



EAA CHAPTER 32 NEWS



Jim Bower, Editor

September, 2005

WELCOME! WELCOME! WELCOME! WELCOME!

"BUILD IT AND THEY WILL COME!" I believe these were the words whispered in the movie, "FIELD OF DREAMS." Well, our AVIATION RESOURCE CENTER - or the ARC (what we have to call the ARC because we can NOT call it a hangar) - is basically finished.

Are you wondering why this newsletter is coming to you??? We missed y'all the last couple of years and just wanted to let you know that we are up and running with great programs and demonstrations. Come out and visit us at Our EAA 32 Open House Sunday, September 25, 2005.



Here are some of the programs we enjoyed this past year at the ARC in:

JANUARY - Dave Munson showed us how to inexpensively and beautifully powder coat parts for aircraft.

FEBRUARY - The Model Club and the Radio Control Model airplane people arrived along with a big version of a model - the Ken Rands KR-1.

MARCH - The sheet metal airplanes came out and it was great to see 13 sheet metal machines sitting on "OUR" ramp.

APRIL - "Low and Slow" was the theme and the group assembled a Willis Wing Hang glider. The Powered Parachutes of our chapter members were also inside our A.R.C for viewing.

MAY - A fantastic demonstration of fiberglass molding and manufacturing was put on by the "GIRRRRLS."

JUNE - Gary Liming shared with us about the "TEST FLYING YOUR HOMEBUILT" program he attended. Our flight advisors also shared a few interesting situations they came across in their advising sessions.

AUGUST - Jerry Erickson and Bob Rockford gave a very interesting talk on how to obtain an A&P license.

SEPTEMBER - Captain Billie Fife (Barney Fife's brother) will be put on a presentation of "all" his aviation knowledge. It may not be much but it will be funny.

OCTOBER - Goober the mechanic will be in to share with the EAA gang his entire Aviation Maintenance now ledge. He may be a shade tree mechanic but he knows some things.

Well, the programs continue to be informative and entertaining. So we hope with this newsletter you will come on by and see our EAA 32 Aviation Resource Center, the ARC.

EAA Chapter 32 Meeting Minutes

August 28, 2005

After a bbq lunch, the August 28 meeting began at 2:00 with the Pledge of Allegiance.

There was a very satisfying number of guests and new members present, despite it being a rather warm day.

An envelope was passed around for contributions to place Bill Blake's name on the EAA Memorial Wall.

Bill Doherty spoke about his involvement in the MS Bike Tour and asked for sponsorships.

President Laura talked about the upcoming St. Louis Fair and Airshow, and requested volunteers. She also corrected the impression that there was unlimited space for exhibit aircraft at said event. In fact, there are only three.

Bill Jagust got a Major Achievement award for all his good works. Since he couldn't be present to receive it in Oshkosh, Laura stood in for him, and then presented it to him at the meeting.

Some changes to the St. Louis Class B airspace were discussed. Apparently, the feds are once again striving to squash General Aviation by placing further limits on our airspace.

The meeting was adjourned so Jerry Erickson and Bob Rockford could give an interesting talk on obtaining an A & P license.

Letter from the President's Desk

September 2005

As my last few months of my presidency approaches, I've looked back at some of the things this chapter has accomplished. The most obvious accomplishment is how far along Chapter 32 has proceeded with the ARC. When I started as President, we had barely started on the kitchen and conference room in the ARC. Today we have a beautiful kitchen and library/conference room. The sidewalks are done. More landscaping will be completed when the weather cools. Lots of little things need to be finished, but we have a great building that we are putting to good use.

Chapter 32 is continuing to make a name for itself. This past winter, EAA chose Chapter 32 and the ARC to be host for one of the first stops on the Sport Pilot Tour. We were the second stop, but we were the first stop that was a stand-alone event. The first stop was part of a regional fly-in. We had

over 250 attend throughout the day, even with the rain in the afternoon. *See the cover photo.* A lot of people learned a lot about Sport Pilot and will join the world of Aviation.

We had a very successful booth at the St. Louis County Fair and Air Show over Labor Day weekend. The weather was warm and sunny and people were thirsty. Our sales in soda and water exceeded past events.





Dennis Bampton and company of St. Charles Flying Service brought out their Eevktor Sport Star for displayed and provided fair visitors with the "How to get a Pilot's License" forum.



We greeted many people, including a lot of kids who came out for the Scout Day and the Aviation Topics for Scouts. Mr. Bill started talking long before the scheduled time, and kept talking until the last person left the tent. Then he kept talking outside the tent as long as there were questions being asked.

Young Eagles have not had as many events as past years, but two are scheduled for the month of September. Weather permitting, these will likely be successful events due to the advertising at the ST Fair and Air show and the tireless effort of George Stephenson and his Young Eagles "Mafia".

Our membership also continues to grow. The August general meeting welcomed 5 new members and they jumped right in with helping out Labor Day weekend. We welcome you and we hope that you will continue to attend our events. As the "old-timers" know, the best way to get to know people is to get involved. There is something for everyone.

Where do we go from here? We are not done yet. As of the printing of this newsletter, we will have one more Young Eagles event on Saturday, September 24th. The September General Meeting is on Sunday September, 25th. We are going to have a mini Open-House to show off our building. We are inviting former members to come back and see what is new with Chapter 32. We are inviting guests to see what is new with Chapter 32. We current members can show off to others what is new and good with Chapter 32.

This fall we will elect new officers that will carry on with some of the old traditions and hopefully create new opportunities. The options are endless.

This is the time to get involved and start planning for next year with more workshops, B-17 or Ford Tri-motor tour, more involved Young Eagle Events, Smartt Field Open House, etc. Are you ready?

Aussie Pilots Have All The Fun or Outback Flying License Review

(Edited for salty language)

Australia is the ONLY place from which this could be!
Stand by for smiles mixed with some belly laughs.
Frenchy sends for your enjoyment.

Dear Henry,

I hope you and Aimee are well. I know it's been quite a while since you last heard from me, but Doreen and the rest of the family are all OK but I think they're getting a bit p'd off with station life, particularly when there's buggers all rain to speak of - and the cattle and sheep are dying all over the place! Damn draught.

I'm writing to you, mate, because I need your help to get me bloody pilots licence back (you keep telling me you got all the right contacts through your good friends here in Oz, well now's your chance to make something happen for me because, mate, I'm bloody desperate). But first, I'd better tell you what happened during my last flight review with the CASA Examiner.

On the phone, Ron (that's the CASA ****head) seemed a reasonable sort of bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have look over my property and let me operate from my own authorized landing area.. Naturally I agreed to that. Anyway, Ron turned up last Wednesday.

First up, he said he was a bit surprised to see the plane outside my homestead because the ALA is about a mile away. I explained that because my home strip was so close to the homestead, it was more convenient than the ALA, despite the power lines crossing about midway down the strip (it's really not a problem to land and take-off because at the half-way point down the strip you're usually still on the ground). For some reason Ron seemed nervous. So, although I had done the pre-flight inspection only four days earlier, I decided to do it all over again. Because the #!\$% was watching me carefully, I walked around the plane three times instead of my usual two (I remember when you were here and we were ready to go aviatin', you said: You got the nod, get off the sod." My effort was rewarded because the colour finally returned to Ron's cheeks - in fact they went a bright red.

In view of Ron's obviously better mood, I told him I was going to combine the test flight with farm work as I had to deliver three poddy calves from the home

paddock to the main herd. After a bit of a chase I finally caught the calves and threw them into the back of the ol' 182. We climbed aboard but Ron started getting' into me about weight and balance calculations and all that b.s. Of course I knew that sort of thing was a waste of time because, calves like to move around a bit, particularly when they see themselves 500 feet off the ground! So, it's bloody pointless trying to secure them as you know. However, I did tell Ron that he shouldn't worry as I always keep the trim wheel 'Araldited' to neutral to ensure we remain pretty stable at all stages throughout the flight.

Anyway, I started the engine and cleverly minimised the warm-up time by tramping hard on the brakes and gunning her to 2,500rpm. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset.

Through all that noise he detected a metallic rattle and demanded I account for it. Actually it began about a month ago and was caused by a screwdriver that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now, but it doesn't matter because it's jammed on 'All Tanks', so I suppose that's OK.

However, as Ron was obviously a real nit-picker, I blamed the noise on vibration from my stainless steel thermos flask, which I keep in a beaut little possie between the windshield and the magnetic compass. My explanation seemed to relax Ron because he slumped back in the seat and kept looking up at the cockpit roof. I released the brakes to taxi out but unfortunately the plane gave a leap and spun to the right, "Hell" I thought, "not the starboard wheel chock again".

The bump jolted Ron back to full alertness. He looked wildly around just in time to see a rock thrown by the prop wash disappear completely through the windscreen of his brand new 4Runner.. "S**t, now I'm really in trouble", I thought.

While Ron was busy ranting about his car, I ignored his requirement that we taxi to the ALA and instead took off under the power lines. Ron didn't say a word, at least not until the engine started coughing right at the lift off point, then he bloody screamed his head off, "Oh God! Oh God! Oh God!"

“Now take it easy, Ron” I told him firmly, “that often happens on take-off and there is a good reason for it.” I explained patiently that I usually run the plane on standard petrol, but one day I accidentally put in a gallon two of kerosene. To compensate for the low octane of the kerosene, I siphoned in a few gallons off super petrol and shook the wings up and down a few times to mix it up. Since then, the engine has been coughing a bit but, in general, it works just fine if you know how to coax it properly.

Anyway, Henry, at this stage Ron seemed to lose all interest in my flight test. He pulled out some rosary beads, closed his eyes and became lost in prayer (I didn't think anyone was a Catholic these days). I selected some nice music on the HF radio to help him relax. Meanwhile I climbed to my normal cruising altitude of 10,500 feet - I don't normally put in a flight plan or get the weather because as you know getting Aviation weather reports out here is a joke and the bloody weather is always 8/8 blue anyway. But since I had that near miss with the Saab340, I might have to change me thinking.

Anyhow, on levelling out I noticed some wild camels heading into my improved pasture. I hate camels and always carry a loaded .303 clipped inside the door of the Cessna just in case I see any of the bastards. We were too high to hit them, but as a matter of principle, I decided to have a go through the open window. Mate, when I pulled the bloody rifle out, the effect on Ron went friggin' electric. As I fired the first shot his neck lengthened by about six inches and his eyes bulged like a rabbit with myxo. He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre.

Ron was a bit upset about the shooting (probably one of those pinko animal lovers I guess) so I decided not to tell him about our little problem with the tyre. Shortly afterwards I located the main herd and decided to do my fighter pilot trick, like you told me your test pilot nephew Joe used when he was long at the Rosamond airpatch. Ron had gone back to praying when, in one smooth sequence, I pulled on full flap, cut the power and started a sideslip from 10,500 feet down to 500 feet at 130 knots indicated (the last time I looked anyway) and the little needle rushing up to the red area on me ASI. S**t, what a buzz, mate!

About halfway through the descent I looked back in the cabin to see the calves gracefully suspended in mid air and mooing like crazy. I was going to comment on this unusual sight but Ron looked a bit green and had rolled himself into the foetal position and was screamin' his bloody head off. Mate, talk about being in a bloody

zoo. You should've been there, it was so bloody funny!

At about 500 feet I levelled out, but for some reason we continued sinking. When we reached 50 feet I applied full power but nothin' happened; no noise, no nothin'. Then, luckily, I heard me instructor's voice in me head saying carby heat, carby heat”, so I pulled carby heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you!

Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went IF. bloody R, mate. Henry, you would've been bloody proud of me as I didn't panic once, not once, but I did make a mental note to consider an instrument rating as soon as me gyro is repaired (something I've been meaning to do for a while now).

Suddenly Ron's elongated neck and bulging eyes reappeared. His mouth opened wide, very wide, but no sound emerged. “Take it easy,” I told him. “We'll be out of this in a minute.” Sure enough, about a minute later we emerge; still straight and level and still at 50 feet. Admittedly I was surprised to notice that we were upside down, and I kept thinking to myself, “S**t! I hope Ron didn't notice that I had forgotten to set the QNH when we were taxiing”.

This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again. By now the main herd had divided into two groups leaving a narrow strip between them. “Ah!” I thought, “There's an omen. We'll land right there.”

Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I puled the circuit breaker to shut it up, but by then I knew we were slow enough anyway. I turned steeply onto a 75 foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again!

Halfway through our third ground loop Ron at last recovered his sense of humour. Talk about laugh. I've never seen the likes of it; he couldn't stop. We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow.

I then began picking clumps of dry grass. Between gut wrenching fits of laughter Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead. It was then that Ron really lost the plot and started running away from the aircraft. Can you believe it?

The last time I saw him he was off into the distance, arms flailing in the air and still shrieking with laughter. I later heard that he had been confined to a psychiatric institution - poor bastard!

Anyhow, mate, that's enough about Ron. The problem is I just got a letter from CASA withdrawing, as they put it, 'my privileges to fly'; until I have undergone a complete pilot training course again and undertaken another flight proficiency test. Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was so bloody bad that they have to withdraw me flamin' licence. Can you?

Anyhow mate, the reason for writing to you is to ask if you have any suction with any Ausie flight instructor who would be willing to come out to the station for about two months to help get me back up to speed. I'll pay them good money while they're here and they won't have to worry about paying for food or accommodation.

Pete Katherine, NT 21 August, 2005

Calendar of Events

September

Saturday, September 24th – Young Eagles Event – **ARC Smartt Field. Pilot and crew briefing 8:30am
Flying kids from 9am-2pm.**

Sunday, September 25th – General Meeting – **1pm Pot-luck BBQ, 2pm General Meeting. Presentation:
Captain Billie Fife (Barney Fife's brother) and "all his aviation knowledge."**

October

Sunday, October 23rd - General Meeting – **1pm Pot-luck BBQ, 2pm General Meeting. Presentation:
Goober the mechanic and "Friends-Fly-Friends."**

November

Sunday, November 27th - General Meeting – **1pm Pot-luck, 2pm General Meeting. Presentation: TBA**

December

Saturday, December 3rd – Christmas Party – **doors open 6pm, dinner at 7pm. More details to follow.
More events and details to follow. Check www.eaa32.org or call the hotline at 314-286-9932 for
details.**

2005 EAA Chapter 32 Roster

Membership as of 9/6/05

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Blake, Bill	57 Garden Walk, St. Peters, MO 63376	636-279-2989	Doherty, Jr., William	1309 Great Warrior Drive, OFallon, MO 63366	636-978-4777	Immen, Fred	2631 Hwy F, Defiance, MO 63341	636-828-5140
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Leamon, Ed	403 Coventry Ln, Manchester, MO 63021	636-394-4051	Niemann, John	33 Scenic View Court, St. Charles, MO 63303	636-928-3793	Unruh, Gary	12129 Hillcrest, Maryland Heights, MO 63043	314-739-4692
Liming, Gary	14717 Westerly Pl., Chesterfield, MO 63017	636-391-8111	Pratt, Robert	3 Country Knoll Ct., St. Charles, MO 63303	636-928-3982	Van Winkle, Aiden	15371 Magee Road, Virden, IL 62690	217-965-4402
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More pix from the St. Louis County Fair and Airshow



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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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