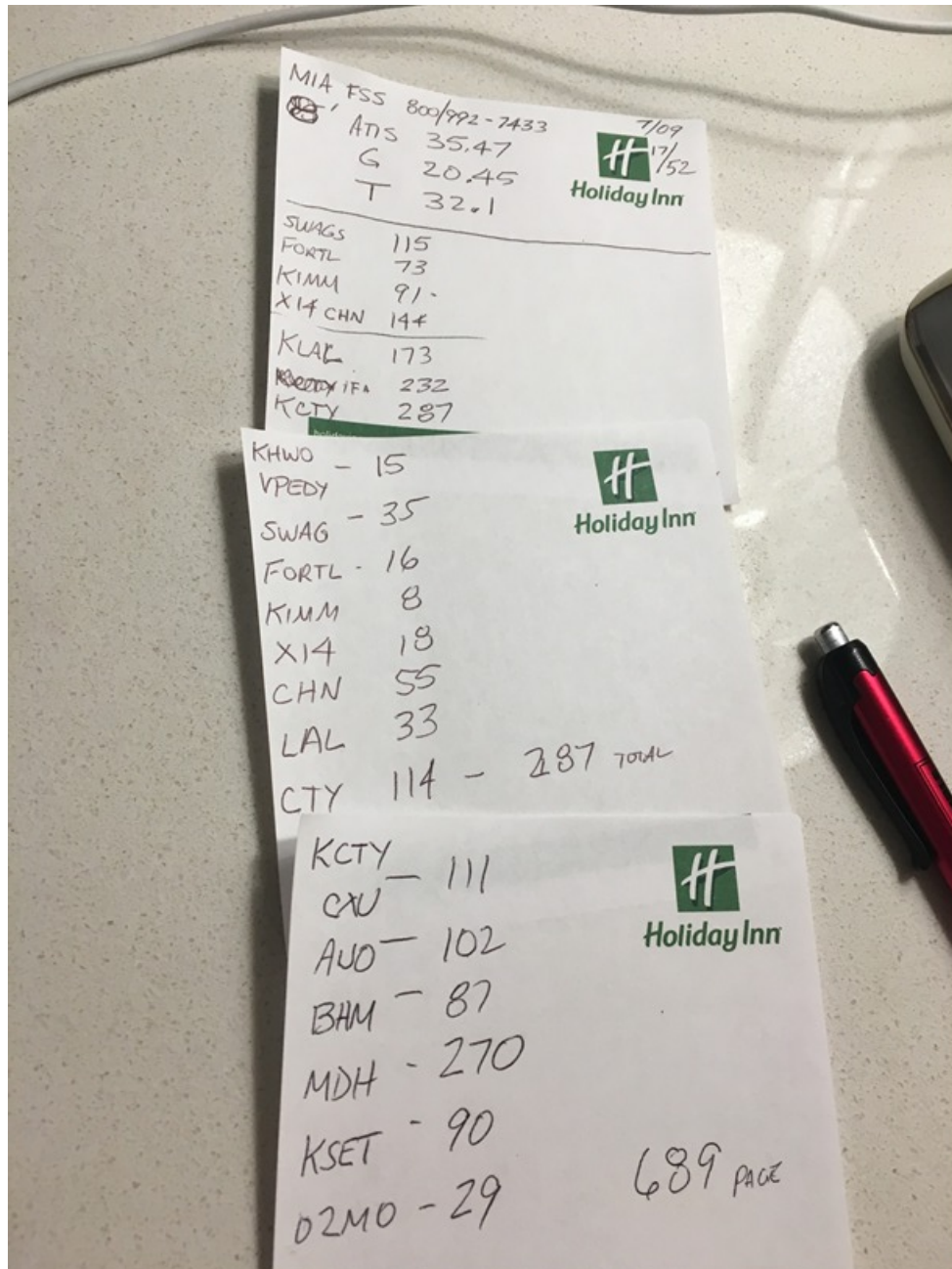

EAA Chapter 32 News

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

February, 2018



Flight planning is very important. Just ask mr. bill...or better yet, read the article in this issue.

We will see YOU at the ARC for the February meeting. February 17, 2018 at 10:00 am.



President's Corner

by Dave Doherty

Fellow chapter Members,

Last month, I mentioned that spring was less than 6 weeks away. The groundhog had a different opinion. It seems the info I had received from unreliable sources on the Asian continent lied to me. Winter drags on relentlessly. As I write this article we are having freezing rain, sleet and snow is on the way. I'm still trying to hibernate. Spring will come when it comes. We'll just have to make the best of what we have.

I'm looking forward to what our chapter will be doing this year. We have a lot of potential activities on our plate. At our last meeting, we took suggestions about what you, our members would like to see us do. Here are some of the things we're working on:

Poker Run in the spring. There are at least five EAA Chapters in the greater St. Louis Area. I'm working on getting an event such as this organized, and held shortly after the weather warms up. May seems the likely target.

Fly-out to some place. We'll be working on a cool destination. Perhaps it will be one of Highland's soaring society clubs. A number of us would like to see what soaring is all about. It should be fun.

Tour the Creve Coeur Air Museum. This will be in conjunction with a chapter meeting. If you haven't been there and toured the museum, it's a great place to go.

Tour an FAA Tower. It's an amazing place. Many of us would like to see how they operate.

A chapter meeting where we discuss the projects our members are building, complete with multiple short presentations. A show and tell of sorts.

A Social event where members and their families can share some camaraderie with each other. Perhaps a ball game? Cookout? Or a dinner out somewhere?

Participate in the July 4 Fair St. Louis. There is a possibility of having an information booth on the fairgrounds, and maybe even some fly-by's of our members' planes. It's in the early planning stages at this point.

A Project focus with a member to build a Zenith 750 Cruiser fuselage at the ARC. He's put out a challenge to build it in a week. We can do it!

Participate in the EAA Vintage Chapter Fly-in at Creve Coeur Airport. This year it will be held Oct 6-7. This coincides with a Young Eagles rally normally scheduled with Chapter 32. It will be much bigger this year from what I've gathered.

Participate in the Oct 13-14 Spirit of St. Louis Airport Air Show.

Have our traditional Open House during the October 27 Smartt Field Open House and SCFS Pumpkin Drop competition.

Conduct our end of month Movie at the ARC on the last Saturdays of the month once the weather warms up. This is a monthly social event where anyone is invited to a pot luck BBQ, hangar flying, movie and general camaraderie.

As the year goes on, I'm sure we'll have additional things planned as they pop up. It should be another year chock full of fun stuff. This is what you, our members, asked for. It'll take some work, but there should be something for everyone.

Once again, we need to do our annual update to our member database. It includes not only contact information, but also what project (if any) you're working on, what your interests are, flying aircraft you own or operate, pilot ratings if any, special skills you possess, and several other items. Last month's newsletter email included a form to complete which will help us update our database. Please fill one out this year. Our roster's accuracy depends on the information we have.

New this year will be a pictorial list of members we'll post at the ARC. The display case is under construction and should be ready soon. It will include a photo of each member, and a few lines about who they are and what aircraft they fly, if any. I hope to put the display up on the south wall of our hangar and general meeting area of the ARC.

EAA turned 65 last month. Our chapter celebrates its 61st anniversary on Feb 23. I'd bet there are not many EAA Chapters that can say that. To that end, we'll have an anniversary cake at our next meeting. Come one and all, and let's celebrate the occasion!!! Our chapter has a lot to offer. Our members have built a number of planes, and fly quite a variety of planes. For those who are building, it's a great resource. We have an expanding library covering much of the aviation spectrum. Our machine shop is expanding too. We just acquired an Oxy-Acetylene welding set-up for our members to learn, practice, and use on their projects, whether aviation related or other endeavor. We like aviation, that's for sure. The Spirit of Aviation in St.

Louis has some roots with our chapter. Did you know we restored the Lindbergh Monocoupe on display at the Airport back in the 1970's? It has since been gone over and restored again, but we did it when it was discovered at the Museum of Transportation stored in a boxcar. It now looks just as good as when our chapter volunteered to do the restoration (at no cost to the museum).

Some congratulations are in order:

Michelle Stephenson is our latest lifetime Chapter member. Her new custom jacket is on order, and should be ready by the next chapter meeting. Thanks and Congrats, Michelle!

Our previous Lifetime Chapter Member, John Huebbe, should also have his custom jacket available at the February meeting. I think you'll like it John, and I'm sorry about the delay.

A group of four chapter members have purchased a completed Vans Aircraft RV-10 four-seat aircraft. The plane was built in Florida. It will be a regular attendee at many of our chapter flying events. From what I've heard, they're going to add cabin heat and do some updates to the avionics & stuff. I look forward to reading articles about this beautiful design. And it's fast! Congrats to you fellows who found it, bought it, and brought it to our area for their enjoyment! By the way, does anyone know of any hangars with space available? I hear they're desperately looking for one.

DUES ARE DUE!!

A reminder to all is that ***Chapter Dues are Due*** this month. If not paid up, please do so. Dues help keep our chapter solvent. We rely on chapter Dues to recharter with HQ, maintain & improve our facility at Smartt Field, and do so many of the things that go on all year with our chapter. Without them, our chapter would fade into the sunset. Dues don't cover all our expenses. We will need to have several fund raising events during the year, and gladly accept tax deductible donations from anyone.

In order to make it to the Chapter 32 Roster, dues need to be paid **no later than the February meeting** and remain at **\$40.00 this year**. There is also Lifetime Membership available for \$475.00 (payable in 12 monthly installments or a lump sum). Included with the Life membership is a very nice jacket with the EAA32 Chapter logo (10" dia) embroidered on the back and personalized with the member's name on the front. Only Lifetime members qualify for the jacket.

Along with renewing chapter membership, we need to know any changes, such as address, phone number, e-mail address, project / status, etc. We need this in order to keep our data base current. Even if you are not a new member, please fill out the Chapter 32 renewal/application form and turn it in with your dues (for life members, please fill it out and turn it in). This will assist us in keeping our membership database current. Thanks in advance.

Checks or cash for memberships and/or donations will be accepted at our Feb 17 meeting. Or they can be made out to EAA Chapter 32 and mailed to our Treasurer:

Don Doherty, Treasurer

*1036 Pegasus Circle,
St. Peters MO 63376*

Numerous other fly-in events will be in the area throughout the year. We will be forwarding any information to our chapter members via newsletter and website. Once again, I'm excited about the new year and programs our Chapter is planning. To find out more, come to our next meeting on Feb 17 at the EAA Aviation Resource Center (ARC) located at 6410 Grafton Ferry Rd, Smartt Field, St. Charles County. Meeting time is 10:00 AM. And don't forget about paying your dues or becoming a life member.

Blue Skies to all,

Dave Doherty

October Meeting Minutes

Dave Deweese

The meeting began with the Pledge, Dave Doherty presiding.

Don gave the treasurer's report including checking and savings account balances. The figures included recharter and refill of the propane tank.

Chris Keathley is visiting from chapter 331, he owns a Quicksilver. His chapter meets at Sackman, they include a tailwheel club and the Gateway Ultralight Association.

Shawn Eaker is a new member, he currently flies a 172 and is interested in an RV-10.

John Huebbe is now an official lifetime member.

Chapter recharter was completed online in December for a total cost of \$1,307. Dave mentions that our chapter dues help pay this expense.

Rick May reports nearly 300 kids flown in 2017, Dave notes we're closing in on 8,000 total for the chapter. 2018's rallies begin in April, dates are published in the newsletter. April's event will include an American Heritage Girls' badge event, May will be the first Boy Scouts' badge program for the year. Rick passed out awards for YE volunteers who missed the December Christmas party. If any pilots want to update their "Meet Your Pilot" sheet please see Rick. Dave notes that October 6 and 7 will be the next vintage aircraft event at Creve Couer and we've been invited to return, fly kids, and sell food.

While working with some of last year's aircraft projects, Dave has thought it would be nice to have a sheet metal brake in the ARC. John Thayer will start doing some research on options and costs.

The RV-12 is in the ARC for its 500 hour inspection and an oil change. The hangar got down to around 4 degrees, the ARC has radiant heat. They also installed a damper for cooling and heating.

Dave would like to get a display case including pictures of chapter members including photographs. He's looking for a volunteer to build this.



Last year we sent two to Oshkosh for Youth Camp. The cost is the \$1,200 to \$1,300 range, though some of this comes from Young

Eagles credits. Jim Hann made a motion to send someone to Youth Camp, Rick May seconded. Members present voted in favor. One of last year's attendees is now in school at Parks College of Aviation.

This year marks 20 years in the Aviation Resource Center. Dave's working with the airport to negotiate a 5 year extension.

Fair St. Louis will take place downtown over the July 4 weekend, Dave asks if the chapter is interested in having a presence. He'll pursue the possibility, is looking for volunteers to form and run a committee.

The County will have their air show October 13 and 14. Blue Angels won't be there this year but have committed for 2019. Jeff Stephenson noted a possible conflict with the YE event; we'll consider Creve Couer our October rally.

We'll have an executive committee planning meeting in late January or early February.

Chris Ward's planning on bringing his Zenith 750 wings to the ARC in February and his fuselage in March. He'd like to get it to Oshkosh this year.

We've got a Polliwagen fuselage section on a rolling platform in the ARC. Dave would like to adapt a flight simulator to this, once again we'll need volunteers.

Chris Hinote has a VJ-22 plans-built, plans donated from a 90-year old guy, is looking for corporate sponsors to help with the materials expenses, and work with local school districts to build components. Since it's amphibious, you don't need a seaplane rating to take off and land from an airport. He's also becoming a FAAST rep.

Ron Wright brought in a gas welding setup he'll sell to the chapter for \$400. Don notes that we've got regulators but they're old. Our current tanks are of uncertain origin, Ron's set are rented. Motion made and seconded, vote in favor.

Fly outs, Poker Runs floated as ideas for this year. A poker run would be a good activity in working with other local chapters. A tower tour is another idea, as is another tour of the collection at Creve Couer. Chris notes that Scott is looking for people to visit the airport so their tower crew can get some practice, this might make it a good destination for a fly-out. Dave McGougan has a friend in a local sports car club. They're having a run that will come by, he thinks around lunch time, and wonders if this is an opportunity to sell some food. This will take place on the second Sunday in February.

Dave would like to try another social event on top of movie nights and the annual holiday party, maybe a Rascals game or something like that.

Jim Hann traded Paul Vorhees a pop-up camper for an A-65. This will go on his Fly-Baby.

Bill Doherty has the food cards this month. We made over \$500 on food cards last year. Remember to look up Spirit of St. Louis Chapter 32 on smile.amazon.com.

Meeting adjourned and we held our 50/50 drawing.

Learning as we Go

“The New Way to Fly Cross Country”

mr. bill

Last year I wrote about the planning that pilots need to think about before we go flying off in the wild blue yonder. I will review those items with this little cross country I recently took from Fort Lauderdale, FL to Smartt Field, St. Charles, MO. In this article we will look at the **PLANNING OF THE TRIP**. Next month we will look at the **COMMUNICATIONS** involved with flying this adventure. (This is my biggest request in flight training.) First before any flight we need to have aviation charts for the areas we will fly over so we can determine what airports are available and see the terrain we will fly over and the airspace we are flying through. By using these aeronautical charts bought at the local flight school or at the Spirit Pilot Shop, (which is closing) and using the Airport Facility Directory we will plot our flight path. These booklets are available at an FBO. (Fixed Base Operator-usually a flight school or a place that sells fuel.) This way is all “old school.” The newbies buy all their stuff from AMAZON.

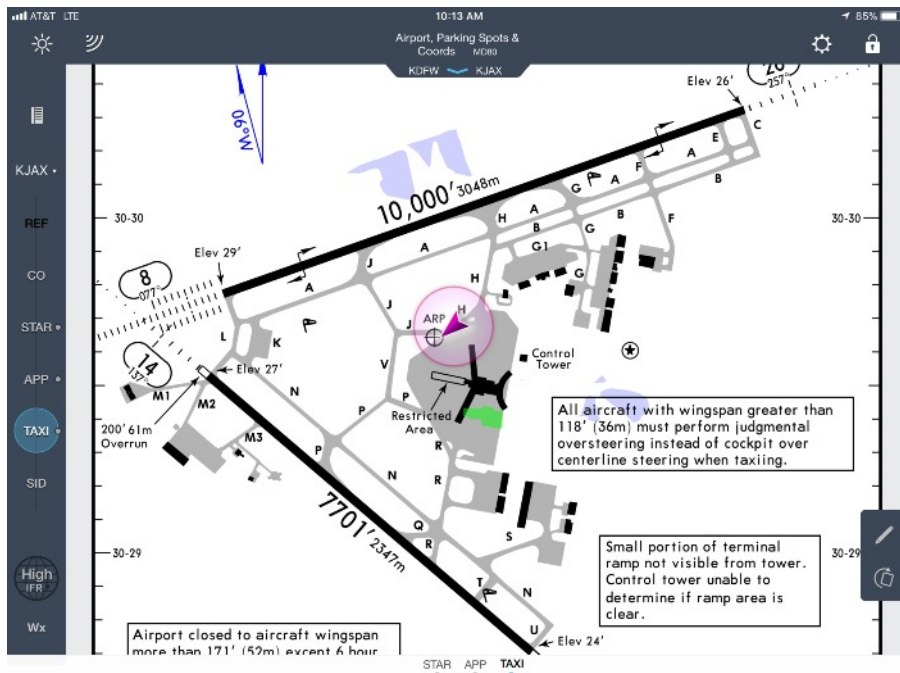
Another newbie way of accomplishing the pre-flight duties is with one of the online subscriptions (WingX-Pro, Foreflight, FlyQ, FltPlan Go, etc.) that can be downloaded onto an iPad. The service I use is Foreflight and it provides all the VFR (Visual Flight Rules) charts for the US of A and the world. It has a business section that shows you all the FBO’s or fuel stations at the airport. For \$99.00 a year (you usually get a discount by being a member of one of the alphabet organizations) your iPad can hold all the Visual and (if rated) all the Instrument charts/plates/airport diagrams for the US of A airports, all in a nice thin electronic device which is now called an Electronic Flight Bag (EFB). At the big airplane place we use Jeppesen Flight Pro which has all the IFR approach charts, arrival and departures, and Low and High Navigation Charts for navigating the friendly skies.

So the long cross country from Fort Lauderdale, FL to Smartt Field started with me tapping and pressing out on my iPad the visual flight rules (VFR) route and the airports I planned to stop at for fuel on this journey. By tapping on the airport image, the airport layout chart shows you all the runways, taxiways, airport facilities and their location to park and buy fuel. The downloaded service

also has the latest fuel costs so you can work out a taxi plan to get the FBO or fuel pump with the cheapest go juice.

So about two days before the trip I tapped out a flight plan on the iPad from KHWO airport on the west side of Fort Lauderdale to (LAL) Lakeland, FL. I wanted to have a road under me as I flew west out of KHWO to Naples, FL then north to Lakeland, FL for the first fuel stop. All the legs after this would be basically the same so let us just chat about the first leg of this trip. In order to stay in the protected airspace around Fort Lauderdale (FLL) I slide my finger to the corner of FLL airspace to an intersection in space called BRIK1. This is the beginning of the road called Alligator Alley highway westward. Looking at the iPad during trip planning there was a five letter intersection VPCTE that identifies that point in space on the map at the end of Alligator Alley and where I would turn north and fly the route to Lake Land.

A new feature with Foreflight is that I can place my finger on the route and SLIDE the magenta (or blue flight plan line) to the left or right to another point, to another intersection, or to another airport. This is important because if the winds get strong or the bathroom break comes sooner we can just slide the magenta line to the nearest airport and land. Once we land on the airport the airport diagram appears and we have the airport layout right in front of us. But wait, there IS more!



The latest feature that really assists us is called “OWN SHIP” that shows you where YOUR PLANE is, (and hopefully you have caught up with it) on the airport diagram as you taxi. A magenta arrow shows up on your approach plate and on the airport diagram to “show your approximate location on the airport.” Approval from the FAA is required for use on the iPad for major operators. It is a great aid in the situation awareness game. The screen shot shows where I am with my jet at the Jacksonville, FL airport. The green area is where the parking gates are at. Again another feature is to be able to highlight the Jeppesen Chart like we used to do with our paper charts.

Quick question? What is the circled ARP that I taxied over?

It is the center of the airport. Do not need to know that for any reason I just thought it was funny that I was in the center.

Well we have done the flight planning for the 1070 mile route from Fort Lauderdale, FL to Smartt Field, MO. We will now turn to that all important task or weather watching. With a trip that covers that much territory we will need to use all the available tools to stay updated as we head northward from the warm (?) south to the cold Midwest.

The front page shows the notes I use that remind me of the airport identification, its elevation, the frequencies, and the distance to the next airport. Not much to look at but with the new iPad info which puts a lot of material in a small place because hey, we are in a small airplane, it works. It is all how you organize.

Q? How many Boeing 737 were delivered in 2017?

A: 736. The plan is for 47 a month in 2018

Q? The Airbus 380 line was saved from shutdown how?

A: Emirates Airlines ordered 20 more Airbus 380 plane with the option for 16 more.

Q? Bessie Coleman earned her pilot’s certificate in this country because she could NOT get it in the USA because of her race and gender?

A: Bessie taught herself French and went to France and earned her Pilot Certificate in France.

Dave McGougan's Kitfox Project

Dave keeps working away on his Kitfox. In his own words:

Finishing up tapes on fuselage, then iron them. The tail feathers are next up and the final fabric job. Cold has slowed me down.

Dave



Safety Tip of the Month

Wintertime Blues

As you can all tell, winter still has a firm grasp of our weather with cold temperatures, overcast skies, and low freezing levels. It is a fact that an aircraft can still pick up icing without any visible moisture, if the humidity is high and the temperature is cold enough. Flying when the outside temperatures are in the teens or low twenties can be a hard time to enjoy, especially when it is windy outside too. I will be the first to admit that as far as myself, I do not get to put in much stick time during the winter months as I would like.

With that being said, there are some extra precautions that we all should practice before going flying during these cold and infrequent flights. Anything mechanical, auto or aero, does not function optimally when subjected to cold temperatures. Breakage and malfunction are more common in winter; i.e. dead batteries, stuck valves, frozen fluid lines, leaking gaskets or diaphragms, or cracking of engine or airframe parts when under stress. The same conditions also applies to aircraft interiors which can result in tearing of vinyl seats, cracking of plastic door handles or glare shields, broken or stuck door latches and malfunctioning of instruments and gyros.

Whenever the temperature drops below freezing and stays there, I will not start my aircraft engine without a proper preheat. Preheating the cockpit is also an excellent preventive measure which makes flying a warm aircraft an enjoyable experience for you and your passengers. Plan some extra time for yourself to arrive at the airport early enough to properly preheat the engine and cockpit. Also, remember that you must let your oil temperature gauge rise up to the bottom of the green arc before you apply run up power after your engine start sequence. Operating the engine at mid to high RPMs when the oil is cold and heavy is a good way to rupture your oil cooler or split your oil hoses.

After everything is warmed up and running during your flight, always be gentle and slow with the engine power and flight control movements. It is still very cold outside the cockpit, while the fuselage and engine block are cold soaked on the outside surfaces and must be flown without sudden or abrupt control inputs or throttle changes. Be a little extra vigilant during your flight if it has been a few weeks since your last flight due to the cold winter conditions. Turn your heater up high and remember to enjoy yourself. I cannot wait to start logging time after the return of warmer weather and the end of the wintertime blues.

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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