



EAA CHAPTER 32 NEWS

Jim Bower, Editor

May 2009



Your EAA 32 Technical Counselor visits a project and sees this!
What is it?

Join us for the May meeting on Saturday May
16th. Meeting begins at 10:00am.

April 2009 Meeting Minutes

By Dave Deweese

Our meeting began with the Pledge, Karsten Kessler presiding.

We recognized visitors, many of whom were members of Chapter 64 in Belleville. We also had some new members. Al Rivera is a long time EAA member, about thirty years, and also flies R/C planes. He works for Flight Safety International and is interested in the Sonex.

Steve (sorry I didn't get your last name,) came here from Texas and sold his RV-6 when he moved. He's now thinking about an RV-12.

Dave McGougan relayed some news from Mike Ziegler, who says our badge making equipment is shot. We'll find a new supplier.

Rick May spoke regarding our next YE event, and was unsure at meeting time of how many pilots we'd have. We now have water coolers in ARC and Office Area, hopefully our guests will make good use of these. There's some new information on reimbursing pilots, details will follow as we learn them. Steve Morse also suggests pushing, at National level, covering pilot insurance. This would also help encourage pilot participation.

Karsten announced that the sandblasting cabinet is operational, we will need to hook a vacuum cleaner up to side to use.

New 2009 rosters are available.

Bud loaned us a band saw, all it needs is a blade, and will be better than our existing rig for cutting tubing.

Steve Morse mentioned Bob Jude's passing. One of our first regular YE pilots, Bob also deserves credit for building our radio. Steve and several other members attended the funeral, that included full military honors.

Kilroy's is closing end of May. This rental property came up for bid, and reportedly a catering firm made a better bid.

In the next couple of weeks the Doherty's frame will be back in the ARC to begin the rebuilding process.

We discussed getting rid of soda machine. A chapter in Kentucky is looking for one. They are located, incidentally, at Lee Bottom field, home to lots of antique planes and a fly-in.

Karsten reports that the ramp is looking nice in front of the hangars (outside of a stray saw cut). We discussed the area outside the main entry to the ARC, which at least needs to be regradeled. Steve Morse, Dave McGougan, and Gary Johnson all commented on difficulties they have had moving aircraft in and out of the building. Roger Mann notes that, because the need is occasional, new gravel might be the most economical option. Since the contractors are here, working around the hangars, motion was made to look into a ramp, expenses not to exceed \$5,000.

With no further business motion was made, and seconded, to close the meeting. Steve Morse then gave a presentation on working with metal, including cutting, forming, and welding.

From the Cover

It is a Zenith CH-701! In these photo's you can see that there are two CH-701 being built in this hangar. The cover photo is of the back baggage bin of the CH-701. At the EAA 1387 meeting a builder brought out a Great Plains VW 2276 engine with the new Valley Engineering Prop reduction drive in the back of his pickem up truck. These two gentlemen had a lot to talk about. One had the engine and one had the air-frame!



2009 05 May LAWG Technical Counselor
“LEARNING AS WE GO”
The Technical Counselor comes to visit!
mr. bill

Back in the early years of homebuilt aircraft building between 1950 to the mid 1990 years if one were building an EXPERIMENTAL homebuilt airplane the builder was required to call the local Friendly Aviation Administrator and ask for a highly experienced person to come out and “bless” some initial part of the project that you had completed. Let us look at a Volksplane II that was being built by guy in 1976 who had a set of plans and wanted to get the thing approved. In the day the FAA was called about three times. The first FAA visit is for the first parts being built like a rudder or an aileron (remember to start with something small so you do not waste a lot of time making scrap pieces) and the FAA comes and checks your work. How do those glue joints look? Is there enough glue? Is there too much glue? Did you make a test sample to test the joint?

The second FAA visit would be when all the wood working work was done and the project was now ready for covering. The FAA after taking a good look at the project would sign off in the Airframe Logbook stating that the “Airframe is OK and ready for covering with fabric.” Usually the last FAA visit with the builder had the engine installed and the airframe covering attached and the project was ready for taxi testing. The FAA blessing on the project was given after the last inspection and the required paperwork was in order. With a FAA “N” number registration form, a FCC Radio Station License (if you have a radio), and with your aircraft Operating Limitations and Weight and Balance forms completed your project is ready for you to start flight testing. The FAA person issues a Special Airworthiness Certificate and you are OK! Have a great flight! The FAA says, “Goodbye!”

You can see how “hands off” the FAA was back in the day. Not a whole lot of safety here if one looks closely. Though the FAA will still make a rare house call these days most builders now use the EAA Technical Counselor (TC) Program during their building process. What a program it is too! The TC is a person who has completed a homebuilt, or has vast experience in the building process, (35 years sheet metal at Boeing) or even may be an Airframe and Powerplant mechanic. The TC brings experience and another set of eyes that look over your project and can answer the many questions that occur during the building process. Looking at the Volksplane II plans these days they are just plans. They may not mention where to start first. In the Quick Build aircraft they assume you are a seasoned builder with experience so YOU know what to do next...Right???

In checking with several TC's over the years it is interesting what things the TC's have seen builders do. Here are a few. Rudder skin rivets smashed in and the skin dimpled around the rivet because the builder had 90 psi pressure in the rivet gun instead of 30 psi. Ailerons rigged backwards. Brake lines chaffing at the exit point as they left the fuselage. Thicker material (plywood ribs instead of Styrofoam ribs in a KR-1 wing) used for wing ribs because the builder wanted beefier, stronger, (and heavier) wings. A builder made the wings longer so as to obtain more lift because he was 280 pounds. Though, if the wings are longer then the rudder should be taller, and that changes that whole design thing. Adding flaps to the Volksplane wing. (Where was that in the aircraft plans.) In a Baby Ace welds that were so cold and lumpy thatwell let's just say it is now a beautiful visual aid and museum piece at Creve Coeur Airport because the welding process was not checked early on in the building process and now the airframe is NOT AIRWORTHY! One



guy could not afford the steel lift struts so he made them out of wood. Automotive paint sprayed on as the finish paint on a fabric airplane. House paint rolled on over the fabric. The thought here was if it is good for a house it SHOULD be good for the airplane!?! Now that is putting the EXPERIMENTAL in an experimental airplane. One chap wired the whole aircraft up and tossed in a battery but did not check of the system until he trailered the project to the airport in the winter. Surprise! Surprise! Surprise! When he went to turn on the electrical master switch and nothing worked. Oppps! Nothing like rewiring the electrical system again, upside down, under an instrument panel, in the cold of winter. What is the saying, "I cut it twice and it is STILL to short!"

The insurance company's know that if a builder uses the EAA TC program the airplanes ARE built better and ARE safer! So why not use the program. It is FREE. Though the EAA TC may charge you for his travel expenses it is truly worth another set of eyes looking at your machine that YOU plan to sit in and fly. If a builder uses the TC program and has three sign offs in the Aircraft logbook and uses the Flight Advisors (FA) program prior to their first flight then the insurance company WILL insure the EXPERIMENTAL project on that first flight. Without the TC and FA programs being used, many insurance companies will NOT insure your aircraft, or YOU, until the airplane has 10 to 25 hours flown on it. Can you see the benefits of the program now???

Well, next month we shall move to the EAA Flight Advisor program which will prepare us to now fly this beautiful project we have spent a whole bunch of time working on. The saying is, "Twice the money and three times the time!" With that much invested let us do this right and SAFE!

President's Corner

Dear Friends,

Last month's seminar on crucial steel tube fabrication skills was highly interesting and a great success.

Thanks to Steve Morse for the insightful, detailed and clear instruction and thanks to Dave Deweese for volunteering his Double Eagle as starting point for this tubing lesson.

This month Steve will cover more of his decades of experience working with metals for aircraft. If you have ever tried to bend sheet metal to close tolerances you know that it is challenging. Planning and drawing up a sheet metal project with several bends, as well as blueprint reading skills will also be covered.

This month also marks the last possibility for you to eat at Kilroy's. Lori is closing after someone outbid her on the rent of the restaurant. I am thankful for Lori's never failing variety and delicious cooking. Where else do we see wall murals painted by the owner? Nevertheless she joins me in wishing the new restaurant the best of luck and we are looking forward to see what the future holds.

Looking forward to see you at the meeting.

Karsten



Young Eagles Day for the American Heritage Girls

Saturday, April 25th was sunny but windy. So windy that most of the pilots scheduled to fly Young Eagles could not make it to Smartt Field. Joe Sargent and Chris Nesin (aka, Energizer Bunny, Jr) did make it to the ARC and flew 36 American Heritage Girls.

While some of the girls and their siblings were flying the rest, Mr. Bill helped the girls earn their Aviation badge.



Special thanks to Joe and Chris for flying in the windy weather. Thanks to Mr. Bill who talked non-stop and kept the girls not only informed, but entertained. Thanks to all the ground crew that came out to help. Without your help, the Young Eagles Program would not be this successful.

Next event is Saturday, May 30th for the Naval Sea Cadets at the ARC.



Chris Nesin flying one of his 30+ Young Eagles of the day.



April Nesin preparing one of the Young Eagles for flight



American Heritage Girls Aviation Badge session



mr. bill's helper explaining everything she learned from her Young Eagles flight



Up Coming Young Eagles Rallies

Saturday, May 30th—ARC

Setup 8am

Pilot & Ground Crew Briefing: 8:30am

Registration: 9am-2pm

Saturday, June 13th—International Young Eagles Day at the ARC

Setup 8am

Pilot & Ground Crew Briefing: 8:30am

Registration: 9am-2pm

Join us for an hour or all day! Bring your kids, grandkids and neighborhood kids. Young Eagle flights are for kid ages 8-17 years old. If you have any questions, call the hotline at 314-286-9932 or email us at youngeagles@eaa32.org.

INFORMATION HOTLINE
 314-286-9932
 CALL THIS NUMBER FOR INFORMATION ABOUT
 UPCOMING EVENTS



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>		
Karsten Kessler	314-205-9393	president@eaa32.org
<u>Vice President</u>		
Steve Morse	314-600-1357	vicepresident@eaa32.org
<u>Secretary</u>		
Dave Deweese	636-939-3974	secretary@eaa32.org
<u>Treasurer</u>		
Gary Kasten	636-970-1838	treasurer@eaa32.org
<u>Flight Advisors</u>		
Al Donaldson	636-745-8311	
Bill Jagust	636-926-0171	BSARJ@cs.com
<u>Tech Counselors</u>		
Gale Derosier	636-724-4735	kgderosier@sbcglobal.net
Jerry Erickson	618-281-3398	jerick@htc.net
Rick Galati	636-561-2099	rick6a@yahoo.com
<u>Communications</u>		
<i>Newsletter:</i> Jim Bower	314-869-8971	newsletter@eaa32.org
<i>Webpage:</i> Laura Million	618-288-7099	webmaster@eaa32.org
<i>EAA Hotline:</i> Gary Kasten	636-970-1838	gkasten@brick.net