
EAA Chapter 32 News

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Happy New Year!!



Look at what kind of climb you can achieve if you leave all your passengers on the ground! See the video link in mr. bill's article for a fun look at the new B-737.

**We will see you at the ARC for the January meeting
10:00 am Saturday, January 19!**

President's Corner

by Dave Doherty



Fellow Chapter 32 Members and Friends,

We're well into winter now. A foot of snow has fallen and we've all taken our turn at shoveling out our driveways. I'm convinced there's a "Polar Vortex" that circles the globe about once a week bringing recurring snow and cold temps in the northern hemisphere. There's a little over ten weeks till spring. I'm counting the days.

Our Chapter 32 had its annual election at the end of last year. To nobody's surprise, the incumbent President and Secretary were re-elected. For me, being your President is a great honor. I'll promise to do my best during the last two years of my tenure. Secretary Dave DeWeese is working on a new and updated database that will be introduced to the chapter early this year. It should enhance our ability to keep current, allow members to search the database, and improve our existing website. I'm excited about the possibilities. We're planning for the upcoming year, and hope to have good speakers, activities and of course, a great year for our Young Eagles program. I think several of our members' and club projects will be completed this year, and a number of new ones started. All in all, I think it will be a great year for Chapter 32.

Chapter 32 held its annual Awards and Holiday banquet in December at the Smartt Field Administration building banquet hall. We filled the place. It was a good event and everyone had a great time. For me, I really enjoyed spending an evening with 70 of my very best friends. Our guest speaker, Mr. Kevin Sheehan gave us a background and update on the new Boeing T-X program. It looks like our local aircraft manufacturer really hit this one out of the park and they'll be building these planes for many years to come. Thanks everyone for coming to the banquet. If you missed it last year, be sure and attend the one at the end of this year.

EAA Headquarters at Oshkosh is also working on some enhancements and new programs. There was a huge logjam of arrivals at AirVenture last year (I was one of the hundreds of pilots stuck in the holding pattern for hours). They're working on mitigating the problem of arrivals and will have a new NOTAM issued for people flying in. The updated NOTAM will be mostly the same but will include instructions for arrivals when weather forces closure or reduced traffic flow into the airport. More will come from HQ as it is released. They are adding more parking to the "South 40" parking area.



I wrote an article in the November newsletter about a "Lesson Learned" concerning my 1946 Taylorcraft BC-12D and an engine problem that manifested itself when my son went flying one day. As mentioned in the article, he did not have sufficient power to fly very well, and struggled to make it around the pattern and back on the ground. Here's an update to the situation. We found a mechanic at the airport where he has a hangar who has dealt with the Continental A-65-8 (65 hp, 170 c.i.) engine. Diagnosis showed no 2 cylinder had no compression. The cylinder was removed and it was discovered it had a stuck exhaust valve. The cylinder was sent to an overhaul shop, reconditioned and reinstalled on the plane. While it was down, our mechanic did a thorough inspection of the engine and replaced some gaskets and a

few other things. Just last weekend, it was fired up and checked out to be running as it should. My son Dave gave me a call and said he gave it a test flight. He said he was a bit nervous (understandable) and flew it. He said it ran great, and 20 seconds after takeoff he had more altitude than he'd had the whole previous flight around the pattern. So I don't get my plane back for a while. He's not done flying it yet. Maybe someday, I'll get it back. In the meantime, there's a Van's RV-6A project we're working on that takes up the T-Craft's hangar space. It all works out.

Here's an update on the RV6ers project. It's a Van's Aircraft RV-6A that was started and nearly completed by the late Bob Pratt. We're ready to install the front windshield onto the fuselage. It involves working with fiberglass to complete the installation. With the cold temperatures of winter and the polar vortex swirling around every week, we moved the fuselage to my garage at home to do the windshield installation. Working with fiberglass requires temps that are warmer than what mother nature provides during winter. My garage is heated. I'm hoping the next newsletter will have a report that the front windshield is installed, and a few other things accomplished.

With the RV-6A about at the 90% done, 90% to go stage, I've been working on getting my 3rd class medical done so I can fly it. According to Dr. Matt Miriani, it looks like I should be able to obtain a successful exam. I'm almost 66 years old, and a number of things cropped up during my lifespan. I have Type II Diabetes and had to show control of my blood sugar levels. It is controlled and my A1C levels were within limits. I have a history of kidney stones years ago. A visit to the urologist including x-rays and MRI showed no stones. I had a carotid artery cleaned out a few years back. So a visit to my vascular surgeon and Doppler imaging of my arteries and veins showed no problems. Being an old man(?), I had to submit to a treadmill stress test. After that, the cardiologist ordered a nuclear stress test with imaging of my heart pumping away. That all looked normal. A visit to my eye doctor returned 20/20 vision. Since my optic nerves are asymmetrical (I was built that

way), the eye doctor wanted to check for glaucoma when I first visited him. It proved negative, but was in my records. This meant I had to get an FAA form filled out stating I don't have this disease so it was under control. I had to go back for another eye test to check peripheral vision (also normal result). My family doctor noticed I was on blood pressure medication when I changed doctors decades ago. This medication also helps protect kidneys from dumping proteins in diabetic, which was why I was on it. Hypertension was on my record as a result, and I had to go back and get another FAA form filled out showing it was under control. I went back to Dr. Matt with all this info for another consultation. He looked it over, and said he thinks I should be able to get the 3rd class, but need to send all the data to the FAA. So



I applied online, and the doctor did his thing. I sent all the data I had to the FAA and now wait for them to review it. Then came the government shutdown. I'm still waiting. It's been a month and counting. Perhaps I should have waited to see what changes the Light Sport Pilot changes bring. It's too late now. Please wish me luck on this. I'm hoping for the best.

One last thing. Congratulations to Jim Bower, our Newsletter Editor (for the past 19+ years). He was awarded Chapter 32 Life Member Status for his continuing contribution to our chapter. Thanks, Jim! We all appreciate what you've done for our chapter. Especially those of us who write monthly articles for the newsletter. Your patience is amazing.

Blue Skies,
Dave Doherty

Learning as we Go

Today's Way of Hiring at the Airlines & "How Far Can a Dog Run into the Woods?"

mr. bill

(Editor's note: mr. bill is concerned that his link to a high-performance B-737 takeoff video didn't make it into the EAA Chapter 1387 newsletter, so here it is:

Q? What kind of fun can you have with a lightly loaded B-737 Max?

A: Click: <https://youtu.be/XLRSUO2dRyY>)

Last newsletter we talked about the airline hiring methods that were standard practices back in the 1980s. (Wasn't that also a cool B-737 Max 8 take-off!) The 2019 airline hiring process now utilizes an On Line application and a basic On Line Video interview of yourself. No Flight Engineer written necessary. Even Southwest Airlines does NOT require you to have a Boeing 737 Type Rating before you apply anymore. (That cost \$10,000 dollars.) There definitely is a shortage of pilots. The airlines now have established their own flight schools to take applicants from zero hours to the right seat of the commuter airline. The "Cadet Academy" or "Training School" which applicants interview for acceptance into the program is the new normal.

So how far can a dog run into the woods?

My Dad would ask this question all the time to people. It got me thinking at a young age to look "into" the question or the situation. While I was in the AA Flight Academy last November I saw some of the Cadet School Candidates standing around by the vending machine. I used the "woods" question on one of the candidates in for the New AA Pilot Cadet Program (second) interview. He laughed but said nothing. Another guy shouted out, "Half way! Because after halfway the dog is running OUT of the woods." I gave him a thumbs up and thought for a moment that because of these little brain teasers we are the "thinkers" that get placed in the program to be future airline pilots.



So what about those college freshmen and freshwomen (is that PC?) at the area aviation flight schools and colleges. Those new college candidates are now visited by the Major Airlines to let the flight students know that there are first jobs to be had with those airlines. Secondly that there are loans and scholarships that are available for them AND signing bonuses of upwards or \$50,000 dollars to join their (commuter) airline. In fact when you get hired by the commuter airline now they tell you WHEN (with an actual date) that you will "flow up" to the major airline. It will no doubt be sooner because it is based on current pilots retiring at age 65.

In chatting with one gentleman who interviewed at the Cadet Academy he told me how he was flown down to the airlines training center and put up in a hotel the night before the interview. The next morning he and seven other candidates were in a room for 90 minutes with the Director of Hiring and a line captain, where they were asked questions like: Why do you love aviation? What about YOU? What kind of Captain will you be?

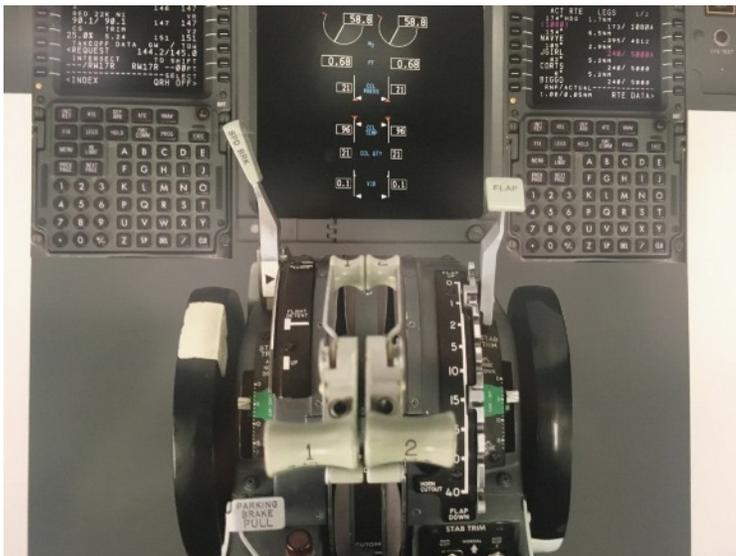
Then the group was placed in a room for aptitude testing followed by some hand/eye coordination testing. This took 3.0 hours of time.

After the interview the group could go on a tour of the airline facilities. Of the 8, only 4 people did. (Not sure why the others did not join the group.)

With your On Line application you post a video. One should be careful with the room they video in and the area behind them. One applicant claimed that they were VERY organized but it could be easily seen by the clutter behind him in the room that THIS may not have been true!

So after all these hoops one must jump through you finally make it to the airline, what next? Well “back in the day” in the 1950s and 1960s the candidates were put on the Lockheed Constellation or the Douglas DC-6 or DC-7 aircraft. The new flight engineer would be learning the inner workings of electrical generators, the hydraulic system constant displacement pumps, and the constant speed drives for the electrical systems. One would find themselves taking apart these actual units so you KNEW how they worked.

In the 1970s, 80s, and 90s we would be placed in front of a mock up board and have to explain the systems of our assigned jet. Most airlines had the Boeing 727 or 747. There also was the Lockheed L-1011 or Douglas DC-10 that had flight engineers in the cockpit working the systems. Today the applicant is handed an iPad and your 20 hours of ground school for the airplane is accomplished before you show up to the “Virtual Training Device (VTD).” The “newbie” will be tasked to learned the “flows” and then will learn and practice the “procedures” in the lab room which has a computer screens on either side of the throttle quadrant (from the Boeing 737) mockup of the airplane. The “newbie” and a student captain work through the pre-flight flows and the start, taxi, take off, cruise, descent, and landing procedures.



Boeing 737 Virtual Training Device

The outer black wheels with the white stripes are the BIG Manual Trim wheels that turn when the trim motor is activated. So we have trim wheels, Speed Brake (Spoiler Lever), two Forward Thrust

levers, flap handle selector. The parking break lever and its red activated light. The two small thin levers (sub throttles) are pulled for reverse thrust.

These normal procedures are practiced for two weeks and at the end of the ground school there is a 100 question test that is your Air Transport Rating (ATR) written exam. After this time with the virtual cockpit trainer the pair of pilots work in the simulator for the next two weeks to ACTUALLY touch the buttons and throw the switches of the FAA approved flight simulator. In dealing with in flight emergencies, “if an overhead panel light comes on, the PM (pilot monitoring) will get out the QRH (Quick Reference Handbook) find the matching panel light, and follow the PROCEDURE for that light being on.” Here is where the philosophy has changed. The captain will give the airplane to the first officer to FLY so the captain can READ, FOLLOW the PROCEDURE required, and assure that all aspects are completed. Also on short final it is assumed that the captain will do the landing. WHY? With upwards of 1,000 pilots retiring a year over the next 5 years at my day job alone, there will be many “newbies” who may not have the experience level to make that emergency landing.

After two weeks in the flight simulator both pilots will have perfected their ATP (Airline Transport Pilot) Rating) skills and after a pre-final check ride (called a Maneuvers Validation) the next day will be a normal flight with each pilot flying a leg of the TYPE Rating checkride for that airplane type. There will be two to three emergencies but after they are solved and the plane is safely landed the DPE (Designated Pilot Examiner) Check Airman will finish your On Line FAA-8710 Rating form and hand each pilot a temporary ATR Certificate which shows a Type Rating for the B-737 Series Aircraft.

After a few days off you go fly the real airplane with a Line Instructor Pilot. You will fly two 3 day trips (about 15 hours of flight time each trip) with one Instructor Captain. The next trip you will do the same and after a minimum of 25 hours of IOE (Initial Operating Experience) and when you are feeling comfortable, you are good to go as a qualified line pilot.

Continued on the next page.

Learning as we Go (Continued)

Q? What were the two changes to CFR Part 61 this year?

A: 1)-FSDO is now FSO, Flight Standards Office (no District designation)

2)-LRNS is a Long Range Navigation System

Q? What co-pilot, who was fresh off his IOE right seat checkout in the Airbus 320, who was on the last leg of his first “real” trip (without a Line Instructor captain) hit some geese taking off out of La Guardia, NY and made Captain Sully the hero he is today?

A: That would be a great EAA guy known as Jeff Skiles. Jeff’s briefing to Captain Sully was “this is my first trip without training wheels.” (without the line instructor.” The date was January 15, 2009.

Here is what that looked like from 2,818 feet in the air:

<https://youtu.be/YBUbxkBDtm4>

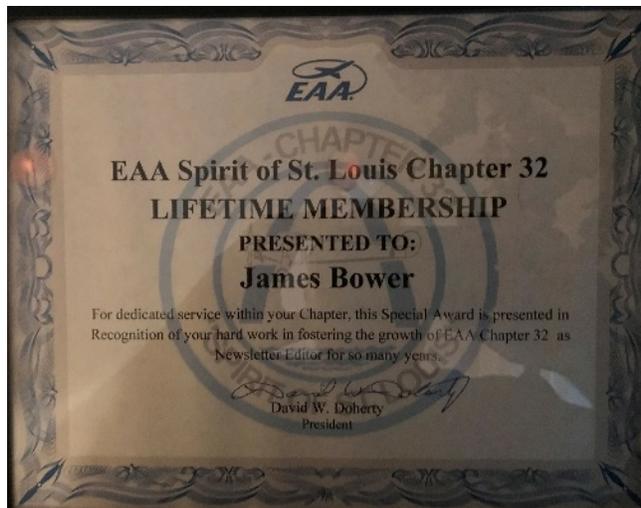
Editor’s Corner

Happy New Year, everybody! Here’s hoping Santa brought you all whatever toys and goodies you wanted.

Our EAA Chapter 32 Christmas (holiday) party is a great event, which I enjoy attending every year (except for the two I’ve missed since 1999). This past year the party was extra special for me because my fellow members voted to gift me with a lifetime Chapter membership in recognition of my time as Newsletter Editor. To say I was surprised would be an understatement. I am overwhelmed and very grateful for this honor. Thank you all!

In case you were wondering, sometime this summer, I will have been your friendly editor for 20 years. That number surprises even me, and I can’t believe it’s been that long. How time flies...

As editor, my job is to compile submissions from various sources and put them together in a readable format. Aside from the occasional editorial rant I don’t make anything up; all the articles come from you, my fellow members. So let me again take this opportunity to invite all of you to contribute something as the mood strikes



you. Your contributions might take the form of a cautionary tale, some advice, or a trip report. We all enjoy hearing of a first-timer’s (or many-timer’s) AirVenture experiences, how your current project is coming along, etc. All things aviation are welcome and will be shared with the rest of our gang.

On a last personal note, I have to confess to being a mite grumpy lately. My BFR expired at the end of 2018, and my efforts to take advantage of mr. bill’s tutelage have been thwarted by weather, availability, and some maladies that have caused me to be somewhat sedentary for many weeks. Oh well...when the time is right this will get done. In the meantime, I wish everybody a happy new year (again), and the hope you fulfill all your wishes and dreams.

Jim Bower
EAA Chapter 32 Newsletter Editor

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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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