



EAA CHAPTER 32 NEWS



Jim Bower, Editor

October, 2004

The October meeting is the "Fly a Friend and/or Chapter Member" extravaganza. Also, if you want to bring something to do a show 'n tell, this is your chance! See you all on October 24 for another great get-together. Fall is here, but we stand a chance of a decent flying day. Bring your airplane out to Smartt Field and join in the fun! Last BBQ of the season and potluck starts at 1:00...meeting at 2:00.



Rick Galati reaches a very important point in his construction! Here it is in his words:

"Milestone! First engine start on Sept 30. It went surprisingly well. Actually, the pictures document the third engine start that day, in which I ran the engine up to 2100 RPM. Many thanks to Craig Chipley who took the photos. I have a few issues to deal with and next time, will have the cowls attached to better monitor the temps."

EAA Chapter 32 Minutes

September 26, 2004

The September meeting began at 2:00 pm with the Pledge of Allegiance.

President Laura reported a good turnout at the St. Louis County Fair and Airshow. No fundraising took place during this event.

Secretary/Newsletter Editor Jim Bower read a letter from Paul Poberezny, praising President Laura for an article she wrote (see elsewhere for story).

George Stephenson asked for help at the October 2 Young Eagles event at Creve Coeur.

The minutes of the September 14th Executive Committee meeting was

presented (just the highlights). Full minutes are available upon request to any member.

We voted on whether to hold a November meeting because the normal meeting day falls within the Thanksgiving weekend. We decided to hold it one week earlier.

Please remember your checkbooks so you can buy food coupons and Entertainment books. Treasurer Gale reported that we earned over \$600.00 from these fundraisers.

Note that every Saturday is ARC work day.

Our scheduled guest speaker, Bob Rockford, was unable to attend, so Jerry Erickson gave a talk on his Zenith CH-701 project.



Jerry Erickson talking about his project



Lots of winged "visitors" to our September meeting, including 3 out of the chapter's 5 flying RVs

Letter From the "Big Guy"

At the September meeting, your friendly editor had the exquisite pleasure of presenting President Laura with a framed letter I received from EAA founder Paul Poberezny. Here is the text of that letter:

As usual, I always enjoy reading EAA Chapter 32's newsletter. In this one in particular (June 2004), I really enjoyed the "Ramblings from the President's Desk" by Laura Million. It tells so much about the grass roots of the aviation I founded, the volunteering, the love for each other; encouraging not only the design and building of airplanes but developing close friendships through aviation.

When I look back over these 52 years, I guess I came upon the scene with a lot of love and enthusiasm for airplanes, but at the same time, in the CAA, the FAA now, there were men who loved airplanes as much as I

and who were very helpful in working with me and helping me. The freedoms we enjoy in working with hand and mind has done a lot for aviation, not only for the homebuilt and general aviation field, but even many of our astronauts were attracted by our organization and its wonderful people. Please give Laura my very best and all the wonderful people in your chapter.

- Paul Poberezny

I think Laura is doing a great job as President; in her writings, the way she is conducting meetings, and her enthusiasm and determination to make this a great Chapter. Please give Laura your support and express your appreciation.



It's That Time of Year Again

Laura Million

It might seem a little early to be talking dues, but last year we dropped the ball and over half the members did not have their dues paid by the deadline of January 31st. So this year, we are going to start reminding you a little earlier and a little more often. Send your \$60 dues to EAA Chapter 32, c/o Gale Derosier, 6410 Grafton Ferry Road, Portage Des Sioux MO 63373.

Also, don't forget the Chapter 32 Roster is compiled October, 2004

right after (the first of the year) by Jim Bower. If you have changed ANYTHING: your address, phone number, especially your email, let Jim know. I will continue to send the Chapter Roster around at the meetings so you may see what Jim has on record and you can update it.

Learning As We Go

mr. bill

Hello again from that undisclosed location East of the Chicago O'Hare International Airport.

Some details learned since the last newsletter, courtesy of the Internet man here at the "crash pad":

EXPERIMENTALS BUILT IN 2003	700
CESSNA SINGLE ENGINES sold	588
ROBINSON HELICOPTERS sold	422
AIRBUS INDUSTRIES sold	305
BOEING sold	281

Looks like the Homebuilt crowd is the winner!!!

Congratulation to Madame President on her letter from EAA founder Paul Poberezny concerning the organization's volunteers. Something is happening with the whole EAA movement.

This year at Oshkosh the AIRCRAFT OWNERS AND PILOT ASSOCIATION (AOPA) was flaunting the fact that they had 400,000 members by handing out round stickers with that big number on it (EAA has only 170,000 members).

Because there is always something that the grumblers" are not happy about, it was quickly heard that some in the AOPA group feel that they are being betrayed about the GENERAL AVIATION theme now that Phil Boyer swapped the Beechcraft Baron for a Cessna Citation Jet.

There were similar "grumblings" about our EAA Headquarters organization in the past concerning its focus about the fast, expensive, quick-build airplanes instead of the grassroots ones. This concern was presented to the semiretired, Paul Poberezny while in Florida several years back in Spring of 1997. Paul decided to start the SPORT AVIATION ASSOCIATION (SAA).

This grass roots flying group has had a fly in at (Rudy) Frasca Field just northeast of the cities of Champaign-Urbana, IL in early June for the past three years. Being that close to the edge of town and with the current state of the aviation insurance industry, things may be changing. The insurance for the flight school/maintenance shop on the airport has increased from \$20,000 to \$90,000 dollars a year. This year the facilities shut down. Mr. Frasca has his simulator shop and museum on the airfield. One has to wonder with the airport so close to town how much longer it will be an airfield???

Can you say St. Charles Municipal!!!!??

The "grumblers" in the SPORT AVIATION ASSOCIATION say that Mr. Paul is just going thru his old stuff and tossing together a new magazine for the money.

I personally like the magazine because it gives me hope of finishing my "grass roots" airplane. In fact upon renewal last year, (\$20 donation for the cost of the magazine) Mr. Paul hand wrote a letter wanting to know the status of peoples' current projects. The response was great and inspired me to just "get 'er done!" (I did fully rig the airframe of the Volksplane II and overhauled and started the engine January 01 of this year. The rest of this year has been a little slow.)

SO WHAT IS HAPPENING IN EAA CHAPTER 32?

Being a member since moving here in 1989 there have been many changes. Slowly, but surely, we have progressed from 20 people attending the library meetings in the months up to March 1993, to bringing out 64 people to a WELL advertised meeting at the Creve Coeur Airport in Bob Pratt's hangar in April of 1993. It was so successful that the leadership said, "If the creek don't rise we will do it again!" Well, the creek did rise and caused total havoc in the area.

It is because of that flood (which damaged the four space aircraft pole barn that EAA 32 had out at Creve Coeur) that EAA 32 sought to build a facility in which we could have an enclosed place to meet. With this vision and a new YOUNG EAGLES PROGRAM from Oshkosh Headquarters, Chapter 32 grew. The 1993 roster had 56 people. By 1998 the membership roster had over 140 people. In October 1997 Chapter 32 took down a State of Missouri-Department of Transportation building in a month and reassembled it on Smartt Field.

Now with the ARC building 95% finished where are we? Yes, the last 5% takes almost 50% of the time, but we are so close to completion this is not a time to slow down now. The most pain comes, as one gets closest to the finish line.

The "grumblers" also get louder. We have had people walk away very upset in the last several years. The focus cannot be on them. The focus has to be on the great people who have, in BIG and small ways, helped to get us to where we are today and to make the ARC great!

I KNOW THIS COMES FROM A GUY WHO IS 300 HUNDRED MILES AWAY BUT.....

We owe it to ourselves to complete this AVIATION RESOURCE CENTER (ARC) by the Christmas party so we can finally get on with the business of the ARC.

WHAT IS THE PLAN FOR THIS EAA CHAPTER?

Basically to open the doors on a Saturday morning and having a place where the "aviation people in the know" (people with flying airships and builders) can fly in/ drive out and share with others. Where wanna be's, friends of aviation, and the young and old guys and GIRRRLS can meet people who have similar interests.

WHAT IS NEEDED?

First, a building with indoor plumbing, tables and chairs to comfort the folks visiting. Secondly, drinkable coffee and (maybe) fresh donuts have always brought out people and loosened their tongue to talk about aviation. Thirdly, we need something of interest at the ARC to let people work on and talk about and share their aviation experiences. This has been done many times already at our ARC with the Young Eagle events. We had our volunteers so engrossed in discussion (and leaving their work posts) with each other instead of talking with the very people who came out to see us! This also happens at the Spirit Air show too! We have airplanes on display but few EAA people to share info about the display airplanes or our group. A BIG THANK YOU goes out to all those who have brought out their airplanes to put on display. We also made good money several years ago selling cold water and soda for CASH (not Air show tickets).

The last few years we have dropped the ball here. We cannot keep the operation going without fundraising and PARTICIPATION in fundraising. The money won't come by itself. It cannot and should not come only from dues.

HOW WILL THE PEOPLE KNOW WHAT'S HAPPENING?

We need EAA 32 meeting flyers for the next meeting in the window of each door of the ARC so driveby-flyin visitors know when we meet and what we are doing. Flyers need to be at WICKS and in the MIDWEST AVIATION JOURNAL. Also meeting flyers placed at libraries and in grocery stores (the number one place for ad recognition in the neighborhood per the EAA Home office) and at our work places will help reach others.

WHAT HAVE WE LEARNED?

We as a chapter have learned many things in this long process of building the ARC and several changes have been made. The monthly meetings agenda was altered this year. By opening the ARC doors at 1200 NOON on meeting day, eating at 1300 hours, and having a short meeting at 1400 hours that is started on time, we show we mean business. Also this year we had guest speakers who would talk about their aero machine. We were going to raffle off a ride in the each aero machine to help raise funds for the chapter but somehow that did not occur.

However, at the Christmas party we hope to have a silent auction for rides in these aero machines!!!

WHERE WE ARE GOING?

With any organization the meetings and presentations have to be interesting, informative, and fun for the people to keep them active and alive. EAA 32 hopes to bring small but effective building seminars put on by our own people for others in the group. We also need to start gathering our collection of tools for the various types of construction. If you have an extra or spare whatcha-mul-cal-it which you would like to donate AND RECEIVE A TAX LETTER for, please contact our treasurer. We are planning areas for woodworking, welding-gas, sheet metal, and composite construction in the ARC.

The Young Eagles Program is still a popular program that benefits everyone. Pilots get to fly kids, members get to share their aviation experiences with kids and families, and we keep our 501.c.3 status. This states that we are a non-for-profit organization and allows us to have the beautiful building we have for ground rental of \$20 per month!!! The casual fundraising at YE events has turned out to be a major boost for our group. More could be done if we had people willing to take digital pictures of the child and the plane.

HOW CAN YOU HELP?

Everyone can help our group this year by renewing your membership early so we can get the roster together and know who is with us. Another thing is to look at the back of this newsletter and the 2004 membership roster and let Jim Bower know if there are any new changes (e-mail, work or home phone number changes) and if you still will retain your position as listed on the back page (314 869-8971).

Help promote the group by taking a few meeting flyers and extra monthly newsletters and drop them off at your work. We need to drop off the remainder of the newsletters over at the administration building in the pilots lounge for transient pilots and people to pick up and read.

Best of all we need to talk positive about our group. It was heard the other day that a few members were going to leave the group for "some" reason.

They were talking about it in a public place and someone who over heard it brought it to the leadership's attention. (If someone would mention it to the powers that be, or the EAA 32 hotline, or even went out to the ARC on Saturday and stated that "I WOULD LIKE TO PAINT THE STORAGE BOX!" I am sure someone would hand you a brush.) There are those "grumblers" again concern about something. Wow, right as we are coming around to completing the building.



Speaking of "getting out and doing something", here are Ernie and Fred hanging cabinets in our new kitchen

As I mentioned before, if anyone would like to put on a presentation, or fly in your airplane and talk, or do a show-and-tell please e-mail me

BSARJ@CS.COM or call me at home 636-926-0171.

To show you how easy it is come on out to the October meeting which is being called "FLY A MEMBER-SHOW AND TELL." This will be the meeting where the "old" eagles, the "bald" eagles of the frustrated builder can get a ride in an airplane to recharge his batteries. It is also the meeting to bring out what you are working on to show us what you are designing, constructing, or

finishing up on. There is no need to call ahead just bring your item out and let us drool over it and ask questions. This is what Oshkosh AirVenture is about. This is what Chapter 32 needs to be about.

Thanks for you time with this matter. We have come so far to quit now. We are the envy of many people and groups. Let us show them what the "Spirit of St. Louis" EAA Chapter 32

can do to complete this dream.

Editor's Corner

I hope everybody likes the newsletter's "big" format! What really happened is your friendly editor woke up to the fact that the newsletter was costing our chapter a bit more than it should, so I went price-shopping. Without getting into the boring details, we can save between one third and half the money we used to spend. You can help save even more money if you are willing to forego your paper copy and read the monthly newsletter on our website.

If you decide to go that way, please let me know (jimbower@hotmail.com or 314-869-8971). You will be able to go online and get it in living COLOR!

I'm looking forward to hearing your feedback on this new format, and as always welcome all submissions (articles, pictures, etc.)

Jim Bower - Editor

Letter from the President's Desk

The weekend of October 2nd and 3rd proves that there is something for everyone in EAA Chapter 32. Many of us were out at lovely, but cool, Creve Coeur Airport for the final Young Eagles Event of the season. The event's attendance was lower than expected, but the weather was much better than expected. We flew only 88 kids between the two days, but after a brief rain shower during Friday's setup, the sun dawned bright on Saturday and Sunday. Light to moderate breezes both days and clear blue skies welcomed us. My favorite site was seeing the bright yellow bi-planes and the bright yellow Piper Cubs against the clear blue sky. Can't beat St. Louis in the fall! We welcome Dave Deweese and Karsten Kessler as part of the Young Eagles Mafia. We hope you both will join us at as many events as you can make next year. I apologize for omitting Troy Townsend as one of the ground crew members on Sunday. Sorry Troy. That's why I started a sign-up sheet (CRS disease). My favorite Young Eagle was a little boy that was too scared to fly, so his siblings and friends went up and he stayed on the ground with his parents. When he saw how much fun the kids had on their flight, he tearfully agreed to go if Dad went with him. Next I saw the kid he was picking up his certificate, smiling from ear-to-ear. I asked him how the flight was and he said "GREAT! That's why we fly kids. Later, a mom came up and asked me how long the flights are. I told her the flights are usually 30 minutes long but since we did not have many kids waiting, the pilot might keep them up a little longer. She was surprised and said that she thought the flights would be 10-15 minutes. Then she expressed her concern was because she was a neighbor and friends with the couple that were killed in the plane crash near Spirit Airport last month. Hopefully she is a little more comfortable with General Aviation aircraft now. That is also why we are there.

The second event of the weekend was for the builders of the Chapter. Bob Nuckolls came to the ARC with his Aircraft Wiring seminar. You can find more details about the seminar elsewhere in this newsletter. I heard it was excellent and that Bob will be welcomed back in the future.

Both events came about because this is what people want from Chapter 32. There is something for the builder, the flyers, and the enthusiasts that want to spread the love of aviation to others. These events would not have taken place if not for the dedication of Chapter members who want to see these programs available. Don't just sit back and ask "Why don't we have...?" I'll say to you, "Why don't you...?" The Wiring Workshop happened because Jim Bower wanted more information about wiring before he got to that point in his project. Instead of just attending a workshop somewhere else, he figured that others in the chapter might benefit from this knowledge too and brought the workshop to the ARC. We are fortunate with the Young Eagles Program that people come to us to fly their kids rather than we have to do all the leg work to get kids to come to us. It's a great opportunity for us to be with other aviation people, fly the kids, talk with parents, and just spend time around airplanes. That sounds better to me on a nice fall Saturday than doing yard work!

What are you willing to do for next year? Young Eagles will continue. I hope to host an Aviation Merit Badge Day for the Boy Scouts and an Aerospace Badge Day for the Girl Scouts ending in Young Eagles rides. If anyone is interested and has experience with either Boy Scouts or Girl Scouts, let me know. How about the builders out there? What can you contribute to the chapter and to each other? That's why we are in EAA, chapter members helping chapter members. No one ever benefits from a group like ours, by just sitting back and doing nothing.

The ARC Welcomes Bob Nuckolls

Mr. Bob Nuckolls is an engineer with Raytheon (can you say "Beechcraft"?) and has written articles in Sport Aviation as well as a builder's Bible called "The Aeroelectric Connection". He also has a website by the same name on which builders can find information and links to suppliers of electrical equipment.

Bob has previously worked for several aircraft companies, including Cessna and Learjet, so his experience is wide and varied.

Our very own ARC was again able to fulfill its mission as a learning center during the weekend of October 2/3, when Bob conducted one of his famous weekend seminars. Several of our chapter members attended, as well as guys from Georgia, Wisconsin, Arizona, and upstate Illinois. In all, 12 students got a bit smarter over the weekend. In addition to the expected verbage, there were visual aids, hardware demos, and hands-on use of tools to crimp terminals onto wires. At the end, Bob gave away several tools as door prizes.

Rather than delivering a step-by-step recipe on how to wire your airplane, Bob states concepts that begin with the need to design electrical systems so that any failure does not result in a panic.

If, for example, your alternator decides to call it a day you might be able to safely fly to your destination by judiciously managing the electrons remaining in your battery. Another concept made your friendly editor sit up and take notice: If a piece of equipment causes a circuit breaker to pop in flight, you most likely shouldn't reset the breaker because doing so probably won't make the problem go away. Why is a breaker better than a fuse? Well, you can reuse it, but consider that a breaker costs a lot more than a handful of fuses. (If something blows fuses that often, there may be other issues to consider.) Therefore, if a breaker pops (or a fuse blows) and you won't reset it, why not just mount circuit protection in a fuse block which is easily

accessible for maintenance, but not taking up space on your panel?

Anybody who will be installing an electrical system in their homebuilt will benefit from a Bob Nuckolls seminar. It cost \$150.00, but it is money well

spent (in my opinion). Bob travels around the country giving these, and you can go to one of those. However, if we have at least 10

people interested, he will come back to the ARC and do it again!



Young Eagles Report (October 2/3)

The final Young Eagles event of 2004 at Creve Coeur Airport dawned cold and sunny. The temperature rose as the day went on with a little breeze and not a cloud in the sky. It was much different than the night before when Ted Boerding, George Stephenson and Laura Million set up the tent and tables and chairs in the rain. The attendance at the St. Louis Escadrille's Great War Fly-in was a little less than 2 years ago, but we flew 39 kids on Saturday and 49 kids on Sunday for a total of 88 kids and several Old Buzzards. The kids thoroughly enjoyed themselves as did the parents.

Sunday brought us a Boy Scout Troop working on their aviation merit badges so our pilots were able to provide them with rides.

The Young Eagles Mafia welcomes Dave Deweese and Karsten Kessler to their ranks. Dave and Karsten both worked registration on Sunday.

Gary Kasten and son spent both days videotaping the Young Eagles, the pilots and the crew. They hope to produce a video that we can show to schools and at events like the Open House about Young Eagles. They may even make one about the chapter.

Here are the pilot totals:

	10/2	10/3	Total
Joe Sargent	4	2	6
Gary Unruh	4	8	12
Rich Jeminiz	5	0	5
Bob Jude	7	2	9

Hubert Loony	4	0	4
George Stephenson	15	26	41
Mike Zeigler	0	2	2
Frank Szachta	0	9	9

Total Saturday: 39
 Total Sunday: 49
 Total both days: 88

This total does not include all the Old Buzzards that flew too. Many parents went with the kids.

Thanks to everyone that helped out on ground crew:
 Ted Boerding, Rick May, Dave Deweese, Gary Kasten (who signed the sign-in sheet this time), Karsten Kessler, Gerry Geiger, Phil Kitchen, Fred Imman, Amanda Million on computer. I apologize if I am missing anyone. I'm going off of memory and the sign-in sheet.



George is retiring next year as Young Eagle Coordinator so the Mafia is looking for a new leader. If you want to get to know the other members of the chapter better, and work on this

worthwhile project, contact George Stephenson or Laura Million.

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