
EAA Chapter 32 News

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

April, 2018



mr. bill gets a flying milk stool!

We will see YOU at **CREVE COEUR AIRPORT** for the April meeting. April 21,
2018 at 10:00 am.



Friends and fellow aviation enthusiasts,

President's Corner

by Dave Doherty

Next meeting coming up. **NOTE CHANGE IN LOCATION:**

APRIL 21 Chapter 32 Meeting – 10:00 AM at CREVE COEUR AIRPORT (1H0). The meeting will be held in the banquet/meeting room in the main terminal building. After the meeting, Mr. Al Stix will speak briefly, then guide us on a tour of the Antique Aircraft Museum. This is the best aviation museum in the area. They've been working hard at improving it. I think everyone will be amazed at the aircraft they have on display there. Even if you went to the museum with Chapter 32 several years back, you'll enjoy a tour of the new and improved museum. Al Stix knows a lot of little known facts about each plane there, and it's guaranteed you'll learn something. Come on out and enjoy the experience!

It looks like the weather is finally changing - slowly. The snow has changed to rain and high winds, for the most part, with an occasional nice day to go flying. My little Taylorcraft is still being used by my son. It had a recent annual, and passed inspection. That's always a good feeling. My son, Dave, is still using it. He has a problem in that he's moved to Greensboro NC, and hasn't got the plane moved from Cincy to an airport near him. The plan is for him to fly it down there as soon as he can secure a hangar and get time to retrieve it. In the mean time, it's stuck in Cincy. Perhaps it's a good thing to have my plane out of town for now, because there's an RV-6A being constructed in the hangar and no room for the T-Craft. Things seem to just accumulate over time.

At our last meeting, we had our new members' picture board installed in our ARC. The plan is to have a picture of all our members posted along with their names and associated aircraft, flying or project. We have started filling the slots with members' pictures. Ones with a red background are life members. Regular members have a blue background. Come on out some time and take a look. I think it looks great, and have received a number of favorable comments. Kudos to Lisa M. and Joe S. for helping make this a reality!

The broken front window on the entry door has been repaired. I asked a company that repairs windows to come out and give us a bid. They did come out, but refused to bid on the job because they were unsure if they could fix it without additional damage. So, we decided to do it ourselves! It turns out replacing the window wasn't that difficult, and we saved the chapter several hundred dollars in the process!

Speaking of the arc, we've completed our first 20 years on our airport lease. It's hard to believe we've been there 20 years! There are two five year extensions of the lease available, with lease payment amounts to be negotiated each time. We just committed to the first five year extension. Our lease payment went from \$20.00 to \$40.00 per month, in line with others on the field. It doubled! I guess that's probably appropriate, since the original terms were from 20 years ago, and everything has gone up in price. We don't anticipate a raise in our annual dues as a result.

If you haven't been to the ARC recently, there are lots of things going on. We have a new (for us) sheet metal shear. It will replace the existing one we have. It is also 52" wide, and will handle wider pieces of metal. The shear was donated to Chapter 32 by St. Charles Flying Service. It was broken when we got it, and repairs are under way. The old shear will be dispensed with. Anybody care to place a bid on it?

There are several projects at the ARC. Components of a Zenith CH-750 Cruiser are currently there for a project, and the fuselage kit will be arriving next month. Also, there's a Thatcher CX-5 fuselage under construction. Near the end of the month, Art Z. Will be doing final assembly of the BD-4C he's been working on. Lots of airplane stuff going on at the ARC!

YOUNG EAGLES – April 14 was our first event of the year. There was rain the day before, and low ceilings on Saturday. We did go on with the event. A number of Girl Scouts attended and went through their achievement class. We started flying Young Eagles, but the weather shut down that activity after we flew 18 of the 24 signed up. It was not the best day to fly, but those who did get in the air had a great time, as did our pilots and ground crews. Thanks everybody, for coming out and helping. I'm sure we'll have bigger and better Young Eagle Rallies this year. It's always been a fun experience. I am enthusiastically looking forward to being there at as many as I can attend.

Chapter 32 has been invited to set up a display in conjunction with the CAF “Wings Over St. Louis” on May 25 - 28. Details are still being worked out, and more info will be posted as it becomes available. We plan on having an informational booth at the event.

EAA32 will also be having our Movie at the ARC on the last Saturday of the month (April 28). The movie event includes a pot luck dinner and social hour, starting at 6:00 PM. A meat entrée will be provided by the chapter. Please bring a dish to round out the menu. This month, the movie will be “WINGS”. This movie won the first ever Academy Award for Best Picture. See the ad elsewhere in your newsletter.

I look forward to seeing many of our chapter members at our next meeting on April 21. Thanks to everyone for making EAA32 what it is today: A vibrant active chapter!

Blue Skies to all,

Dave Doherty

New and Improved Rosters Coming Soon

Thanks to everyone who sent me corrections to their roster entries. President Dave also looked over the information and sent me some more updates. When you are asked to fill out a new membership application every year (even though you have just paid your dues), the purpose is to update or correct information. If you have had a change of address (e-mail or physical), acquired a new airplane or a new project, or anything else that's part of the roster, we need to know.

As soon as I get a few more details on a new member, I will be sending out the rosters.

Jim Bower

EAA Chapter 32 newsletter editor

March Meeting Minutes

Dave Deweese

March's (St. Patrick's Day) meeting began with the Pledge, Dave Doherty presiding.

Minutes approved as posted in the newsletter.

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

Arthur Graves is a new member, he's been a national member for about three years and is working on a pilot's license. Arthur is building a Zenith 750 STOL. He's made the rounds of the four chapters in our area and has joined chapter 32.

We'll have a raffle, Bill will make the rounds selling tickets.

Rick May brings news from Oshkosh via Christopher: Rick had counted 292 flights for last year, we got credit for 274, for about \$1,370. That will help send someone to the academy and replace some Young Eagles supplies without depleting the treasury. Rick mentioned the child protection course required for pilots and recommended for ground crew. You can take care of this for no cost at the EAA website if you're volunteering in the program. If you pass the test and receive the email please forward Rick a copy. Our first event of 2018 is April 14. Rick passed around an attendance sheet to get an idea of who will be at which event(s).

Ron Burnett has food coupons, Shop & Save and Dierbergs. Last year we made about \$600 on this program.

Jon's still on the lookout for a sheet metal brake.

Dues are still due if you haven't paid. Dave will bug you if you have not. Lifetime chapter memberships are available.

Chris will be bringing his wings into the ARC with help from his son, who's in town on Spring Break.

We've got hangar space available in 7-10, a small low-wing will fit best.

Charlie Becker will be at Chapter 1387 (Troy) April 8 at 2:00 p.m.

Bill Wehmeyer announced Wings Over St. Louis, a Memorial Day event at Spirit.

April 6, 11:00a.m. a local preschool will be at the airport, bring out your plane to show.

April 14 YE event: there won't be a Boy Scout merit badge, but the 99's will be doing a program for the American Heritage Girls.

April 21, our meeting will take place at Creve Coeur followed by a museum tour.

April 28 will be the first movie at the ARC, WINGS, 1927.

We then reconfigured for Don's State of the Treasury report.



Hangar Space Available

As you might know, the Chapter rents two hangars from the airport and subleases them to members in good standing. In addition, **homebuilts** take precedence over production airplanes.

There is currently one space available for a smaller low-wing homebuilt for \$85.00/month. Please contact Don Doherty (636-397-4713) for details.

Magazines

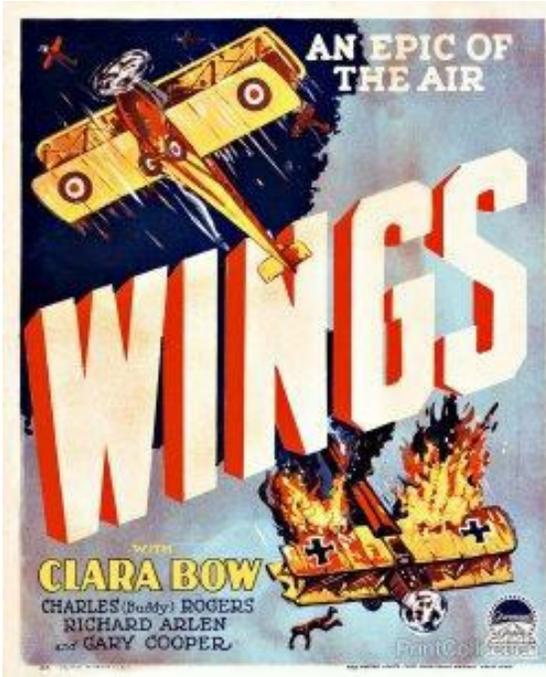
As much as we have appreciated magazine donations in the past, we ask that you stop them, at least for a while. We have an overabundance of them, and we have realized that these days kids aren't much into reading anything that doesn't have a display screen and buttons. Thank you.

APRIL MOVIE AT THE ARC

An epic of the air! WINGS

When? Saturday, April 28. Where? EAA Chapter 32 Aviation Resource Facility (ARC)

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



Two young men from the same town but different social classes end up as fighter pilots in WW1. Jack Preston is a keen auto mechanic, building and modifying cars.



David Armstrong comes from a wealthy family. They are both in love with the same woman, Sylvia. Her heart belongs to David but she doesn't let Jack know and plays along with his infatuation. Meanwhile, Jack's neighbor,

Mary, is deeply in love with him but he just views her as a friend. WW1 interrupts the romantic entanglements as Jack and David enlist in the US Army Air Service (Air Service of the AEF at the time). They are initially bitter enemies, due to them both vying for Sylvia's affections. Over time, however, they become very good friends. They are both posted to the same fighter squadron in France, where being a fighter pilot means every day could easily be your last.



Did You Know?

Wings won the first ever Academy Award in 1929 for Best Picture? It also won the Academy Award for Best Engineering Effects. It is a silent film.

Trivia: The film was shot on location on a budget of \$2 million at Kelly Field in San Antonio, Texas between September 7, 1926 and April 7, 1927. Hundreds of extras and some 300 pilots were involved in the filming, including pilots and planes of the United States Army Air Corps which were brought in for the filming and to provide assistance and supervision.

Buddy Rogers, a non-pilot, underwent flight training during the course of the production, so that, like Arlen, Rogers could also be filmed in closeup in the air. Lucien Hubbard offered flying lessons to all, and despite the number of aircraft in the air, only two incidents

Directed by: William A. Wellman

Released: Jan 5, 1929

Run Time: 144 minutes

Pot Luck Dinner event. Meat provided by the chapter. Bring a dish to share. Dinner starts at 6:00, Movie at 7:00

Learning as we Go

“Talking and Listening on the Radio”



mr. bill

Ask pilots about being a pilot and you will never get them to shut up. Ask them to talk on the radio and the silence is deafening. As we reviewed last month's keys to talking on the radio, the who **THEY** is, who **YOU** is, **WHERE** you is, and **WHAT** it is you want to do, with (weather) information ATIS CODE (automatic terminal information service) or CODE of squawk from the transponder. We will now walk through the steps to be used at any airport.

As I took off from Fort Lauderdale Hollywood Airport on runway heading I contacted Miami Departure on 128.1Mhz.

THEY: “Miami Departure

YOU: Tri-Pacer 4434A

WHERE: climbing thru 3,000 feet for 4,500 feet

WHAT: On runway heading

CODE: squawking 1171.”

Miami approach responds with “Tri-Pacer 4434A climb to 4,500 feet and continue on course and advise us of any altitude deviations.”

THEY: Roger Miami,

YOU: Tri-Pacer 4434A

WHERE: proceeding to BRIKL intersection,

WHAT: at 4,500 feet. Will advise you of any deviations.

Anyone who has been around me long enough knows my standard line is “Where IS your adult supervision?” This goes for flying too. What if I told **YOU** could have **ADULT SUPERVISION** the whole length of the trip from KHWO to KSET-St. Louis, MO?

Just ask for **FLIGHT FOLLOWING**. Why would you want that? Well as I was approaching the BRIKL intersection at 4,500 a landing light was coming at ME and on the radio I heard from Miami, “Tri-Pacer 34A turn right 30 degrees now!”

34A Roger, right 30 degrees.

About 30 seconds later a straight tail Bonanza comes screaming by my left side at my altitude. NICE adult supervision.

Miami: 34A, traffic has passed proceed on course.

“4434A proceeding on course and thanks for the heads up.” I did see the landing light but what if I did NOT!!!

The flight following continued all the way to Lakeland, FL. (KLAL)

After takeoff from KLAL the same request was made.

THEY: Tampa Departure

YOU: Tri-Pacer 4434A requesting flight following

WHERE: 10 miles north of KLAL at 4,500 feet

WHAT: proceeding to Cross City (my next fuel stop.)

CODE: Squawking 1200.

No too hard to say or do, right?



Initial course (magenta line) out of KHWO to BRIKL

On the way to: Auburn, Georgia the winds picked up so strong that by checking my ground speed on my trusty iPad Foreflight data I realized that I would not make that airport by sunset. My planned 120 mph ground speed was 88 mph! I was always going to overnight at a place that had airline service so I could flight deck jumpseat home if the weather did not cooperate. Seeing that the winds were much stronger than forecasted I took my finger over the magenta line course and ran it to KTLH, Tallahassee, FL Airport for the overnight stop.



The next morning in KTLH at 18 degrees F

Always remember the best aviation line for this situation:

“IT IS BETTER TO BE ON THE GROUND WISHING YOU WERE IN THE AIR, THEN BEING IN THE AIR WISHING YOU WERE ON THE GROUND!”

Good morning “Pinky?” Well class this was the picture of the winds from a forest fire, the temperature was 18°F, and they have NO piston engine pre-heaters in Florida. The winds aloft were going to be strong all day because it was the back side of a cold front. But the next day the winds would be CALM and under 10 knots for the winds aloft. So it was best to wait out this day for smoother air the following day and better ground speeds. I found a maintenance shop on the airport that would put me inside their heated (only during the day) hangar and put a battery charger on the Tri-Pacer. The next day the airplane was rolled out of the heated hangar (\$100 for this service but well worth it) and it started right up and the same procedure was used to fly from KTLH Tallahassee, FL to KBHM, Birmingham, AL. With Flight Following you just need to listen for your call sign for the sector handoffs.

With my next fuel stop/bathroom break in Maury, Kentucky I was down at 1,500 feet flying below a little scud layer but still in radar contact. I called ahead to assure the fuel pump was working. It was so I landed on this runway! Another reason to wait another day for the trip was the fact that 4 to 6 inches of snow fell in Tennessee and Kentucky as the cold front went across the US of A the previous day. A Piper Twin Cheyenne got stuck in this snow the day before. I am sure the boss was happy about that sitting in the back of that corporate airplane.



Only ¼ quarters of the runway was plowed in Kentucky!!!

Needless to say by waiting a day in TLH the flight was much calmer and less nerve wracking and I made the trip at 120 mph and landed at KSET Smartt Field right before sunset.

Q? How does the various air traffic control centers (ATC) take Flight Following aircraft?

A: ATC takes as many planes as the controller can handle.

EAA CHAPTER 32 NEWS
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Check out our fantastic Web Pages at
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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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