
EAA Chapter 32 News

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

March, 2016



**The RV-12 is well on its way to becoming an airworthy airplane!
Congratulations to the folks of the Spirits of Aviation flying club and
all others who have participated in this build.**

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

February Meeting Minutes

Dave Deweese



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

Last meeting's minutes approved.

Don Doherty reported checking and savings account balances.

John Knight is visiting, and thinking about joining. He's got a RANS S-12 with a Ro-

tax 912. Bill Bould is halfway through building a Sonex, his first project was a Quad City Challenger.

Rick May reported on changes to the Young Eagles program. Events for this year start in April and run through October. All will be held the second Saturday of the month, except for May, which will be the 21st as the prior weekend will coincide with a large air show at Spirit. The Youth Protection Policy went into effect with EAA at the beginning of the year and will be official in May. Ultimately there will be three, with one for Young Eagles will pilots and coordinators. Second-tier management covers some others. The policy will require training and a background check. Per Rick this is a simple and quick process that you can get to through the YE site in the volunteer section. A number of chapter members have already completed the process. If you complete the questionnaire you'll receive a certificate via email, please forward a copy to Rick May. There was discussion around a requirement for more than two people in the airplane, and how this relates to two-place machines.

Bob Kraemer passed in January, and Dave would like to get his name added to the Memorial Wall, along with Howard Henderson and Bud Cole. Motion made and seconded. We discussed the possibility of an automatic process for members who have been with the chapter for a certain number of years. Due to the cost we should look at options: another type of memorial or a special fundraiser, or memorial fund, for this purpose. We'll discuss this in the next Executive Meeting.

Libby Yunger was in attendance and noted that this is the organization that Bob spent the most time with in recent years. Bob had been looking forward to big year of flying as he'd gotten some significant maintenance issues squared away, and had just bought a new log book to fill in 2016.

Dave Doherty noted that Bob made many contributions to the chapter, noting in particular the Tri-Motor visit, during which he bought out an entire flight.

The RV-12 is looking nearly complete with wings, canopy, engine and cowling all mounted. All the controls are hooked up. The flood set the project back a bit but the progress is still impressive. April may be an aggressive goal, but it should be close. The club is awaiting some electronics from Dynon.

There will be a big air show on the second Saturday in May (14,15) at Spirit of St. Louis. Bill Doherty is involved, and will be the ground support coordinator for the Canadian Snowbirds. Blue Angels will attend as well. Fat Albert, the CF-18 Hornet demo team, Skip Steward and his Pitts, Sky Soldiers will attend with their helicopters, the F-22 will do a flyover and be based at Spirit, a number of Boeing products. B-1 and B-2 flyovers. A C-17 Globemaster will attend, the largest plane ever to land at Spirit. The CAF will be there with FiFi and all the players from Smartt.

Bill notes that there's a new taxiway where they'll park the big, heavy planes. Taxiway delta will hold static displays. He's not sure where we'll be stationed. Volunteers should arrive early as parking will be an issue.

We'd like to be involved in the STEM area. We'll bring flight simulators, and would like to include small construction projects. Zenith is interested, Dave's has already been working on a student-built aircraft but notes that it would require corporate sponsorship.

There will be a celebration for Bob at Creve Coeur in June that will coincide with our meeting, so it will be held there.

Ron Burnett has food cards.

Newman Richard donated a freezer.

Jim Hann bought the Fly Baby, trading a bit of cash and the Cavalier project, which is now sitting in the Fly Baby's spot. The Cavalier's for sale, see Dave if interested. The BD-4 project is also for sale, Art Zemon notes that Jim Bede's company now sponsors a charitable project that takes back unfinished projects, refurbishes them, and donates them to schools. Art feels the project itself is worth 3,000 to 5,000 dollars if sold on the Bede forum.

Dave asks, as he does each year, what the membership would like to see from the chapter. Free food forever

was mentioned. Work parties for painting the ARC was suggested. Don notes were down about 6,000 from last year. He'll do a financial presentation next meeting. While food's not an option there might be fundraising opportunities at the air show. Ron suggested raffling off a ride in one of their aircraft. We probably won't have the TriMotor or the B-17 in attendance, and both are solid money makers. Workshops are a good activity, though participants will need to chip in enough to cover materials. Jeff suggested getting several chapters together and doing a poker run.

Bob was always a good source of speakers so we'll need new ideas here. Jeff suggested having Dr. Miriani back to speak again.

Don suggested a field trip to the tower at Lambert, though there are some security restrictions involved, Bill says we could also tour the facilities at Spirit.

We voted on the Memorial Wall, Don noted that we have some money left over from last years donations to the fund, and Dave will put

Libby had an announcement 4/25 David Moore auction night for 3 days at Oshkosh for two including a flight there in a light aircraft, funds to COCA. They're looking for a legal pilot and aircraft to fly the auction winners. COCA will pay fuel, tie-downs, etc., plus admission for the pilot and two nights in a hotel.

Dave got an email from a headhunter looking for drone pilots with a high-res-equipped drone. An example of an application would be cell phone tower inspection. See Dave if interested.

Motion made and seconded to adjourn.

Young Eagles Set To Go For 2016 Season

In about 30 days we will be kicking off the #32 2016 Young Eagles season and I don't know about all of you but I am ready. This year's dates will start off on Saturday April, 9th same time as last year. We typically have kids and parents starting to show up by 8:30 AM so I will take any early risers that can be there by 7:30 AM to finish the set up for the day's events. The 2nd event this year steps back one week from our standard 2nd Saturday of the month policy to May 21st. The reasoning for this (if you haven't heard) is due to the "Spirit of St. Louis Air Show & STEM Expo" which will be held the 2nd weekend of May, the 14th & 15th. EAA chapter #32 will definitely be a part of this weekend leaving little time or probable interest in a Young Eagles rally. We have it on very good authority that the show this year will far exceed the displays, performance and general participation of the show in 2014, which wasn't bad in its own right if you recall.

Hint: (did you know 2016 is the 100th anniversary of the Boeing Company?) Additional dates for our 2016 Young Eagle rallies revert back to the 2nd Saturday of the month, they will be held on Saturday June 11th, (International Young Eagles Day), July 9th, August 13th, September 10th and October the 9th. Hopefully weather and our flowing friend to the North will be of little factor on these dates this year. At present Laura Million will be holding the Boy Scout Merit Badge class at all event dates this year. So you are all aware it is her policy to hold the class every month whether we can fly or not.

As always I really thank all the volunteers that help make #32's Young Eagles events such a great and fun success each time we have one. Whether you are a pilot or any of

the other many ground support people, we couldn't do what we do without you all.

I did want to make a special comment. I wanted to thank Joe Miano for the additional role and support he has stepped up to for 2016. While there is really no formal assistant Young Eagles coordinator position I am aware of, he has offered to be that person. Joe participated in all of our events last year, taking over 50 participants into the air in his Cessna 182 Skylane. His wife Lisa participated in our events as well. While Joe's main objective will still be to fly kids, he will probably be doing some safety briefings, helping with some of the administrative work and helping with set up and break down of the events, which this old man really appreciates.

So I hope to see as many of you as you can join us for the events this year. If you haven't participated in an event yet, or if you are a fairly new member to the chapter and are not really familiar with what Young Eagles does please feel free to give me a call or send an e-mail (314) 503-6042 cell or rmay5154@aol.com. Better yet, come on out and join us in April. Have a great Spring.

Rick May
Young Eagles Coordinator

P.S. Please see an additional article on the "EAA's Youth Protection Program" elsewhere in this newsletter.



Friends and fellow aviation enthusiasts,

President's Corner

by Dave Doherty

- May 28 Chapter 32 Regular Meeting. *Also note the date. It's the 4th Saturday in May.*

Movie at the ARC later on May 28.

- June 11 Young Eagles event at our home base at Smartt Field (KSET)
- June 19 Chapter 32 Regular Meeting. This month, the meeting will be held at Creve Coeur Airport (IHO) in conjunction with other activities going on there. A celebration of Bob Kraemer's life and general open house is in the planning stages.
- June 25 Movie at the ARC
- July 9 Young Eagles event at our home base at Smartt Field (KSET)
- July 16 Chapter 32 Regular Meeting. We'll discuss AirVenture plans and try to have an FAA guest speaker who is an Air Traffic Controller
- July 25-31 EAA Annual Convention and Air Show – AirVenture – Oshkosh – The big show.

There should be plenty of activities for everyone. Our Chapter meetings will discuss how we're doing and preparations for ongoing activities as well as have interesting guest speakers and aviation related activities. Come on out and participate. We're having lots of fun.

I'd like to report on the progress of the RV-12 the Spirits of Aviation Flying Club, LLC is building at the ARC. As many saw at our February Chapter 32 meeting, the build is progressing at a fairly rapid pace. We're getting close to being ready to paint the plane. That will most likely happen at the end of March or early May. The last major component, avionics, has been ordered from Vans Aircraft and is expected to arrive around the time we finish painting the plane. First Flight is anticipated to be in April at the rate we're going. Come on out to our chapter meeting and check it out. Even better, lend a hand. It's been a real learning experience for us. We're looking forward to getting in the air.

I'd be remiss if I didn't mention a couple things. We finally have recovered from the recent flood last Dec – Jan. The hangars have all been cleaned and planes are back in their respective homes. At the ARC, the grounds have been raked clean, and we're ready for Spring. There are some issues. People are forgetting to lock the doors, especially the back door to the ARC when the last person leaves. We can't have that. There are many expensive assets at the ARC, and we can't afford to lose them. Let's all try and be more aware of making sure the place is all

Daylight Saving Time starts this weekend. We spring forward Sunday morning and get to watch the sun rise and set an hour later than we did on Saturday. For a lot of us, that means we have an additional hour to fly daylight VFR. For me, it's a welcome change. It's a sure sign of spring.

Missouri polls are open for the state Primary Election this coming Tuesday. Be sure to get out and vote for the candidate you prefer. Exercise your right to vote. Your country is counting on you to get it right. It's important.

Enough about weather, time and politics. Let's discuss aviation and things going on with your Chapter. Your Executive Committee held its first meeting of the year last week. We've set a budget and outlined some activities our chapter will be sponsoring and participating in. Here's a brief outline of what's going on:

- March 19 Chapter 32 Regular Meeting. We'll discuss the budget and upcoming events we need to prepare for. Big on the agenda are our Young Eagles events and the Spirit Air Show and STEM Exposition happening on May 14-15.
- March 26 Monthly "Movie at the ARC" season begins. Our Premier showing this month will be "Flying Tigers", starring John Wayne. See the movie promo elsewhere in this newsletter.
- April 9 Young Eagles Event. This will be held at our home base, Smartt Field (KSET). We will need volunteers to fly, do ground crew and safety chores and help with food prep.
- April 16 Chapter 32 Regular Meeting. Focus will be mainly on the upcoming Spirit Air Show and STEM Expo.
- April 30 Movie at the ARC
- May 14 -15 Spirit of St. Louis Airport Air Show and STEM EXPO. Great air show. We have some prime real estate for our activities. Huge crowds are expected, and our Chapter 32 is expected to participate. This is our big event to reach out to the general public and let them know what we do.
- May 21 Young Eagles Event. At our home base at Smartt Field (KSET). Note the date. It's the 3rd Saturday in May

locked up when the last person leaves. Our remaining option to resolve this is to have doors that lock when they close without the option of leaving them unlocked. Another issue: When someone borrows a tool or equipment and takes it out of the ARC, please sign it out and back in. Currently, there's a red pneumatic rivet puller that's not at the ARC. Whoever has it, please sign it out or return it.

We're doing our best to keep EAA Chapter 32 one of the very best in the area. Thanks to all who help make it happen.

Please come to our March meeting at our Aviation Resource Center located at 6410 Grafton Ferry Rd, Portage Des Sioux, Mo (Smarrt Field) and see what we've been doing, and what our plans are for the next few months.

Meeting Date: March 19, 2016

Meeting Time: 10:00 AM

*Blue Skies to all,
Dave Doherty*

EAA Youth Protection Policy Follow Up

As you may be aware, earlier this year EAA Headquarters announced the introduction of the EAA "Youth Protection Policy". While initially there was to be one policy to cover youth protection for all aspects of EAA events there has been subsequent decisions that there will be certain policies for certain EAA situations, I.E. AirVenture, Air Academy, Young Eagles etc. As a result, the policy primarily for Young Eagles events has been relaxed a little from the original policy and is easier to understand.

The policy can be found on the EAA home page / volunteers / Young Eagles / youth protection program. (the backslashes do not represent the actual pages, you would start at www.eaa.org.) The policy, training/test and subsequent basic background check, as seen on the pages, will be in effect and required, May 1st 2016 for all Young Eagle Pilots. Additionally this training and policy is effective and required for all Young Eagle Coordinators, educators and those volunteers considered to be "Two-Deep Leadership Supervisors" (see policy for definition). While all volunteers are not required to participate in this training, EAA is suggesting that all should consider it, especially those frequently participating in Young Eagle rallies, or other youth involved events sponsored by EAA. Oshkosh has made this policy very easy and seamless for us to become compliant, less than 30 minutes on the EAA website is all it will take. If you have already completed the previous training and test that has been posted on the EAA National site since January there is no need to retake the training and test. If you have not, below is the information you need to get started.

Go to www.eaa.org on the web. On that page, click on the red "Volunteer" tab, on this page in the blue side box click on "Young Eagles Volunteers". The first blue lettered topic is "[Youth Protection Policy and Program](#)"

click on that heading. Here you will be able to read the reasoning for the policy, the policy itself, and who is required to participate in the program / training. You then can proceed to the training program, read over a few pages and answer 10 multiple choice questions contained in the body of the text. (Hint: If you pick the wrong answer it just tells you that you are wrong and gives you another chance to answer correctly before letting you move on to the next page.) After you have finished the training you will be asked to go to the background check information. Fill that information out and "submit". There is no cost to you for any of this and EAA takes care of everything from this point on. You will receive a return e-mail from EAA within 10 days including a certificate of completion. One side note: when you go to access the training you will be asked to log into your EAA account, if you have not created an EAA log in account the instructions will explain how to do so.

If you have any questions or misunderstanding about this procedure, please feel free to get in touch with me directly either by e-mail rmay5154@aol.com or give me a call on my cell (314) 503-6042. Remember this policy has not only been instituted to protect the youth we work with, but also to protect us who work with them. I would ask that once you receive your certificate, either forward that e-mail to me, or print the certificate and get me a hard copy, as I need to maintain a file of record for the chapter and as Young Eagles Coordinator. Thank You for your time and all the service you have given to our Young Eagles Program, I am looking forward to another great year.

*Rick May
Young Eagles Coordinator*

Learning as we Go

Safety Starts With an Attitude (and Other Things “Uncle Bob” Would Tell Us)

mr. bill

I, mr. bill, miss Bob Kraemer and his pearls of wisdom placed in this newsletter. They came from a man who was still actively flying, instructing, teaching, and learning! People who continue to DO things and have the ability to pass that information on to others are truly awesome. Bob was one of those men.

Many people fear going for their (Biennial) Flight Review. You cannot fail the Flight Review but you may have to fly again to review some things you were weak on. The Flight Review is a GREAT time for you to check yourself with a Certified Flight Instructor (CFI) who is there to HELP you. Over the 35 years that I have done them in certified airplanes and in EXPERIMENTAL aircraft, the applicants have learned things and I have learned things. It was neat at the CFI Refresher Clinic (JANUARY 2016) when the current area instructors (with Mr. Bob Kraemer in the front row) shared some of their most interesting stories of student’s events or airplane events. Those stories are often re-played here so that this information is given to the masses so “we are learning as we go!”

SAFETY IS AN ATTITUDE!

I learned this more as an aviation mechanic and I carry it with me to the airplanes I fly. In fact to keep flying airplanes we need to use this in every aspect of life. If we are careless with our bodies they may not pass that physical exam that we need for our pilot certificate. Sometimes a person who is careless with their body decides to go flying and then we later read that the “person was on some illegal medication or not taking their medication at all.” We all get a bad rap when that information gets out.

GOOD PRE-FLIGHT PLANNING

So you have a flight planned on Monday, when do you start checking the weather? That day or a day before?

Any TFRs - Temporary Flight Restrictions out there? With all the presidential candidates flying around and showing up in various cities you need to know about TFRs least you have some friendly government agents

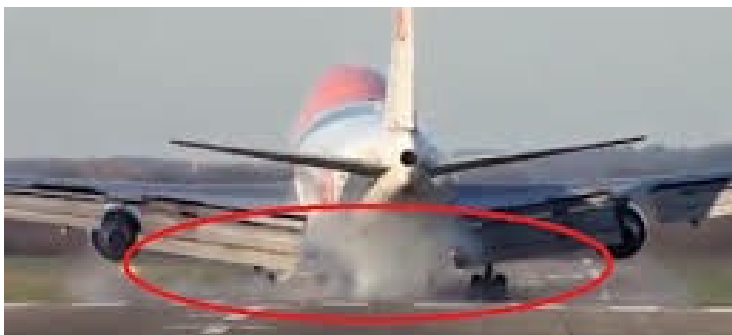
showing up at your hangar door asking you some pointed questions. That confrontation may also actually occur in the air with an F-15, -16, -18, -22, or something plane that wants to take you out!

GOOD PRE-FLIGHT

That preflight of your airplane, how thorough was it? Remember, you are the Pilot in Command (PIC), and the PIC is responsible for the airworthiness of the aircraft.

It has been said that you should preflight an aircraft LOOKING for trouble and then you will find it.

There was a private Boeing 747-400 that had a full time flight and maintenance crew but none of the crew caught a major wrinkling of belly skin after a hard landing until 10 flights later!



GOOD AIRCRAFT LOGBOOKS

Is the aircraft annual current? Is the airplane REALLY airworthy? Are there any items you REALLY should fix? Why are you waiting? What are you waiting for? For the item to fail? While you are flying? Make it right NOW!

Make it legal.

There are some people who actually take “items” out of their airplane so it passes the annual inspection.

While doing those homebuilt Condition Inspections why not have another set of eyes looking at your fine flying machine to check things over. That is what EAA friends are for. I have found a few things that were not “kosher” and pointed them out during flight reviews.

GOOD CURRENCY

How are your logbooks? Are you current on landings? Is your Instrument Currency current? “Oh I can fly instruments because I have an autopilot.” That is probably what the man in his plane thought as he shot an instrument approach at Spirit Airport several years back. The autopilot took him and his airplane to DH-Decision

Height (200 feet above the runway) and kept him there all the way down the runway, past the runway, and then down the river until the plane flew into some trees.

How is your (Biennial) Flight Review? There are several CFIs in this EAA chapter who will spend 1.0 hour with you to review the latest changes in the regulations. After your 1.0 hour ground chat you go flying for 1.0 hour of DUAL with the instructor to review some basic maneuvers. If there is something you want to see in flight do not hesitate to talk to your instructor about it. If there is a flight maneuver you want to review ask the CFI about it and fly it.

Also make sure that after your (B)FR you are signed off for: 1.0 hour of ground instruction and 1.0 flight hour (minimum) as dual given to meet the requirements of 61.56 (a). You might want your sign off on the current page of your logbook and also in the back section of the book that has some pre-printed pages for the entry.

I learned recently that the FAA now wants you to log how many take off's and landings you do for the flight.

Q? Could they be different?

GOOD FLYING

It seems natural that if all your ducks are good, and you have them all healthy and in a row, that this is the best prevention for an incident. Just as they state about an accident, "that was the link in the chain of events" of the flight that caused the problem. If you have insurance that company has their people checking over all their boxes to see if you were not compliant with something. The FAA will be checking to find the place where you might have been "careless and reckless" with the operation to send you a letter of inquiry. Not good.

Lately, I have been getting a lot of grief for not having one of my EXPERIMENTAL airplanes flying. I flew it for a year after I got it but since its construction in 2006 there has been some updates and upgrades that affect the safety. One person stated that I was scared to fly it! What? No, I just want to get things RIGHT and when I am done with it I will make the flying events. As they asked us in airline captain school, "Who can rush the captain?" Answer, only the captain. You are PIC-Pilot in Command. You are responsible for the plane and passengers. They will follow your lead. Do it right from the beginning and it should not go wrong.

As John Wooden wrote, "If you do not have time to do it right the first time, when will you find the time to do it over."

A: In several training situations, there is a student "A" in the front seat and a student "B" in the back seat of the training airplane. If student "A" does the take off and the students swap seats in flight, the next landing has student "B" at the controls for the landing. So student "A" has more take offs than landings. Student "B" has more landings than take offs that day.

Please check out this month's issue of *Kitplanes* magazine. It has a great article from a great pilot and aircraft builder in our chapter. He shares many of his "learning as he went" experiences! Thanks dd.

Dues are Still Due

If you have not yet paid dues for 2016, please bring \$40.00 check, cash, or money order to the meeting or send it to our treasurer! If mailing your dues, please send to:

**Don Doherty (Treasurer)
1036 Pegasus Circle
St. Peters, MO 63376**

MOVIE AT THE ARC THIS MONTH

Flying Tigers

When? Saturday, March 26

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

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

Jim Gordon is the head of a group of American pilots working for the Chinese government against the invading Japanese two years prior to Pearl Harbor. Hothead Woody Jason joins them but despite being a hotshot flyer, he's also a liability. When he causes the death of veteran pilot Hap Smith, the rest ostracize him and only an ultimate sacrifice will wipe the slate clean.



The opening scene shows a Japanese air raid and in the aftermath a crying child is sitting alone amid debris. This scene virtually duplicates a famous photo taken in 1937 and published in Life magazine following a Japanese air raid on Shanghai.



Goofs:

Noticeable air scoops on the P-40's top cowling are shown in scenes of the aircraft parked on the ground and during taxi. Up-close engine starting and flying sequences show a clean cowling, without the air scoops.



aircraft one after the other

During the night patrol, Jim (John Wayne) finds that he replaced Woody. Hap replies, "Too immediately looks to the left to notice the Japanese planes, as though he saw Hap's gesture - however they are in different planes, flying at night and there is no way Jim would see Hap pointing.



When the burning cargo plane (Capelli XC-12) is waved off at the Rangoon airport, it has only the right landing gear down. Moments later the pilots are shown raising the left landing gear

When Capt. Jim Gordon releases the three containers of nitroglycerin (over the bridge) he looks back into the cargo area of the plane and we see all three of them release simultaneously. Then we cut to the right side of the cargo plane and we see them drop through the bottom of the

orders Hap back to base over the radio when he late" and points to the left of his plane. Jim

immediately looks to the left to notice the Japanese planes, as though he saw Hap's gesture - however they are in different planes, flying at



Release date:
October 8, 1942
Director: David Miller
Running time: 106 minutes



Did you know the Flying Tiger logo was created for the AVG by the Walt Disney company?



The shark mouth paint job was intended to instill fear into the Japanese pilots.



A "blood chit" issued to the American Volunteer Group *Flying Tigers*. The Chinese characters read: "This foreign person has come to China to help in the war effort. Soldiers and civilians, one and all, should rescue and protect him." (R. E. Baldwin Collection)



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:



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