



EAA Chapter 32 News

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

May, 2013

We Don't Call it the ARC for Nothing!



As our home airport floods AGAIN, we line up the aircraft two by two and head for high ground. See inside this issue to learn what some of our members did to protect their babies.

**We'll see YOU at the EAA Chapter 32 meeting.
Be at the ARC at 10:00 am on May 18, 2013.**



President's Corner

by Dave Doherty

The regular Chapter meeting will be held on May 18. This month, we have our second annual Fly-Out event and meeting scheduled. Please note the DIFFERENT TIME AND LOCATION FOR OUR CHAPTER MEETING. It is not at the ARC this month:

- Location is: Creve Coeur Airport – 1HO
- Address: 3127 Creve Coeur Mill Rd St Louis, MO 63146 Phone No: (314) 878-6400
- Unicom is 122.8
- Runway 16 / 34 is paved; 7 / 25 is grass. Pattern is right hand for 16 & 25, left hand for 7 & 34.
- Meeting time is: 12:00 noon at the main building. There is a connecting hangar set up for meeting events.

Following the meeting will be a presentation by Aeroworks, a company based at the airport. After the presentation, we'll tour the airport's aviation museum. If you haven't seen the museum, you really should. There are 3 large hangars full of historic aircraft. I look forward to the visit. Perhaps, with a little luck, my plane will be back in the air and I'll be able to participate in the flying part too.

With all the rain we've had in the last month, some things got a little behind schedule. We'll pick up where we left off with our "Movie at the ARC" at the end of this month. We'll present 'APOLLO 13'. This is a story about the mission to the Moon where something went terribly wrong when the astronauts were hurtling away from the Earth at nearly 25,000 mph, and what was done to keep them alive for days while they sling-shotted around the moon and returned safely. While some may say this was a failed mission, I think it was perhaps NASA's finest moments. The quick thinking so many people had to do, and the teamwork they achieved is a testament to what mankind is capable of achieving when it needs to. Check the movie flyer elsewhere in this issue for details. See you there!

Next month, we plan to have our second Fly-in. We'll make a big day out of it, and invite area chapters and folks to our facility. We should consider this an open house and Fly-in. I'd like to see pilots active and take a friend or friends for a ride. The date for this event is June 22. More information on this event will be presented at our May chapter meeting.

Thanks to everyone. I hope to see you at our Young Eagles event on May 11, and chapter meeting at Creve Coeur Airport on May 18. Come on out, drive or fly, and have a good time with us.

Blue Skies to all,

Dave Doherty

Well, it finally stopped raining, at least for now. It turns out we appropriately named our facility at Smartt Field "The ARC". Late last month, the flood

was forecasted to rise nearly to its doorstep. Some of the low-lying hangars and areas of Smartt field did get some water in them. There was a mass exodus of planes leaving, in search of higher ground. Some took refuge in our ARC. At one time, we had five aircraft in there (six if you include my Skycoupe fuselage). That's about all we could hold. As a result, our movie night was canceled, since all the room was consumed with flying machines. Thanks to some volunteer help with a trailer, the Pietenpol that VP Bill and I own was moved to my house. It now sits in the garage, with the wings downstairs. It was a trick getting the plane in there and turning the corner to get to the stairs with those long wings. We had to take the spinner off the prop to clear the hangar (er, garage) door. Perhaps we can work on it now that it's not 26 miles away. A wise man once said if you want to complete the plane, keep it as close as possible to your living quarters, or something like that. Well, it's close, about two thicknesses of drywall and a 2 X 4 width away (that amounts to 4.5" for the Engineers). I'm already starting to think about what we need to do to get it back in flying condition. Fortunately, my bride understands that a garage is not a place to put automobiles, bless her heart.

While we're on the subject of projects, here's an up to the minute status of my T-Craft. Most of the work on installing the interior has been completed (75% done, 110% to go). The headliner is now in the process of being installed. Numerous trim pieces have been fabricated and covered with fabric, as have the rear bulkhead and hat shelf. The fuel system upgrades are complete and have been tested for leaks. I have been able to match the paint color for the new steps and they're painted. Once the headliner is completely installed, all those various parts will finish it out. Every plan has exceptions. I've still got the carpet to install. That will have to wait a bit. I need to get my plane flying again, and am looking very much forward to the occasion.

This month would have been our second Young Eagles event, but the YE gang canceled it due to the chaos caused by the flood. We are planning to pick up our schedule with the Young Eagles in June. Volunteers are always needed. We can use pilots, ground crew and safety personnel. I'm very proud of the Young Eagles program we have here at Chapter 32. Included is a merit badge clinic in the morning starting around 9 AM. Pilots briefing is at 8:30 AM. We'll serve BBQ hamburgers, dogs, bratwurst, chips and soft drinks. Pilots, there will be a fuel discount for those giving Young Eagle flights. This is our second Young Eagles event of the year. Let's make it as good or better than our first. And thanks to the many volunteers who make it so great.

BD-4 Project For Sale – Price Reduced

- Plane is 70% completed
- Original BD 495 kit
- Fuselage stretched 18 inches to accommodate Subaru SVX 6 cylinder engine with custom intake manifold and partial custom motor mounts. Larger tail empennage modifications.
- Dynafocal motor mount for Lycoming engine.
- Project includes: instrumentation, turn bank coordinator, vertical speed indicator, altimeter, air speed indicator, fuel gauge, suction gauge, electronic management system.
- Glass wings 400 hours flight time/previous owner completed with heated pitot tube
- Adjustable front seats, Piper style
- Rear seats – Cessna, modified
- 2 plus full sets blueprints, original BD4 builder's guide, 27 newsletters from Roger Mellema, BD4 expert engineer.

PRICE IS NEGOTIABLE

Contact: Bob Reynolds at 636.634.1700



April Meeting Minutes

Dave Deweese



April's meeting began with the Pledge, Dave Doherty presiding.

We approved the minutes from March.

Don gave the Treasurer's report, including checking and savings balances.

By-Laws have all signatures and are ready to go out to IRS, HQ, and the state.

Rick reported on last weekend's YE event. We flew 68 kids, about a third each of Sea Cadets, Scouts, and others. Anybody involved with YE, Rick has mailing lists for ground crew and for pilots. If you have not seen these emails and are volunteering, contact Rick. Our next event is May 11, and Chapter 1402 is having an event on April 27, if you would like to volunteer.

We've repurposed one of our YE storage cabinets as an IT cabinet for our electronics.

Don Doherty has begun disassembling the Sonerai engine, converting it into a presentation piece.

Jon Thayer is working OT at his regular job and will get to work on the Fly Baby soon.

We've replaced our faulty refrigerator that was freezing and blowing up our canned soda. Thanks to Jim Bower and Don Doherty.

Dave is starting a project to add an EAA32 sign to the front of the ARC and repair the one on the back.

The B-17 is coming during the week of July 4. The CAF B-29 and B-24 will be in town as well. Dave will attend a meeting of the St. Louis Fair and Air Show on April 29. We're planning to have, at least, an information booth at the Arch fairgrounds. Dave would like us to consider extra activities: selling raffle tickets for B-17 rides, seminars on learning to fly, building an aircraft, etc. When we attended the fair in Chesterfield we gave seminars and had planes on display. Volunteers needed to man the booth.

Richard Connors from Honor Flights visited and described the program. Their primary goal is to get all WWII veterans out to Washington D.C. to see the memorial. They are always in need of volunteers and escorts to help in this mission. It's a one-day trip from St. Louis to Baltimore, and returns out of Reagan airport. After arrival they go directly to the memorial and spend 2 to 3 hours, followed by lunch. After that they have several attractions in the National Mall, drive by the Pentagon, the air museum, Arlington, the Marine Corps Memorial. Then there's a quick tour of D.C. before returning to the airport. It starts at around 4:00 a.m. and returns after 8:00 p.m., so it's a long but full day. Richard left some forms for volunteers and escorts and sign-ups for veterans.

Art Zemon needs a few inches of 8x2.5x2.5 T-6061 aluminum angle.

Flooding is predicted on the Mississippi, cresting on Tuesday. The hangars on the north end of SET will get wet. If the crest gets above 31 feet we'll need to move stuff in the ARC, so keep your eyes on the Yahoo board.

Next weekend at the ARC we'll show the movie, 6 Days and 7 Nights.

Meeting adjourned while Joe Gurney prepared his presentation on the Blue Angels.

Please Turn the Pump OFF!!

When you visit the ARC and use the bathrooms you need to turn the pump ON so they will flush. Please do not forget to turn it off. The constant pressure erodes the valves in the toilets until they leak. The resulting water then fills the holding tank, which costs \$275.00 to empty. Don Doherty notes that in recent weeks it has been left on twice. We thank you in advance for your consideration.

“You are clear of the RESTRICTED airspace, clear to land!” Thanks! Ah but wait, we are landing 10,000 pounds over maximum landing weight! (The other reason for declaring the emergency.) If I roll it on with a

Well the landing was smoooooth, the roll out was a no brake application event, and after being looked at by AAFR (Airport Ambulance and Fire and Rescue,) we taxied quickly to the gate with the waiting paramedics!



Landing wt 140,000#

Brake temp 105°F

low “g” or zero gravity landing, and I do NOT get on the brakes and heat up the tires, and roll to the end of this 12,000 foot runway called 34 Left, I will not blow out the tires and we can reuse this airplane! Actually if the landing is deemed smooth we can get a sign off and be on our way!

The quick taxi heated up the brakes but all was well within limits. Before I could run around the airplane and check the tires, the old fire chief had his head between the tires and said, “There ain’t no heat here! You did good son!” I ran around and saw the heart attack man’s wife on the ramp getting in the ambulance! After a sign off and a checklist we were on our way to DFW, minus two very alive passengers and a **H**eroic story to share with youz guys.

I was very happy with the situation. The first flight attendant call came in at 1551, the get on the ground call came at 1553, and the airplane rolled smoothly on the runway at 1612! The new iPad took less than 30 seconds to have the Salt Lake City, UT pages up for the airport, and the field elevation. Never did see the RESTRICTED airspace but we flew over it just as well.

Another cool thing about the iPad was that I took a picture of all the paperwork and cockpit instruments to back up the story about the overweight landing!

Q? How many people have signed up and paid the \$_____ fee for a ride on Space Ship II?

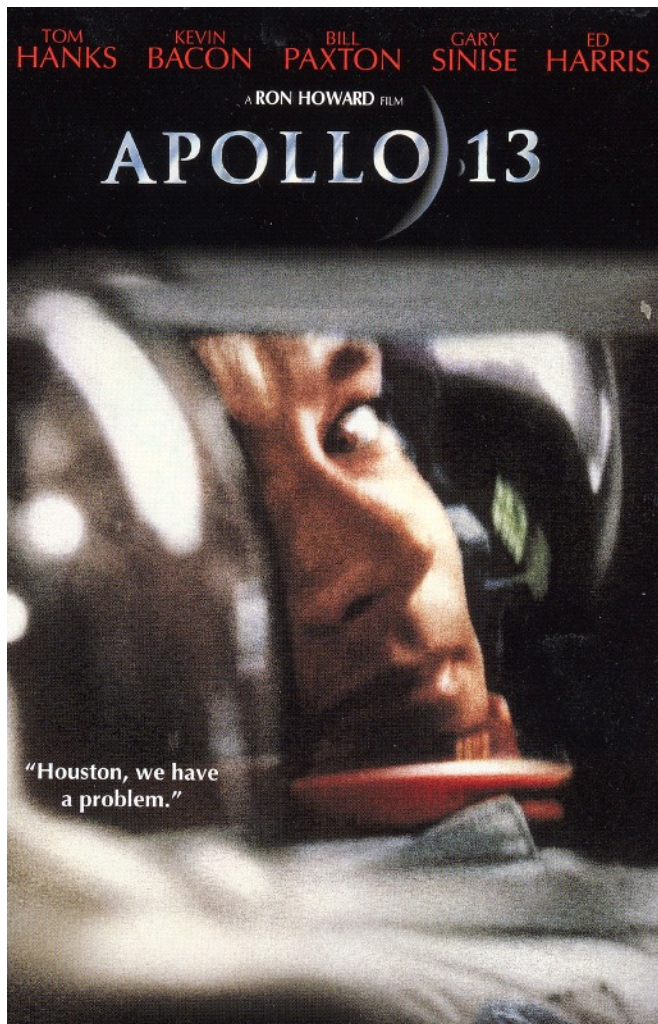
A: 580 people have paid the \$ 200,000 fee for a ride into lower space.

May MOVIE AT THE ARC

EAA Chapter 32

Proudly Presents:

Apollo 13 is a 1995 American docudrama film directed by Ron Howard. The film stars Tom Hanks, Kevin Bacon, Bill Paxton, Gary Sinise, Kathleen Quinlan and Ed Harris. The screenplay by William Broyles, Jr. and Al Reinert, that dramatizes the 1970 Apollo 13 lunar mission, is an adaptation of the book *Lost Moon: The Perilous Voyage of Apollo 13* by astronaut Jim Lovell and Jeffrey Kluger.



The film depicts astronauts Lovell, Jack Swigert and Fred Haise aboard Apollo 13 for America's third Moon landing mission. En route, an on-board explosion deprives their spacecraft of most of its oxygen supply and electric power, forcing NASA's flight controllers to abort the Moon landing, and turning the mission into a struggle to get the three men home safely. 140 min.



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

When? Saturday, May 25, Pot Luck Dinner starts at 6:00 PM.
A meat dish will be provided by the Chapter. Bring a side dish.

What Else? Episode I of the SKY KING TV serial will be shown prior to the feature presentation

Learning As We Go

“Those WOAHH Moments”

by mr. bill

We all have probably seen the latest airframe smashing video this past week (remember we do not use the “C” word around here) of the Boeing 747-400 Freighter doing the stall thing! In fact I was walking through the terminal of DFW airport and somebody just had to show me! Thanks for making my day buddy!

If you flown any amount of time in airplanes you will encounter the WOAHH! moments:

W- What is this air machine doing..

O-h She-ite!

A-ctually, I think I can pull this maneuver off...

H-ey I did it. I survived this! I get to fly again!

In fact that is what we pilots talk about most, if we survive the moment. A lot of this depends on your career level.

FLIGHT INSTRUCTION: Had a friend who was instructing in single engine airplanes who said he NEVER made a mistake! They found him six feet under after he and his student did the stall/spin maneuver with a Piper Lance that had an electric back up gyroscope package to use with the loss of the pneumatic instruments. The biggest thing they found was his big pilot watch. The incident happened within months of him making that statement.

TAIL DRAGGER GUY: This chap refused flight instruction and ground looped a beautiful Piper Pacer right off the runway and into the trees at his home airport in front of his friends. The pilot called his buddies on the radio to watch his landing in his NEWLY restored aeromachine after returning from the refurbish shop! (*Is that a “hold my beer and watch this” moment? - ed.*)

NIGHT FREIGHT HAULER: A “friend” of mine had to fly his already loaded airplane full of bank checks to Moline, IL to get the VFR guys load of checks due to the low weather. Jamming all the weight into the Cessna 210 was the easy part with its big doors. Trying to fly to Chicago with an aft center of gravity was, well, a definite WOAHH! moment of epic proportion. Add any amount of ice to this airframe and there would have been a different outcome!

As the saying goes, “There are no old, bold pilots!” Just go slow and do the right thing!

After 24 years of airline flying, on a trip in early April from Portland, Oregon to Dallas/Fort Worth it finally happened. It’s a WOAHH moment with people! Ding, Ding goes the flight attendant call bell in the cockpit! My leg so he has to answer it!

W - “Hey guys, we got a passenger in cardiac arrest and he ain’t looking good!”

O -h she-ite! This does not sound good (for him.)

A -ctually we are just 20 miles northwest of Salt Lake City, Utah, we have half tanks of fuel, we are at 35 thousand feet, and we’re wearing dark sun glasses, just say the word!

TWO MINUTES LATER

Ding, Ding! “The doctor sitting in front of the cardiac arrest guy said put this thing on the ground!” Enough said!

H - In this case H stood for Hold on. After declaring an emergency and pulling the throttles to idle, I pulled the spoiler lever to flight up, and down we came. I was doing well until the “new” controller asked me if I “saw” the RESTRICTED AIRSPACE IN FRONT OF ME! I said, No! He replied with “It is off your nose to the left!” I asked what the top of it was and his reply it was “10,000 feet.” Cool! I leveled off at 10,500 feet to slow down and asked, “Advise me when I am clear of the RESTRICTED airspace!” It worked out great because I was turning back to the north runway and needed to slow my speed from 320 knots to 250 for the final decent. (Yes, declaring an EMERGENCY gives the pilot carte blanche, but with our location and the field elevation of 4,227 feet, it was all going to work out well for the approach!

Now Arriving at an Airport Near You: The Flood of 2013

Mother nature just loves to throw us curve balls. Last year we had a drought, this year we more than made up for it and it ain't over yet, folks. Your friendly editor didn't cut grass for two months last year, and when I did the ensuing dust made me think of Oklahoma in the 1930s. Now I may not be cutting grass too much again, but only because the lawn mower might sink to its axles in the soft ground.

Along with many others, I took a lot of my valuable things home from my hangar and put the rest up as high as I could. As of this writing, my RV has been camping out in Dave Domeier's hangar at the Troy Airpark (thanks, Dave). I got to wondering what some of our other members did, and here's the results:

Tom Sparr, Jim Hann, and Steve Miles: Creve Coeur airport. Jim said no water got in his hangar; Tom said that the water that did get in his wouldn't have bothered his Stinson, but he slept better knowing it was well out of harm's way.

Joe Sargent, Chuck Maggart, and Rich Emery: Moved to the south end of Smartt, either by the ARC or the CAF facility. Rich taxied his Zenith to the other end of the airport, but flew his RV-7A to a shade port at Spirit. He said his hangar only saw a trace of water, but the RV saw more than a trace of bird poop.

The EAA hangars were cleaned out by May 1, but as of this writing there has been more rain, causing the Mississippi to rise again. Obviously, we have no way of knowing how much rain we are going to get. That, mixed with snow melt from up north, may cause flooding once again. The weather service tries to predict this, but Ma Nature will do what she wants. I plan to leave the RV where it is for the time being, at least.



Some of our gang sought refuge in the aptly-named ARC. From front to back: Don Doherty's Pazmany, Lee Arnold's Culver Cadet, and Gary Johnson's Sonex.

Safety Tip of the Month

Well it's spring and thunderstorms are entering the forecast!! Beware of the gust fronts associated around, and within forecasted thunderstorms. They can exist as much as 15-20 miles from their area. Building cumulus clouds is another warning sign along with higher dew points, that convective activity can be expected. Wind directions can dramatically change as much as 180°, making approaches and landings very challenging. Be aware of the wind sock, wind T or tetrahedron as you approach, and go around if necessary. Monitor the situation until the wind settles down to a somewhat predictable direction.... Do not depend on the AWOS or ATIS.

A source I discovered for Aviation weather for St. Louis can be found at the following site :

www.usairnet.com/cgi-bin/launch/code.cgi?sta=KSTL&state=MO

Bob Kraemer

For Sale - Blu-Link

BluLink enables you to use your Bluetooth cell phone and any music source wirelessly in the cockpit. No more tucking your cell phone under your headset or using cell phone adapters with various cords and additional adapters. The BluLink will work with any cell phone with Bluetooth.

Great for filing a flight plan, checking weather, calling for fuel, getting a clearance at an uncontrolled field, calling for a taxi. Primary communications for experimental and ultralight pilots. An adapter is available for using an MP3 player with this device.

Cost \$200.00...on sale for \$100.00.

Contact Jim Bower at (314) 750-1613 or at jimbower@hotmail.com.





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!

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