
EAA Chapter 32 News

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

May, 2016

MAY DATE CHANGES

Due to our participation in the St. Louis County Fair and Airshow, we have rescheduled our two main events for this month only. The Young Eagle rally will be held on May 21, and our general meeting is rescheduled for the 28th. We hope you can attend all these exciting events.



We will see YOU at the ARC for the May meeting. May 28, 2016 at 10:00 am.

Note: Unless otherwise indicated, all Young Eagle photos are by Lisa Miano

April Meeting Minutes

Dave Deweese



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

We approved the minutes as posted in the newsletter.

Don gave the treasurer's report including checking and savings account balances.

Visitors include Brett, a friend of Don Jonas who works at Boeing. He moved here from

Washington where he could not fly much due to the climate. John Christian is a new member at his first meeting. He's working on an Airdrome Sopwith Camel replica with a Rotec radial.

We flew 37 kids and 4 or 5 kids at last weekend's Young Eagles event. Chris, our new member from Jeff City, came out to volunteer for ground crew. Next month's event will be a week later than usual because of the air show and will likely be a big event.

We'll be at the air show, setting up on the 13th and taking place on the 14th and 15th. Dave passed a sign-up sheet around: if your name's included you won't have to pay admission.

Dave talked to a fellow with a Taylor Coot amphibian. It needs restoration. He wants \$2500. Contact Dave Doherty if you're interested.

Next chapter meeting is the 4th Saturday in May, coinciding with the movie, which is TBD.

Dave turned the floor over to Laura and Phil Bissonette, who spoke about the upcoming Spirit of St. Louis Air Show.

The Kraemers are going to pay for their dad's memorial on the wall at Oshkosh. We're still taking donations to cover Bud and Howard's memorials; we have around \$500 to go.

Bring aluminum cans to the ARC, we can turn them in for funds.

Frank McGhee has a proposal for memorials, basically a large block of granite onto which we can sandblast names. It'd be too big to steal and can be hosed off if it's flooded. He proposes a stainless steel sculpture on top. We can place it behind the building which would discourage vandalism.



Safety Tip of the Month

Joe Miano

Hello Members,

As the newly appointed Safety Officer for our chapter, I will concentrate on safety subjects that affect our type of flying that we all do here at Smartt Field. Also, if there are any questions, safety concerns, or issues that you may have, please e-mail them to me. I will address them accordingly and/or write about them in the monthly articles.

Thanks and Fly Safe

SPRING FEVER

Warmer weather and blue skies have finally arrived. The cold winds, snow, and ice have vanished till next winter season so now is the time to start logging your flying time again. Spring has sprung but also so has the allergy and hay fever season for many of us pilots. Do you suffer from the symptoms of nasal congestion, runny nose, watery eyes, sore throat, headaches and difficulty breathing? As many as 20% of Americans suffer with these afflictions every spring with the blooming of all the different grasses, tree pollens, weeds, and mold spores. Here in the Midwest we are especially blessed with this green growing curse. So who wants to go flying with a plugged up head, runny nose, and a pounding headache anyway?

Now is a good time to recall your CRM or Crew/Cockpit Resource Management Safety. Do you remember the first two letters of the I'M SAFE acronym? The "I" reminds us to check ourselves for any type of illness or symptoms. Put a big "Yes" checkmark on that one with all of the hay fever and allergy problems you are suffering with. The "M" is for any medications that you may be taking to relieve yourself of your hay fever symptoms. Well guess what? All of the over the counter and prescription medications disqualify you from flying or acting as PIC in any aircraft. These medications can cause drowsiness, dizziness, painful nasal drip and dehydration with any antihistamines. Just going outside during allergy season for a brief period of time can trigger or worsen the symptoms of hay fever for the pilot or passengers. That's strike three and you're out! (Grounded!)

The best advice is to limit your exposure outside to the allergen triggers. Also, take the minimum dosage of medications as required to relieve the symptoms of hay fever. Do not take any riders or passengers aloft that are suffering from hay fever symptoms because severe sinus pressure and ear/hearing drainage can occur as you climb and descend in altitude. Hay fever and allergy season typically lasts about 4 to 6 weeks depending on the weather and spring bloomage. So, just grin and bear it, and wait till it is over and then go out and enjoy your spring fling of flying time.



Friends and fellow aviation enthusiasts,

The month of May is proving to be a busy one. The semi-annual Spirit of St. Louis Air Show takes place May 13 -15. Chapter 32 has a nice patch of ground to exhibit our stuff and promote aviation. A lot of work is going into this event. We're breaking out all our tents and will have several presentations: "Becoming a Pilot" and "Building Your Own Airplane". These presentations will be done under our silver tent. We also will have several examples of projects – Wood construction (Cavalier project fuselage) and aluminum construction (BD-4 fuselage). They will take up a prominent space in our area. We'll also have our white tent there, under which we'll have displays and promotional materials. Our 10' pop-up tents will have hands-on examples of sheet metal construction (riveting) and working with wood to make wing ribs. We'll have our flight simulator (and maybe more) for people to try their hands at them. We have a lot of volunteer participation from our chapter members and we'll need all of it. It should be a great event. The air show itself is keyed around demonstrations by several teams – Blue Angels, Canadian Snowbirds, Canadian F/A-18 demo team, F-22 Raptor, CAF and their B-29, B-25, TBM, Skip Stewart and his super Pitts, fly-bys by B-1 and B-2 bombers, Boeing aircraft on static display, STEM activities for kids, the list goes on and on. People will be talking about this air show for quite a while. Thanks in advance to all our volunteers who will make this a premier event in St. Louis.

With the air show and all the publicity associated with it, we expect our next Young Eagles event will be enormous. This event will be held on May 21, which is usually the date for our regular meeting. I'd expect around 100 kids coming to fly at our Young Eagles Rally. Once again, we'll need a big effort from our chapter members to pull this off properly. It's pretty exciting. We were hoping for the EAA One Week Wonder, a Zenith CH-750 built during AirVenture to attend. It looks like this may not occur, because they're in the process of painting it. With a lot of luck, it'll be ready, but I wouldn't count on it. Painting a plane is an involved process. Believe me, I'm finding out all about that. The Flying Club RV-12 project is in the midst of the same thing.

Speaking of the RV-12 project, we built a paint booth inside the ARC right after our last chapter meeting. It's located near the hangar door and just behind the movie screen location. The fuselage is painted, and the wings & tail should be nearly completed by the end of this week. All the fiberglass components are in the process of paint prep, and will hopefully be done in the next couple of weeks. Then we'll take the paint booth down. Over the

President's Corner

by Dave Doherty

past few weeks, the ARC has been full of RV-12 components. It almost looks like a small aircraft factory. We've taken up most of the floor space during the painting process. It's been quite a learning experience for all of us. If you get a chance, come out and visit. There'll probably be someone out there working on the plane.

We're going to start a new fund-raising campaign. SAVE YOUR ALUMINUM CANS! We're collecting them to recycle and help fund our chapter. If all our members save their cans, it should add up to something over the course of the year. Funds will go toward helping our chapter to continue promoting aviation in a variety of ways. Things like the Spirit Air Show, Young Eagles and community outreach efforts cost money. Dues will not cover all we want to do, and we're looking for painless creative ways to raise funds.

Our regular monthly Chapter 32 meeting will be held a week later than normal. It'll be on May 28 at our Aviation Resource Facility (Chapter building) located at Smartt Field (KSET), 6410 Grafton Ferry Rd, Portage Des Sioux, Mo. We have an opening for a Membership Committee Chairman. It's an important role that involves setting our new members up with their new member package, and helping them settle in as valued chapter members. We need to fill this vacancy. Also, our Guest Speaker for the meeting will be Alan Reeves, discussing 3-D printing. He will bring a 3-D printer and demonstrate it. This is a new promising technology that may very well change how things are built in the future. It should prove to be a fascinating talk and demo.

Movie at the ARC – May presentation - "Flying Leathernecks" starring John Wayne. This is another WWII classic movie made in 1951, and the second John Wayne movie in succession. There are a lot of flying scenes, mostly featuring Grumman F-6F Hellcats (some are painted white with red circles on the wings to represent Japanese Zeros). There is a lot of actual war footage from gun cameras and from photographers on the ground. We're proud to present this movie for May. Come on out to our social event. This is a dinner and a movie event, with social hour and dinner before the movie. As usual, the dinner is pot – luck format. Everyone brings a dish, and meat is provided by the chapter. We all have a lot of fun. If you haven't gone to one of these, try it. You'll have a good time. Come on out, bring your other half. They need to get out too. See the movie promotion elsewhere in this newsletter.

Congratulations to Master RV-12 Painting Expert Mark Huebbe, who is getting Married on May 14.

We're doing our best to keep EAA Chapter 32 one of the very best in the area with something for everyone. I think we're succeeding, and I'm excited about the possibilities! Thanks to all who help make it happen.

Please come to our May meeting on May 28, 10:00 AM at our Aviation Resource Center, 6410 Grafton Ferry Rd, Portage Des Sioux, Mo (Smartt Field), see what we've been doing, and what our plans are for the next few months. Bring a friend. Get involved!

Blue Skies to all,

Dave Doherty



2016 Membership Roster

Everyone on the newsletter mailing list should have received a "final" copy of the new membership roster. You all had a chance to look it over to make sure your information was correct. In case it is still incorrect (and you haven't already told me), please let me know. Also, if you change anything during the year (address, phone number, etc.), please let me know so I can keep everything current. Thanks for your cooperation!

Jim Bower

EAA Chapter 32 Newsletter Editor

Learning as we Go

Post Flight is a Great Preflight and Knowing Your Aircraft mr. bill

At the big airplane day job on the last flight of the day for the airplane the co-captain does a walk around of the aircraft to ensure there is no damage or bird strikes on the airplane that would cause a delay for this aircraft to depart on the morning flight. Nowadays there are 0500 flights for those EARLY morning risers. There are new inspections for the bird strikes and we pilots and mechanics are supposed to identify the type of bird. Right, big bird or little bird! As Jeff Skiles said, "Duck!" No those were GEESE that took out that Airbus 320 sending it to the Hudson River!

The POST-FLIGHT is very helpful for the light plane drivers too. A walk-around to check for any leaks of fluid will let us know the status of the aeromachine. Dark BROWN fluid could be used oil. The light BROWN stuff could be the pre-burned oil spilled from the process of adding oil. RED fluid could be the hydraulic fluid from the brake reservoir or the brake lines.

Last month we talked about the flying club that fueled their Pitts Special after each flight. This month we will chat about another flying club that was used by some "highly educated" people. The club airplane was Piper Arrow. Two pilots took the airplane for a cross country trip that had them arriving at night, staying overnight at the city, and departing early the next morning, after the nightly event. The flight to the city went well. A good post flight was done and the aircraft was refueled so as to make a quick early morning departure. Upon arriving at the airplane the next morning it was learned that the Battery Master Switch was left on causing the battery to be dead. No problem for the pilots. They hand propped the airplane to get it started and off they went. Twenty minutes into the flight both pilots looked at the fuel gauges and saw that they were indicating ZERO fuel and THE PILOTS determined that they were out of fuel and decided to make an off field landing before the engine quit.

So what happened? Do you know? Here is what the Piper Arrow Manual says about this situation:

"Do not take off with a dead battery as some voltage is needed to excite the alternator."

So what does this mean? There was not two volts of electricity from the battery to "excite" or "energize" the field windings in the alternator (generator) and the alternator was NOT able to produce electricity to power the battery or the power busses of the airplane and therefore there is NO electricity to power the gauges (fuel) and they will read ZERO! Why they did not do a precautionary landing at an actual airport is also another question to ask!

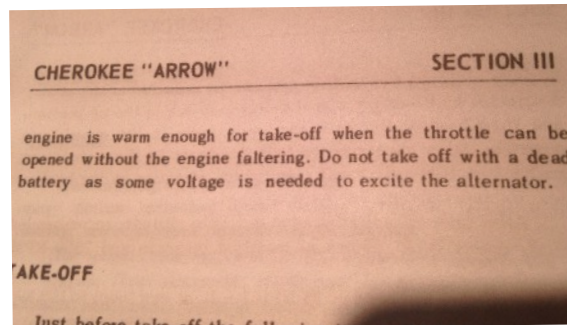
Some basic knowledge of electricity was needed here but the pilots should have at least known WHAT the book says about some aircraft situations.

The EXPERIMENTAL folks sometimes have an edge up on the Spam Can drivers because building your own aero machine gets you to know the whole aircraft and its systems much more thoroughly. In fact building your own aircraft can get you, if you apply for it, a REPAIRMAN CERTIFICATE for the aircraft that you can prove that you built. It is another government form but it allows you to be certified to do all the inspections on the airplane for its Condition Inspection.

LET US APPRECIATE WHAT WE HAVE!

It has been announced that the St. Clair, Missouri airport is slated to be closed in the fall. Another airport that is closed because the city fathers want it shut down. I have used this neat little airport for tailwheel checkouts because it has a great grass runway and a great hard surface runway. Several years back I was doing the Eureka University Boy Scout Aviation Merit Badge at the college and we gave Young Eagle Rides in the afternoon out at St. Clair Airport.

We have watched St. Charles Muni close several years back. Let us be kind, talk nice about, and help support, OUR great big, well run, (thank you Dennis W. for all the nice new upgrades) and well maintained, Smartt Field Airport! Sometimes you just do not know what ya' have until it is gone!



MOVIE AT THE ARC THIS MONTH

Flying Leathernecks

When? Saturday, May 28

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

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



Major Daniel Kirby takes command of a squadron of Marine fliers just before they are about to go into combat.

While the men are well meaning, he finds them undisciplined and prone to always finding excuses to do what is easy rather than what is necessary. The root of the problem is the second in command, Capt. Carl 'Griff' Griffin. Griff is the best flier in the group but Kirby finds him a poor commander who is not prepared to the difficult decision that all commanders have to make - to put men in harm's way knowing that they may be killed.



Did You Know?

Marines got the nickname of "Leathernecks" from the fact that early uniforms had a collar made of leather which was intended to protect the throat from knife wounds.

The fighter planes seen in the early part of the film are not the actual Grumman F4F Wildcat planes which were part of the Guadalcanal air campaign but Grumman F6F Hellcat planes. Hellcats were more readily available at the time the movie was made in 1951 as not many Wildcats had actually survived World War II. Moreover, Hellcats painted white and red also doubled as enemy Mitsubishi A6M Zero fighter planes of the Imperial Japanese Navy Air Service (IJNAS).

Trivia:

Early in the movie, it states the date was summer 1942. This would make the planes and insignia incorrect. After Pearl Harbor, the insignia removed the red circle inside the white star, but didn't have the white sidebars. Further, the planes shown are Grumman F6F Hellcats. In 1942 the Navy/Marines used the Grumman F4F Wildcat. The Hellcat didn't tangle with Japanese planes until the later half of 1943.

Release Date: Aug 28, 1951

Director: Nicholas Ray

Running Time: 102 Min

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.



EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!

Editor's Note

For what it's worth, I have been flying with the Dynon EFIS D-100 and EMS D-120 since 2011, and have

experienced zero problems. The D-100 is a larger version of the D-10A pictured here, and the D-120 displays every engine function you could want. In addition, they can calculate density altitude, TAS, and much more (assuming you have the required inputs). Not only is there not room enough in my panel to hold all the corresponding analog round gauges, but the total cost of both the Dynons was considerably less than just a few of the steam gauges I would have needed.

I think it's great that this functionality is coming to those of you who have certificated airplanes!

Jim Bower
EAA Chapter 32
newsletter editor

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.





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 Chapter happenings!

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