's Day, with any luck, I will have mastered the "stimulator." Then 25 hours of "Initial Operating Experience" (IOE) in the actual 50 seat beast as I fly in and out of the busiest airport in the world, Apple Orchard. You may know it by its current name of O'Hare International Airport.

Q. What other airplane did Robert "Bob" Hoover test fly that had too small of a rudder in the early version?.....F100

Q. Concerning the Zenith 620 twin engine airplane in the EXPERIMENTAL category. Do you need a multi engine certificate to fly it?.....NO

## **From the President**

### **New Social Time!**

We are going to try something new with our social time. Rather than eating after the meeting, we are going to open the doors at noon, gather for pot luck at 1pm, and the General Meeting will start at 2pm. If you are not able to attend until 2pm, there is always food left over and we can eat again after the meeting and program. This will also help keep lunch at lunch time, so you can go home and actually eat dinner!

### **Food**

Also, this January meeting, we would like to hold our first Chili Cook-off. If you have a great chili recipe, bring a pot to share. If you can't bring chili, other potluck items can include things that go well with chili, like corn bread, Frito Chips, etc.

## EAA Chapter 32 By-Law Changes

The following are the proposed changes to the EAA Chapter 32 By-Laws. Due to space, only the sections with changes are listed. The changes agreed by membership on November 23, 2003 are in ***Bold Italics***. The complete By-laws as approved on November 23<sup>rd</sup>, 2003 will be available at the January meeting or is currently available on-line at <http://www.eaa32.org/ea32/bylaws.pdf>

### Article VII. Committees.

A. The President shall, at the next meeting following his or her election, place in nomination the names of chairpersons for the Standing Committees. Chairpersons shall be elected by simple majority of those present. Upon election each chair person shall be responsible for securing committee membership sufficient to carry out the task of the committee as may be defined from time to time.

### B. Standing Committees.

#### 1. Executive Committee.

a. Shall be responsible and accountable for promogulating a chapter financial plan, formulating an annual chapter operating budget, acquisition and disposition of chapter property, incurring debt, Authorizing the executing of leases and contracts, and authorizing expenditures pursuant to the Annual Budget.

b. Shall prepare or update the Chapter Financial Plan and Annual Chapter Budget consistent with the Financial Plan. The Financial Plan and Annual Budget for the following year shall be submitted at the last regular meeting of each calendar year and adopted by two thirds (2/3) of those present.

c. Shall have the authority to incur debt or spend monies pursuant to the specific terms of the current Financial Plan and Annual Budget without a further vote of the Chapter Membership. Any action that exceeds the terms of the current Financial Plan and Annual Budget shall be submitted to the membership and adopted by a two-thirds (2/3) majority of those present.

d. Shall have the authority to incur debt or spend monies, up to one thousand dollars (\$1,000.00), not included in the Financial Plan or Annual Budget, in any month, without prior approval of the Chapter Membership. The Chapter Membership shall be notified of such expenditures at the next Membership Meeting.

e. Shall consist of the currently seated Officers, Standing Committee Chairpersons, ***recent past President*** and two members elected at large for a two year term.

f. Shall be responsible for drafting criteria and guidelines for the care, maintenance, and use of Chapter controlled facilities and assets.

## 2. ARC Building Committee:

The ARC Building Committee will be responsible for recruiting people and resources to accomplish the below tasks, subject to the Executive Committee's budget and budget policy. The ARC Building Committee will be a part of the Executive Committee.

a. Planning and construction of the ARC facility and leased site. Beyond the building and grounds, this shall extend to the acquisition or creation of new items such as equipment, fixtures, and storage. The committee shall accomplish its duties by:

- ***Creating plans and specifications***
- ***Finding suitable sources for material and services***
- ***Purchasing material and services as appropriate for the project***
- ***Constructing the project, if appropriate.***

b. Maintenance - Responsible for maintenance of building (i.e. replace light bulbs, painting, fix mechanical and electrical equipment at the site in a timely manner.

## 3. ARC Operations Committee:

The ARC Operations Committee will be responsible for gathering crews to complete the tasks below. The ARC Operations Committee will be a part of the Executive Committee.

a. Scheduling - Maintain schedule of building usage including distribution of keys and making sure that building is open and locked for events.

- ***Setting up for meetings and event.***
- ***Posting building schedule at the ARC as well as on the chapter website and newsletter.***
- ***Handle the paperwork (contracts) for any projects that will be stored at the ARC.***

b. Appearance - Responsible for upkeep of the building including cleaning kitchen, bathrooms and hanger floor (sweeping, mopping, etc)

c. Equipment and Safety -

- ***Responsible for the upkeep, purchasing of new and approval of donated equipment.***
- ***Organization of the equipment on the floor of the ARC.***
- ***Trains and supervises the use of the equipment.***

***Continued...***

## ***11. Chapter Membership Committee*** (From the EAA Chapter By-Law Guidelines)

***The Chapter Membership Committee, which is appointed by the Chapter Board of Directors, shall consist of a few Chapter Members, probably about 4 or 5 Chapter Members. The purpose of this Committee should be to keep accurate records on the current Membership of the Chapter through a detailed Chapter Membership Roster. The Chapter Membership Committee shall also look for ways to retain existing EAA and Chapter Members. Further, the Chapter Membership Committee shall look for opportunities to recruit new EAA and Chapter Members, including keeping an ample quantity of EAA and Chapter Membership Application Forms and any other materials that will assist in the retention and recruitment of EAA and Chapter Members.***



**This is Bob Pratt's wood-veneered RV-6A panel. Yet to be mounted are his comm radio and transponder. Foremost in the center stack is a portable GPS he mounted...looks great.**

## **Of Special Interest to RV Builders**

mr. Bill

I know you are a rare breed, but hopefully enough of you will show up at the February meeting to hold a round table discussion. Joe Sargent is currently final assembling his RV-9 in the ARC, and hopefully it will still be there by then.



## RV Grin Revisited

Chalk up another RV to your friendly editor's list of rides! On the second day of the new year, my friend Bill Collette called with an offer I couldn't refuse: a ride in his new RV-4 (named Sola Fide). Plan A was to meet at Kilroy's Restaurant, eat a bite, then go punch holes in the sky. As luck would have it, Kilroy's was closed, so we needed to come up with plan B (the \$100.00 hamburger). The necessary elements were: 1. An airport with a north/south runway due to the gusty southerly winds that day, 2. Said airport should have a restaurant on the field, or 3. Said airport should have an available courtesy car. After settling on Cuba (Missouri) as a good destination, yours truly stuffed his bulk into the rear seat.

The -4 is the quintessential RV as designer **Richard VanGrunsven** envisioned it. Small and simple with minimal frontal area, it is one of the few current homebuilt designs that still uses cowl "cheeks" because the fuselage is narrower than the engine. In keeping with Mr. VanGrunsven's design philosophy, the -4 is a taildragger, and Bill purposely built it with few creature comforts. The rear passenger's legs fit into narrow spaces on either side of the pilot's seat, so no claustrophobics need apply. Luckily, I don't have that problem, and we were soon on our way. Bill endowed Sola Fide with a 180 h.p. Lycoming and a high tech MT constant speed prop. In less time than it takes to write about it, we were off the ground and climbing like crazy...at which point Bill turned over the controls to me.

As I mentioned, that day was very gusty and bumpy, so I had a lot to do in order to keep the wings level until we reached about 6,000 feet. For those of you who haven't had the good fortune to fly an RV, you don't know what you're missing. I continue to be impressed by how light they are on the controls, and how little pressure it takes to do a maneuver. Despite the lack of instruments in the rear, I think I did an adequate job of keeping us pointed in the desired direction, and making sure we didn't do an inadvertent roll. Bill commented that it was like having an autopilot (I said the wing leveler worked ok, but the altitude hold was on the blink)...I had fun! Remember that RVs are aerobatic, so it was obligatory that Bill did a couple of barrel rolls. (I have GOT to learn how to do that!)

It turns out Bill is a frequent flyer to Cuba's municipal airport, so he called Fred (the airport manager) to let him know we were inbound. When we got there, Fred opened up a hangar so we could roll Sola Fide in out of the wind. Then we all went to lunch...how cool is that? We fly out to an airport and the manager takes us to lunch! Afterwards, we spent some time looking at Fred's project, a Zenith CH-701. Sola Fide takes on some fuel and off we go. The ride back was just like the ride out, except your friendly editor got to do a couple of hands-on aileron rolls. We didn't die, so I think I did ok.

Thanks, Bill, for a great time! I will be pounding rivets with renewed vigor in the new year. My morale is better, because when I first met Bill, he hadn't started on his fuselage yet. In the relatively short time I have known him, he now has a flying RV! My day is coming.

## **A "Win - Win" Situation For Fundraising (AGAIN...Hey...Youse Guys Aren't Paying Attention!)**

Donna Bower, also known as Jim Bower's wife, works for a relatively new office supply company, Universal Business Supply. A group of 25 employees, each with an average experience of 21 years, broke away from "Corporate" life and returned to the "Family-owned" life of excellent service: where the Customer is the most important of all. But does that mean that they don't have low prices? Answer: **Absolutely not!!** Their prices are guaranteed lower than the national chains: Office Depot, Office Max, Sam's, etc. Here is the win-win: Universal Business Supply will rebate, to EAA Chapter 32, 1% of the total annual sales of any company who begins ordering from UBS as a result of a lead given by a Chapter 32 member. For example, if Bill Doherty's company Xtra Lease and Jim Bower's company NetEffects were not existing accounts, 1% of last years sales to those two companies would have resulted in a 2002 rebate of \$534.

To be eligible for this offer, either give the introduction, or simply complete the form below and give UBS the name of the person responsible for purchasing office products. We will make the call, enter EAA under the account, and they will be tallied in for the donation check at the end of the year. We hope you are as excited about this partnership as we are!!! Remember, any company you suggest will be accepted, so the more participation the larger the rebate.

If you have any questions, call Donna Bower at 314 869-8971.

EAA member name: \_\_\_\_\_

EAA member phone #: \_\_\_\_\_

Company

Name: \_\_\_\_\_

Address:

\_\_\_\_\_

Phone #: \_\_\_\_\_ Approx. # of employees: \_\_\_\_\_

I want to be involved: \_\_\_\_\_

I wish to remain anonymous: \_\_\_\_\_

**Fax to: Donna Bower 314-298-7952**

## From the Desk of the President

Happy New Year!

I love January. All the stress and hectic holidays are over. The start of the New Year is a great time to make a new start. I don't personally make New Year's Resolutions. I never keep them anyway, so why lie to myself? Four years ago, on January 30<sup>th</sup>, I made the decision to take flying lessons. Eight and a half months later, I walked out of the FBO with my Private Pilot's License. For many of you, you make that fateful decision to build an airplane. If you have been thinking about a project, January is a great time to jump in and do it, whatever IT may be, get your pilot's license, higher rating, start building. If you need someone to give you a push or advice on your project, ask one of our Chapter Technical Counselors. They don't charge if you are an EAA member, so use and abuse them. They are just waiting for the call. *(See the Technical Counselor article elsewhere in this issue.)* If you need some advice or to brush-up on your flying skills, ask one of the Flight Advisors, also volunteers waiting to help. See the list on the back of this newsletter.

January is also a great month to work on indoor projects. I usually get my spring cleaning done in January, since I work in the garden when the weather warms up. Some aircraft owners use winter to get their aircraft's annual. January is a good time to clean out your aircraft, hangers, and workshops. As we are on the final push to finish the inside of the ARC, it's time to organize and find permanent places for some of the tools and equipment that the Chapter has received.

I have not yet been able to fill the position of ARC Operations Committee Chairman. If you are interested or want more information about what this position is about, give me a call at 618-288-7099 or email (lmillio@siue.edu). I'm also looking for someone that wants to be involved to take on the position of Membership Chairman. We are all on the Membership Committee as members of EAA Chapter 32. I need someone willing to "herd the cats" so to speak.

See you at our General Meeting on Sunday January 15<sup>th</sup>. Don't forget that we will be eating first at 1pm with what I hope to be the first annual Chili Cook-off. Bring a pot, bring a side, and bring your appetite.

Fair weather, blue skies and strong tailwinds!

*Laura Million, President, Chapter 32*

"TWA 2341, for noise abatement turn right 45 Degrees."

"Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

# Officers and Committees

## Officers:

President	Laura Million	618-288-7099
Vice President	Bill Jagust	636-926-0171
Secretary	Tom Baker	636-240-4993
Treasurer	Gale Derosier	636-928-0574

## Executive Committee:

Executive Committee Chair		
ARC Building	Doug Killebrew	314-727-0640
ARC Operations		
Community Liaison	Jim Bower	314-869-8971
Education		
Flying Start Coordinator	Dave Domeier	636-537-3729
Fundraising	Dave Doherty	636-240-5982
Membership Coordinator		
Safety	KZ Zigaitis	636-326-6523
Scholarship	Carla Zigaitis	636-326-6523
Special Projects	Jerry Geiger	314-741-0450
Young Eagles	George Stephenson	314-521-3073
Young Eagles	Ted Boerding	636-949-0993
Board Member at Large	Troy Townsend	636-447-8942
Board Member at Large	Jim Hann	314-322-7993

## Flight Advisors:

Al Donaldson	636-745-8311
Bill Jagust	636-926-0171
KZ Zigaitis	636-326-6523

## Tech Counselors:

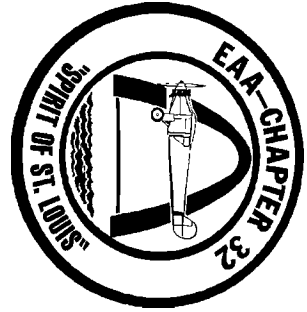
Bob Jude	636-946-2282
Gale Deroiser	636-928-0574
KZ Zigaitis	636-326-6523

## Communications:

Newsletter Editor	Jim Bower	314-869-8971
Telephone Hotline	Ted Boerding	636-949-0993
Web Designer	Laura Million	618-288-7099

## Other:

Hangar	Ken Blackburn	636-240-4548
Library	Bill Jagust	636-926-0171
Regional Young Eagles	Al Donaldson	636-745-8311



EAA CHAPTER 32 NEWS  
 Jim Bower, Editor  
 10350 Toelle Ln.  
 Bellefontaine Neighbors, MO 63137

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:



Show Your Chapter Pride  
 Support the Chapter  
<http://www.cafeshops.com/eaa32>  
 1-877-809-1859

