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# EAA Chapter 32 News

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

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**November, 2016**

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**Many Chapter 32 members showed up for the chapter photo in Oshkosh this year. See the “Year in Review” article elsewhere in this issue.**

**We will see YOU at the ARC for the November meeting. November 19, 2016 at 10:00 am.**

# President's Corner

by Dave Doherty



## The Year in Review:

At the end of 2015, there were a series of rainstorms. The result was a Mississippi River that rose out of its banks, reaching a level of 31.95 ft. Flood stage is 18 ft, and Smartt Field was flooded. Water levels reached all the hangars on the north side of the airport and chaos ensued. Nearly all the aircraft hangared at the airport either moved to higher ground, relocated to higher ground, or were elevated in the hangars. Our Aviation Resource Center (ARC) became an ARK for 15 aircraft and airframes.



assembly and installation of the Avionics was done, and on August 25, the plane was inspected and given its C of A. First flight was that same evening. To date, the plane has about 140 hours flown on it. EAA HQ is interested in the whole Flying Club, project and affordable flying we have experienced. Expect to see an article in Sport Aviation about all this sometime next year.

While all this was going on, Chapter 32 participated in the 2016 Spirit of St. Louis Air



The flood came within inches of the ARC, but it managed to stay dry. Then it got cold, and it took over 6 weeks for things to start getting back to normal. Several buildings were damaged, and had to be repaired as things dried out. The ARC was full of planes through January into February. Chapter member were all shocked and saddened by the loss of several Chapter members, Howard Henderson and Bob Kraemer.

Once the hangar was cleared out, work on the Spirits of Aviation Flying Club's RV-12 resumed at the ARC. It had been put on hold due to lack of workspace. By the end of February, the major structures had been fabricated. Wings were built, the fuselage was on its gear, and the engine had been fitted. A lot of the month had been spent fitting fuel lines, running wires, and trimming fiberglass for the cowling and tail cone. More fiberglass work with the canopy was done, and by April the plane was ready to paint.

A paint booth was designed and built in the ARC for painting the plane. One by one, major components were prepared, primed, and masked for paint. The painting process continued through May, into early June. Final



Show to be held in May. Many thousands of people came out to the show, and EAA had a lot of exposure. We had a great turnout from our members to participate. It was a great air show. We got to see Warbirds, Many Boeing Aircraft, Canadian Snowbirds, Blue Angels, Skip Stewart, and much more. Except for a big rainstorm that limited crowds the first day, everything went very well.

Young Eagles events were every second Saturday, April through October. There were no events cancelled due to bad weather, and our Young Eagles group did magnificent



work. We flew a total of 243 Young Eagles this year, and EAA as a whole has flown over 2 million since the program began. Job well done to all the volunteers who participated.

The next major event was AirVenture near the end of July. This week long event was one of the most successful at Oshkosh. Many of our Chapter 32 members attended. Some flew in, some drove. A lot of them volunteered at various jobs, from working with flightline duties, kids at Kidventure, judging homebuilts, and more. I flew my T-Craft in this year. It sat proud in the Vintage section.



The Smartt Field Open House was held recently, on Oct 29. It was a beautiful day, and many people turned out to watch the SCFS annual Pumpkin Drop Competition. Chapter 32 held an open house in conjunction as well as a fund-raising BBQ. We had over \$1,700 in food sales, and cleared more than \$1,000 after expenses. Thanks to all who participated! Job well done.

The Holiday and Awards Banquet will be on Dec 10, 2016 at the main terminal building this year. The building has been reserved by our Holiday Banquet Chairman and committee. A fine meal will be catered. We have a great guest speaking engagement for the Banquet. They call themselves the "Mercury 6", headed up by Robert Schepp. A group of 6 will address the chapter in a semi-interview format. They'll talk about the work they did in support of the early Mercury space program. It should be very informative, interesting and entertaining for us to learn about parts of the early space program that aren't well known. I look forward to this event. We'll start taking reservations at the October meeting. See the reservation form elsewhere in the newsletter.

The next chapter 32 Regular Meeting will be held on Nov 19, 2016, 10:00 AM at our ARC located out at Smartt Field (KSET). This is our election month, and President & Secretary will be elected. See the ballot in this newsletter. Guest Speaker after the meeting is Stephen S. Brown, retired Air Force, who flew the U-2 Spyplane and B-52 during his years in the Service.

You won't want to miss this meeting. Please come if at all possible. Afterward, we'll fire up the BBQ and have some social time.

Thanks to all for all the help everyone's done to make this a chapter we can all be proud of!

***Blue Skies, my friends,***

***Dave Doherty***

## For Sale

SONEX TAILDRAGGER WITH 2200A JABIRU - \$21,500 -

335 hrs total time, Grand Rapids EIS, Lift Reserve Indicator, Microair 760 radio, Ameri-King AK-450 ELT, Garmin GTX 320 Transponder, Hydraulic Disk Brakes.

Contact Gary Johnson at [gljohnson4791@sbcglobal.net](mailto:gljohnson4791@sbcglobal.net), or 314 303-5159



# September Meeting Minutes

Dave Deweese

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

New members included Jason McNew, grandson of Vince Morris, joined last month and was in attendance. He reports that Vince is doing well.

Our planned speaker, a U-2 pilot, was busy this month but will speak in the future.

Last weekend was our last Young Eagles event for the year. Rick May gave a report for the year, Christopher and Victoria ran the show for October in Rick's absence. Through 7 events (no cancellations) we flew 243 kids over 183 flights by 16 or 17 pilots. Note that October was the first full event for the RV-12. Rick also requested that we do some research on the Eagles program to get adults into the game; he's going to provide more literature at the Open House and over 2017. Rick has several candidates for the Air Academy and will be working out these details.

Don gave the Treasurer's report, including checking and savings account balances. We're down about \$225 from last month.

Dave's going to be working with the membership committee to update the chapter handbook: some of the details have changed over the years.

Ron Burnett has food coupons. See him after the meeting.

We haven't done a whole lot with the ARC this year. Bob has offered some river rock to put next to the sidewalk on the runway-facing side of the building. The airport will be sealing the driveways, though the quote for our section is around \$4,000 which is not in our budget.

Two weeks from now is the airport open house and the Pumpkin Drop. This will be our biggest fund-raiser for 2016 and we estimate we'll bring in around \$700 from food sales. We'll start cleaning the building today. For the Open House itself we need as many volunteers as possible: it's especially busy food sales-wise before the pumpkin drop.

The east garage door needs paint but will need to be scraped first.

Today is the last day to nominate candidates for president and secretary. There were no other suggestions so nominations are closed per the by-laws. The election will be held next month.

The holiday banquet will take place at the airport terminal building this year on December 10. Our speakers will be the Gemini 6, part of the team from McDonnell who worked on the space program. Valenti's will cater the event. We went over the food choices, we decided on roast beef and Chicken Spedini. We decided on \$30 per person. Please have your reservations in by Thanksgiving. Email [president@eaa32.org](mailto:president@eaa32.org) to let Dave know.

Dave McGougan's Ridge Dodger was in the ARC with the fuselage uncovered. He's looking for opinions on whether or not it's salvageable.

Bob flew the RV-12 to Michigan and Ohio, Dave Doherty's flown it to Joplin, so it's been getting plenty of hours outside of Young Eagles. There's another RV-12 project in the chapter, Randy Schroeder, and its last inspection is complete.

This month's movie is Hot Shots, a parody on a number of airplane movies. This will be our last movie of 2016. Dave found a 1938 film called "Women in the Air" that includes a number of classic aircraft, and he'll try to get that for one of next year's series.

Dave's been talking with Charlie Becker in HQ about our flying club. At one point they discussed an article which will entail an 800 word story in the Chapters in Action section. Dave's working on the text and we'll see if we can arrange an air-to-air picture.

Dennis has purchased a fuel truck to carry 91-octane ethanol-free fuel.

# Safety Tip of the Month

## COLD WEATHER FLYING SAFETY

Joe Miano

The hot sweltering summer days are history for this year and now, with cooler temperatures coming soon, it is time to consider how to minimize the problems of winter flying. However, there are some benefits of cold weather flying to enjoy in the wintertime such as excellent, unlimited visibility in clear blue skies. Also, the cold dense air will enhance our plane's climb and cruise performance. There will probably be less air traffic to contend with in and around the airport as well. Density altitudes are usually in the negative or minus field elevations during the cold winter flying weather. My Skylane will climb and perform like it has a jet engine attached to its tail and I really enjoy flying it when it is cold outside.

First, before you begin your preflight, be sure to dress warmly enough to stay comfortable while you are doing your outside inspections in the cold air temperatures or inside the cold, unheated hangar. Remember that just like people, airplanes do not like super cold winter temperatures either. When an aircraft is exposed to or below freezing temperatures, anything that was about to break or malfunction will do so. I guess that it's part of Murphy's Law. All of the door latches, seat locks, and any other mechanisms will stick, jam, or not work properly if not well lubricated. The interior door panels and the plastic instrument panel with the vinyl brow cover are prone to cracking or breaking into small pieces. All of the electrical and mechanical switches are harder to operate while the mechanical and electric gyros inside your flight instruments will take longer to spool up to proper speeds. Also, be sure to check the fuel selector valve for proper movement and operation. It could be frozen in position from water in the fuel selector manifold assembly. Preheating the inside of the cockpit will solve a lot of these problems if you can get some warm air inside before your flight.

Always have the engine preheated whenever the outside temperature is 32 degrees or lower. This will prevent premature engine wear and damage during the initial startup. Your engine will last longer and should make it to your TBO after a preheat treatment. Do not do your engine run up check or apply full power to your engine until the oil temperatures are in the green arc or at normal operating temperatures. Running up your aircraft engine RPM with thick, cold oil temperatures will cause oil hoses to split, ruptured oil coolers, or serious oil leakage somewhere in the engine's system.

Did you remember to dress warmly so that you can sump all the outside fuel tanks and fuel lines? Water in the fuel system will condense and freeze quickly in cooler temperatures on the ground just like at higher altitudes when we are flying. Be extra careful when climbing on the outside of the airplane when you are checking your fuel tanks and gas caps. Freezing temperatures can make the airplane's outside surfaces very slick from frost or ice. Never, ever try to scrape any frost, ice, or snow off your plexiglass windshield or any of the aircraft's outside surfaces. Have the airplane taken to a heated hangar and put inside to defrost and melt away the snow, frost, and ice from all of its surfaces before flight. Do not forget to look at your landing gear tires for proper inflation. The cold temperatures will decrease the air pressure and volume so you might need to have some air added to your tires. Also, be sure to check your nose gear strut for proper inflation and strut extension before takeoff.

If you are using portable electronics in the airplane, make certain that they are all fully charged or have fresh batteries installed. The cold air temperatures will drain any weak batteries and they will not operate very long in the cold environment. One last item that I will mention is about carbon monoxide poisoning in the cockpit during heat operation. Always have some type of detector that will warn you of carbon monoxide inside the cockpit from any exhaust leak coming from the engine. Remember that you cannot see it or smell it until it is too late, so learn to recognize the symptoms of carbon monoxide poisoning then you can take the correct actions and land safely.

Please do not let the cold temperatures discourage you from flying during the wintertime. All you really have to do is plan for some extra time to properly preheat and preflight your aircraft. Be sure to dress warmly and enjoy your wintertime flights over the snow covered countryside and hills.

I hope that everyone has a very happy Thanksgiving and I look forward to seeing you all at our EAA Holiday Dinner Banquet in December.

*Thanks,*

*Joe Miano*

# Learning as we Go

## “Let us be Thankful for Another Great Year”

mr. bill

Well what a great year! The Young Eagles Program was a success with its 2 millionth Young Eagle flown by Harrison Ford. The YE program has had over 40,000 kids visit the Sporty's Private Pilot Ground School for training after their Young Eagles Flight! Best of all this has been a SAFE year for the program!

As with all flying things happen and we in EAA 32 are fortunate that the troubles that did surface were handled with true precision for a SAFE outcome of one of our member's shortened flight. Nice job Dave! Enjoy that retirement. Hanging with Kim N. is the way to do it. As the late, great Robert “Bob” Hoover would do and say, “Fly it all the way through the landing.” It was an awesome end to a tough situation.

Looks like the farmers got all the crops out of the fields too! Watch the fields around the airport boyz cause they are flooding them for the duck hunters. Did y'all see the new sign out near the airport advertising for duck hunters?

Last month we discussed about making the perfect landing by flying a “precise pattern.” I received several calls about these writings. One was from a friend who reaffirmed the process of landing on a short field. This from a guy who was flying a Cessna 150 into a 1,500 foot grass strip while he was learning in high school. He was taught to flare BEFORE the runway so the touchdown happens just past the threshold. Remember that this grass strip did NOT have runway numbers or a fancy centerline to use for reference.



“Speaking of tough situations!” This Boeing 767 at Chicago O’Hare had a right engine fire on takeoff. What would you do?

Here is a video clip from the outside?

<https://twitter.com/FlightAler...s/792294272431185920>

Captain Tony and Mr. Dave reacted in 2.1 seconds to save the day! That is why we practice people.

Heck here we are in November and it is still great flying weather for both sailplanes and powered airplanes.

I also received a call from the pilot in last month's photo that was STILL chuckling about his (B)FR-Flight Review the previous day. He felt it was fun and informative. AS they should be. I made a slight math error (sorry Chicago Public School math skills) with our flight time. With my 19,300 and Tom's 17,200 that should have totaled to 36,000+ hours of flying experience in the cockpit with two ATP (Air Transport Pirates) guyz at the controls. This USUAL-LY spells trouble.

The best time was just last weekend when a friend asked for a Safety Pilot in his RV-7 (fire breathing) tail dragger. It was a pleasure to see the precision gained since this man's flying after his tailwheel check out of last year. He was extremely smooth on the controls and his control inputs were a third of what he had been using. Use it (your flying and landing skills) or lose it.

I was thankful that another individual who stated that he would not come out if the winds favored runway 9/27 at Smartt Field, used me as a Safety pilot on two occasions. This man took on the challenge over two days of landing on both ends of that short runway, 9/27 at Smartt Field and left the airport full of confidence in THESE short field tasks.



At the Troy International Airpark we have a safety clause that if you do not feel comfortable that day landing at Troy's 2,200 foot runway then fly to Bowling Green, Greensfield, or even Spirit of St. Louis Airport and call your neighbor to come get you.

Better to land SAFELY at a bigger place then put yourself between a "rock and a hard place."

Well enough of this small plane stuff, what is happening in the big jet? The FAA has a new "Mentoring Rules for Airline Pilots: the proposal aims to "mitigate unprofessional pilot behavior" which "would reduce pilot errors that can lead to a catastrophic event." What does that mean?

Well these youngsters are coming into the cockpit with their electronic devices running and having trouble turning stuff off due to "FOMO." Fear Of Missing Out! They stay connected to Facebook or are texting on the airplane's Internet. For their need for continuous entertainment they are playing Candy Crush!

Well the election is over as I write this and I was happy with the one who spent time in the cockpit of his business tool, the Boeing 757. I got to HOPE that he will be friendly to the aviation community.

***HAPPY HOLIDAYS AND A HAPPY SAFE NEW YEAR TO Y'ALL!***

Speaking of my Texas slang, I can write and tell y'all that I will be back in St. Louis, MO as a Super 80 captain as of 01/01/2017. So we will see you all around the local airports more. Driving to work is EVERYTHING in aviation.

Q? How many 100 Low Lead airplanes are there?

A: 167,000

Q? Airbus just produced their \_\_\_\_\_ aircraft?

A: 10,000. They started manufacturing in 1974.

Q. Boeing has produced how many airplanes in the past 100 years?

A: 21,264. Douglas Aircraft produced 3,485.

Q? Can you take off in a plane without the engine running?

<https://www.youtube.com/watch?v=C-H59vvVtwQ>

Alright gang. Let's keep the airplanes flying and enjoy the rest of the year.

## Ballot for 2016 Chapter 32 election

As per the Chapter 32 By-laws, a ballot must be included in the newsletter or sent by mail for the election to be official. Below is the official ballot for election of officers. For 2016, Chapter President and Chapter Secretary are to be elected. The ballot below is an official ballot for election of officers at the November Regular Chapter 32 meeting. Absentee ballots may be sent to Don Doherty, 1036 Pegasus Circle, St. Peters MO 63376 postmarked no later than Nov 19, 2016

### Chapter 32 Officer Election - Official Ballot - 2016

President: ☐ Dave Doherty      Secretary: ☐ Dave Deweese

Write in Name: ☐ \_\_\_\_\_      Write in Name: ☐ \_\_\_\_\_

## GUEST SPEAKER THIS MONTH

# ***Stephen S. Brown, USAF (Retired)***

When? Saturday, Nov 19 after the Chapter 32 Regular meeting

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

6410 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)

Steve has many credentials - a list too long for this page. Here are a few:

Service in Air Force:

Retired US Air Force pilot and Squadron Commander

Served in Viet Nam, Korea, Japan, Panama, England and Cyprus

Command Pilot and Instructor in B-52s and U-2s

Twice Awarded The Distinguished Flying Cross.



Conversational skills in Spanish, Japanese and Korean

Safety Consultant to Dept of Energy, Nuclear Weapons Div

Consultant to ATF, Panama

Briefer for Lockheed Corp and NASA Special Projects

Director of Reconnaissance, Asian Pacific Theater

Volunteer worker with Veterans Administration disabled veterans



Patriot Guard Rider

Lifetime Missouri State Teacher Certification

Served on Finance Advisory Board for Whiteman

Federal Credit Union

Bachelors Degree from University of Kansas

Masters from Central Missouri State University

Did you ever wonder what it's like at FL60 or above?

Come hear what Steve has to say. It should be both informative and interesting.

November, 2016





# **EAA32 Holiday Banquet and Chapter Recognition Awards Dec 10, 2016**



All current and past chapter members plus their family members and friends are invited and encouraged to attend our EAA Chapter 32 Holiday Banquet. This is a great way to include wives and other family members in an aviation-related activity!

The Annual Holiday Banquet will be held on **Saturday, December 10, 2016** at the St. Charles County Airport (Smartt Field) terminal building (the blue building next to our EAA32 Chapter facility), located on the airport at 6390 Grafton Ferry Road, Portage Des Sioux, MO 63373. The doors open at 6 pm and the party will last until we're done. The evening will include dinner, a program of activities, attendance prizes, a gift exchange, and a 50/50 drawing.

Dinner will include a choice of either:

Chicken Spedini with Pasta Con Broccoli, Garlic Parmesan Rolls, Garden Salad, Assorted Desserts

or

Roast Beef Au Jus with Roasted Potatoes, Seasonal Vegetable, Garden Salad, Assorted Desserts and Rolls and Butter  
Alcohol will not be served, so this event is a BYOB event.

Please bring a gift for the gift exchange as only those who bring a gift will be able to select a gift at the appropriate time. Tickets for the 50/50 drawing will cost \$1 for a single ticket and \$5 for six tickets. The holder of the winning ticket receives 50% of the total amount collected for the drawing. The other 50% of the money raised goes to the chapter to help fund next year's Air Academy Scholarships.

This year, we are fortunate to have a group of guys called "The Mercury 6", who worked at McDonnell Aircraft Co during the Mercury Space Program. They will discuss their experiences with the program. It looks to be a great presentation. See you there!

The evening program:

6:00 – 7:00 Social Hour

8:30 – 9:30? Guest Speakers – "The Mercury 6"

9:30 – 10:00 or so: Drawings and Gift Exchange

PLEASE RSVP to the address below.



## **Holiday Banquet Reservation Form**

Cost is \$30.00 per person. Payment may be made in advance or at the door. Reservations are preferred in advance to determine a head count for the caterer. Please notify Don Doherty at [treasurer@eaa32.org](mailto:treasurer@eaa32.org) and let him know how many will attend by November 30.

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

I will be bringing \_\_\_\_\_ Guest(s) (please include names for pre-printed nametags)

Mail, e-mail, or notify the above to:

Don Doherty (EAA32)

1036 Pegasus Circle

St. Peters, Mo 63376

(636) 397-4713 [Treasurer@eaa32.org](mailto:Treasurer@eaa32.org)

Party on December 10 at:

St. Charles County Airport

6390 Grafton Ferry Rd

Portage Des Sioux, Mo 63373





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:

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



Officers and Committees

<u>President</u>		
<b>Dave Doherty</b>	<b>636-240-5982</b>	<b>president@eaa32.org</b>
<u>Vice President</u>		
<b>Bill Doherty</b>	<b>314-378-1229</b>	<b>vicepresident@eaa32.org</b>
<u>Secretary</u>		
<b>Dave Deweese</b>	<b>636-939-3974</b>	<b>secretary@eaa32.org</b>
<u>Treasurer</u>		
<b>Don Doherty</b>	<b>636-397-4713</b>	<b>treasurer@eaa32.org</b>
<u>Flight Advisors</u>		
<b>Bill Jagust</b>	<b>314-494-3987</b>	<b>vp2boy@gmail.com</b>
<u>Tech Counselors</u>		
<b>Gale Derosier</b>	<b>636-578-3856</b>	<b>kgderosier@gmail.com</b>
<b>Tim Finley</b>	<b>314-606-7501</b>	<b>tfinley@semkeconsulting.com</b>
<u>Communications</u>		
<b>Newsletter: Jim Bower</b>	<b>314-869-8971</b>	<b>newsletter@eaa32.org</b>
<b>Webpage: Laura Million</b>		<b>webmaster@eaa32.org</b>
<b>EAA Hotline:</b>		
<u>Safety</u>		
<b>Joe Miano</b>	<b>314-895-1754</b>	<b>lmiano24@sbcglobal.net</b>