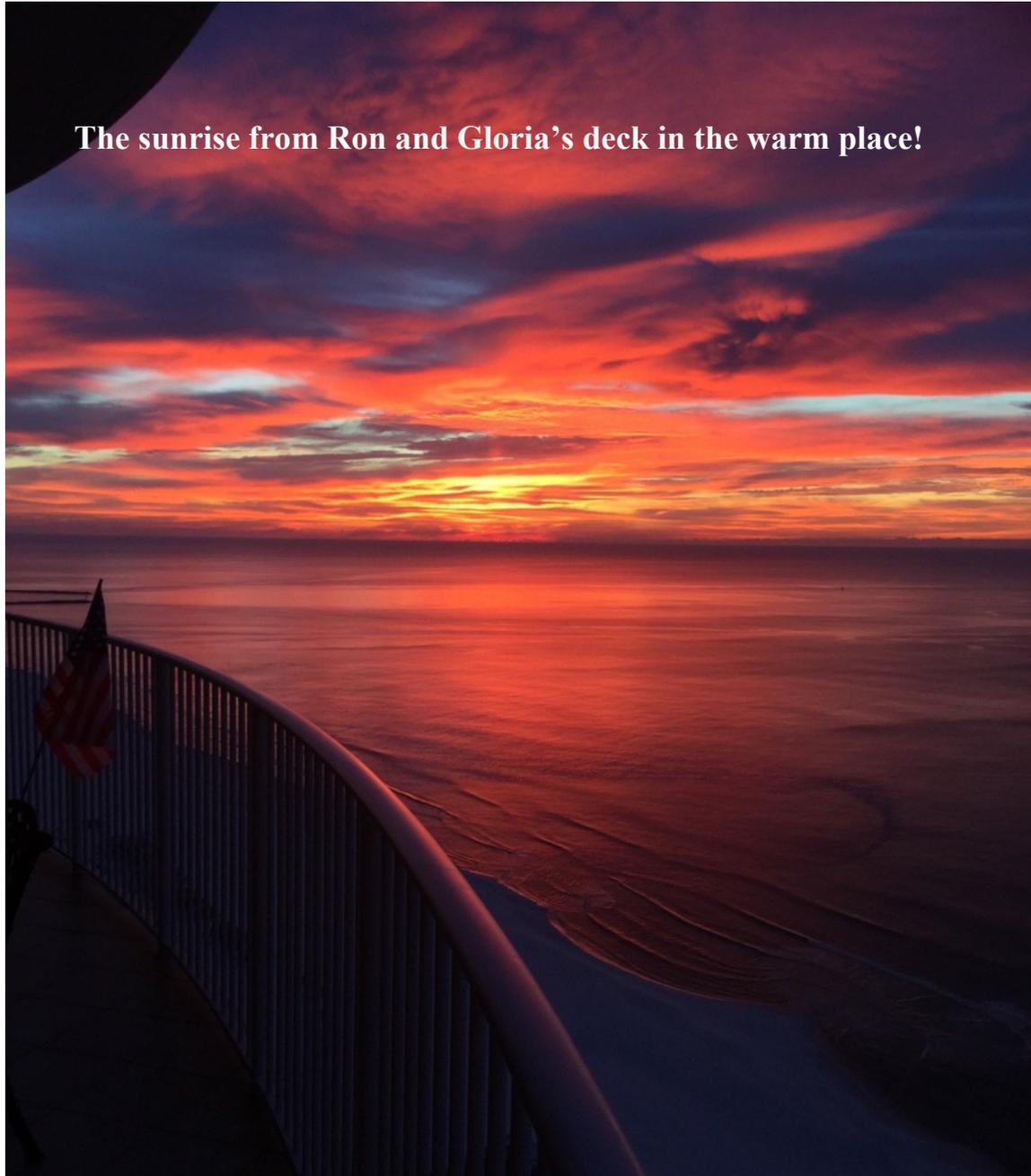

EAA Chapter 32 News

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

February, 2019



Our friends, Ron and Gloria Burnett, went to the Gulf Coast over the holidays and didn't bring back any warm weather for us. See the full story of their betrayal in this issue.

**We will see you at the ARC for the February meeting
10:00 am Saturday, February 16! (Weather permitting)**



Fellow Chapter 32
Members and Friends,

We're halfway through winter, and it's been a rather tough one this year.

Our January meeting was canceled due to a poor weather forecast. We've had cold, wind, snow, rain, clouds and all sorts of wintry things here in the Midwest. Opportunities to fly in fair weather have been rather sparse. I've been trying to hibernate without much success. Well, the groundhog said we'll have six more weeks of winter (no surprise here). I think we're past the worst of it.

This is the tenth year of my Chapter presidency. Since I was elected in 2010, we've accomplished a number of things, among which was to update our Chapter By-Laws. I'd like to put an excerpt from them:

The mission of Chapter 32 is to:

- Promote, encourage, and facilitate an atmosphere where all are welcome to join-in and become a part of recreational aviation.
- Promote, encourage, and foster an environment that celebrates and nurtures the participation of families and the spirit of volunteerism within the world of recreational aviation.
- Promote, encourage, and facilitate an environment that fosters safety and high standards in the design, construction, restoration, and operation of all types of recreational aircraft.
- Promote, encourage, and facilitate recreational aviation activities that provide educational opportunities.
- Promote a positive, productive, and cooperative relationship between the Chapter and those governmental agencies and private enterprises that provide aviation services and facilities to the benefit of members of the Chapter.
- Promote, encourage, and facilitate Membership in the EAA (Experimental Aircraft Association Incorporated).
- Support and promote the mission, vision, goals and objectives of the EAA (Experimental Aircraft Association) through programs and services within the Chapter family.

President's Corner

by Dave Doherty

Several new and exciting programs will get under way this year in line with our mission. EAA Oshkosh is beginning a new scholarship program, the **Ray Aviation Scholarship Program**. This program is new, thanks to a grant from the Ray Foundation.

“The Ray Aviation Scholars program through EAA aims to meet two immediate needs — the growing demand for pilots and those in aviation careers, and the financial burden that often keeps young people from completing flight training,” said Chuck Ahearn, president of the Ray Foundation. “The pilot community found within EAA chapters is the perfect group to provide the support and mentorship that will significantly improve the flight training success rate.”

EAA Chapter 32 has applied for and been approved to administer one of these \$10,000.00 scholarships. Requirements for the Chapter selection were based on:

- Overall chapter health and activity.
- What youth activities the chapter engages in (youth builds, day camps, RC/model aircraft, etc.).
- The flight training options that exist in the local area (flight training and ground school).
- The scholarship requirements are:
 - Minimum of age 15 for glider training.
 - Age 16-19 for powered flight training.
 - Possession of a student pilot certificate (private pilot students).
 - Possession of FAA medical certificate.
 - Be able to begin their flight training within 60 days of receiving the award.

Once selected by the chapter, the youth will also be screened by EAA through an application process, which will require approval from the local chapter. If approved by EAA, the scholarship recipient will have to comply with the following requirements:

- Partake in two hours of chapter volunteer service per month, such as:
- Young Eagles rally volunteering.
- Pancake breakfast/fly-in volunteering.
- Chapter build project support.
- Chapter gathering participation.
- Submit regular progress reports, signed off by local chapter and CFI.
- Reach flight training milestones, as outlined by EAA's training timeline.

I'm excited about this program. We have a candidate in mind to receive this valuable scholarship.

We're also working on another new program for Chapter 32. I was contacted by the Scouts, inquiring if Chapter 32 would be interested in sponsoring an Aviation Explorer Post. This program is a youth program for ages 14 up to 21 that exposes youth to flying. It offers aviation experiences, as a possible career or for the sheer pleasure of being around airplanes. This fits in nicely with our Chapter's mission. We've made an inquiry to EAA Oshkosh asking if it's OK for a chapter to take on this type of program. They'll get back to us with an answer. Aviation Explorers organize by Posts consisting of a number of youths agreed upon by the sponsor. If EAA32 does participate with the program, we'll need to sign up several leaders to work with the chapter and Explorers.

The Chapter 32 Young Eagles program should surpass 8,000 kids flown at some point this year. The first Young Eagles rally will be held on April 13, and will run every second Saturday of the month through October. They will be held at St. Charles County Airport (KSET). We have a great core of volunteers who've made this program a huge success, and anticipate another year of doing it.

Dues are Due!! EAA32 has paid the fees associated with being a chapter plus insurance coverage to HQ in Oshkosh. Your dues cover the costs of that as well as building maintenance, supplies, upgrades, and doing all the aviation related stuff we do. \$40.00 is a small price to pay for keeping our chapter going strong. If you've not renewed, please do it now. We need you.

At our February meeting, we'll discuss the Ray Foundation and any updates we have to this program. We'll also discuss the opportunity to sponsor an Explorer Post. It is important to have our members' provide chapter officers information about what they'd like EAA Chapter 32 to do and represent. The February meeting is the time to provide that input. Our schedule for the coming year will reflect what our members want.

The March meeting will be a presentation by Chapter Treasurer Don Doherty on the state of finances of the Chapter in addition to our regular business.

April's meeting will feature guest speaker Bill Florich, who will talk about his experiences in the USAF during the 1950s and 1960s. It promises to be a very interesting presentation.

I look forward to seeing everyone at our February 16 meeting. Location, as always, will be our Aviation Resource Facility located on Smartt Field (KSET) at 6410 Grafton Ferry Rd, Portage Des Sioux Mo. Meeting time is 10:00 AM. See you there!

Blue Skies,

Dave Doherty



Ron Burnett's RV in her winter home...enjoying warmer weather than we got!

Learning as we Go

“My Winter Vacation”
mr. bill



<https://www.youtube.com/watch?v=jA19uli2gDo>

So why am I going all in for the CFI-Glider? There is a shortage of instructors in the Soaring Field and I thought it would be a good time for my brain to review the basics of glider flight. It all started back in 1982 after graduating from the U of ILL-Urbana, and I returned to my parental's house on the south side of Chicago. My college roommate was attending Law School at U of Chicago. In a 1982 issue of AOPA there was an article about flying gliders. The Schweizer SGS-2-33A that graced the pages was actually located at the Hinckley Airport, west of Chicago. Mr. Joe said we needed to go and see this aero machine and CHECKOUT this new adventure. It surely had to be a day when Mr. Joe had no school because we drove the 60 miles out to Hinckley Soaring in Hinckley, IL. After drooling over the beautiful yellow Schweizer SGS 2-33A we were able to get a checkout. With us youngsters holding Private Pilot Airplane Certificates we were able to get the three flight checkouts in the glider, after which we were signed off for SOLO! And SOLO we did. In fact we had arrived on a perfect SOARING day. During our solo flights we took a 2,000 foot agl (above ground level) tow and I was aloft for 1 hour and 37 minutes thermaling up to 7,100



April 22, 1982 my solo flight in a SGS 2-33A

feet. In fact I remember having the spoilers/dive brakes out and I was still going up. What an introduction to the sport. Little did we know that another PERFECT SOARING DAY like this day would not be had for several more years. But it was a great way to be introduced to this sport.

Later that year Mr. Joe took a lawyer position at a Phoenix firm and it wasn't long before we had found a local soaring school. Things are great down south and soon we found what one can do in these "good old gliders." In Phoenix we were able to launch in a SGS-2-33A and stay up for 4:50 minutes! We reached a height of 12,920 feet during the afternoon flight. How cool is that!



09/03/1983 The Lawyer and me after a 4:50 flight and climbing to 12,920 agl.

Back in Chicago I did my 20 glider flights and obtained my Commercial Glider Add-On rating and started giving introduction rides to the weekenders visiting the Windy City Soaring School. It was a nice break from flight instructing. The 20 to 25 minute flight with various people was a neat way to introduce many to this silent flying. The best were the retired military guys who I would make take the controls and as we landed in front of their families I would have my hands up so that the families could

see that HE (or her) was flying the sailplane. These old boyz still had the basic skills after all those years.

Well fast forward to the last four years. I got back into soaring and found that there was a need for new Glider CFIs. In fact there are scholarships from the Soaring Industry to have new airplane CFIs get the Glider Add-On Rating to help teach the sport. Unfortunately there does NOT seem to be a lot of teaching going on. The mature people at these clubs just seem to sit and chat about the old days. So I ordered the Gleim (Red) books for the Pilot Knowledge Test which organizes the questions into various sections so the applicant can read, study, review, and answer all the questions in that subject area. The review was great to knock off the rust of this 40 year flight instructor. After taking the 25 Question CFI-Glider Add-On Knowledge test I was happy with the 96% score. What, ONE wrong? The question is at the end of the text.

Now for flight instruction. I visited Arizona Soaring on the south side of Phoenix because they are the “finishers.” Seems that many soaring clubs are not completing the ratings for their students and many travel to Arizona to complete the training. My five days of training were awesome. Two days of ground school, 5 hours each day. Two days of flight prep with me in the back seat talking through the maneuvers with my 10,000 glider hour instructor in the front seat. He helped knock off some rust and had several “words of wisdom” and awesome “one liners” for me to share with the students. Flight instruction in gliders has to be quicker than that in powered airplanes due to the fact that the flight will be 15 to 25 minutes long. So a lot has to be accomplished in a short time. If you find lift and you start ascending well, then the flight can have several lessons covered while you are thermaling aloft.

Due to scheduling conflicts I had to schedule my CFI- Add-On Rating ride for the last four days in March. I actually wanted to return to AZ Soaring for more flight instructor training in the back seat. This checkride will be all about TEACHING, CRITICING, AND EVALUATING, as it says in the Glider Flight Instructor PTS (Practical Test Standards) book. That was what the 10 hours of ground school was. Going through each line of the PTS book, so NO area was over looked, and every aspect was talked about, and totally understood. Because one never knows WHAT the examiner may ask?

In fact today’s Practical Exams are Scenario based so there are many levels of the exam. No longer are you being asked three questions that if you answer them wrong the checkride is over.

So I now will take time to get the good, easy to read and follow PTS guides from Glider Pilot Ground School (GPGS) Inc, and I will get some cool flight briefing cards from the Internet that will help me have a workable system for my future glider students. Which kinda seems to be what is missing from flight instruction these days. With new flight instructors only having to get 1,000 hours of flight time before they are gobbled up by the commuter airlines, CFIs are not instructors long and can predict when they will be leaving the ranks of Certified Flight Instructor to become First Officer at a Commuter Airline.

Q? What is the yellow demarcation line at the airport?

A: A demarcation bar delineates a runway with a displaced threshold from a blast pad, stopway or taxiway that precedes the runway. How this applies to gliders I do not know but that was the question I missed.

Q? What was the name of the 332nd Fighter Group?

A: The Tuskegee Airman

TRIVIA NIGHT

**SPONSORED BY
EAA CHAPTER 1402**

SULLIVAN, MO. AIRPORT

WHEN:

SAT. MAR. 16, 2019

7 PM at American Legion Post 347

St. Clair MO.

(DOORS OPEN AT 5:30PM- UPPER LEVEL)

**PUT YOUR TRIVIA TEAM TOGETHER AND
ENTER TO PLAY!**

EACH TABLE (8-10 PEOPLE)

\$100 PER TABLE

(BRING YOUR OWN EATS / OK TO DECORATE YOUR TABLE)

PLEASE! NO ALCOHOL / LEGION WILL PROVIDE SERVICES



Experimental Aircraft Association



Sponsoring

**INFORMATION
CONTACT:**

Tim Dempsey:
Cell # 636-667-9242

OR

Dave Burns:
Cell # 573-578-9541

EAA TRIVIA NIGHT REGISTRATION FORM

(Each table costs \$100. Each Table will sit 8-10 people)

Trivia Night is Mar. 16, 2019 7pm

Name: _____

Ph.# _____

Number of tables _____

Estimated number of people at your tables. _____

CUT HERE _____

Thank you for your support of the EAA Chap. 1402,
promoting general aviation in Franklin Co. and
surrounding area.

No.# of tables _____

Date: Sat. Mar. 16, 2019 Doors open at 5:30pm

Where: American Legion Post 347, St. Clair, MO.

Bring your own snacks.

NO ALCOHOLIC BEVERAGES ALLOWED (BAR SERVICES PROVIDED BY THE
AMERICAN LEGION)

YOUNG EAGLES

2018 Overview

Hello to all, For those of you still wondering how the 2018 Young Eagles program went here are some numbers. While we were able to hold 6 events in the past year, we had to cancel the September event. Additionally, two early season events were cut short or delayed in time due to weather issues. During the year, the number of Young Eagles flown at our events was 255, plus 22 adults. Of the 255 Young Eagles, about 140 of them were first time flyers, a great outreach & introduction number. The numbers of guests flown, occurred on 150 flights, through the efforts of 16 different pilots, many of who attended multiple events during the year. Non-Pilot support was masterfully achieved by an additional, 24 volunteers many again participating at multiple events during the season. While we are now into 2019, it is still applicable to give you all a very big **THANK YOU & JOB WELL DONE** for all your efforts in the past year. All of your mutual efforts and dedication is the only reason why the Young Eagles program at chapter #32 has grown to the size and acceptance we enjoy in the St. Louis area today.

2018 Event Recap

Event Date	Y.E.'s Flown in 2018	Y.E. Flights Occurring in 2018	Aircraft on Hand	Ground Crew on Hand
April 14th	18	10	3	14
May 12 th	18	18	6	15
June 9th	40	35	9	17
July 14th	42	25	9	16
Aug. 11th	49	31	7	16
Sept. 9th	Event Cancelled due to Weather			held 6 Scout class
Oct. 6th	50	31	9	15
Added flights	38	*Independent Pilot Flights at other than #32 events		
Totals	255	150	43 * 6 = 7	93 * 6 = 15

PILOT RECAP for 2018

Name	Young Eagles Flown (2018)	On Number of Flights in 2018	Life Time Young Eagles Flown	Participation in no. of Events 2018
Jeff Stephenson *	48	19	253	6 of 6 Events
Don Jonas	44	21	451	6 of 6 Events
David Brickhaus	30	15	30	3 of 6 Events
Dave Doherty	25	25	100	7 of 7 Events
Joe Sargent	19	19	371	5 of 6 Events
Bob Murray *	12	10	24	2 of 6 Events
Jim Hann	11	7	24	2 of 6 Events
Randy Schroder	11	11	11	3 of 6 Events
Ron Burnett *	10	10	247	2 of 6 Events
Christopher Hinote	6	6	6	2 of 6 Events
Libby Yunger	4	2	12	2 of 6 Events
Gale Deroiser	2	2	148	1 of 6 Events
Charles Miano	2	2	21	1 of 6 Events
Joe Miano	2	2	101	1 of 6 Events

* Pilot conducted independent flights outside of chapter events

GROUND CREW RECAP for 2018

Name	Participation	Typical Position	Name	Participation
Christopher Ward	6 of 6 Events	Asst. Coordinators	Victoria Ward	6 of 6 Events
Laura Million	6 of 6 Events	BS Badge Photo.	Lisa Miano	6 of 6 Events
Dave Dewese	6 of 6 Events	Ground Crew	Paul Smith	6 of 6 Events
Ron Davis	6 of 6 Events	Ground Crew	Bill Wehmeier	5 of 6 Events
Jim Hall	4 of 6 Events	Ground Crew	Michelle Stephenson	4 of 6 Events
Pam Hanson	5 of 6 Events	Status Food	Kyle Hanson	5 of 6 Events
Bill Doherty	4 of 6 Events	Food Service	Ron Nicholson	4 of 6 Events
Don Doherty	3 of 6 Events	Maint. Food	Rich Emery	3 of 6 Events
Kim Nack	2 of 6 Events	Ground Crew	Patrick Rebert	2 of 6 Events

2019 Plans

Before we leave 2018 behind, I just wanted to thank all our volunteers once again. Many of you attend pretty much every event we have and it is a great comfort to me to know I can count on all of you to pull off our crazy Saturday mornings. The best part is the friendships and sharing we get to have through all the craziness that goes on. I look forward to the new year being another great time of events and experiences for us all to enjoy.

2019

To start with here are the dates for our scheduled 2019 Young Eagles Rally. I would expect you can pretty much put the dates on your calendars as **“for sure”** dates. You will notice no date for October, this is not due to not having one but more weather it will be the 1st or 2nd Saturday of the month and whether we will participate in Creve Coeur’s open house this year or not. If you are aware of any dates you know already you will not be able to attend, I would appreciate a note, e-mail or text. rmay5154@aol.com (314) 503-6042

April 16th

May 13th

June 8th

July 13th

Aug. 10th

Sept. 14th

I do not see any changes in time issues, typically safety briefing 9 AM, start flying about 9:30 AM, and stop taking registrations at noon. Some things FYI

Youth Protection Certification Renewal Many of you may have been notified from Oshkosh that your certification has expired and you need to renew it. The initial certifications we did in 2016 had a 2-year renewal date. At the time we were not certain they would expire but the final program did have a time limit. If you received this notification please go to www.eaa.org to renew. Believe me, no big deal I think the renewal test only had about 6 questions on it. If you are not aware of this program please review the requirement as they relate to youth programs sponsored by EAA which includes Young Eagles. FYI all pilots flying Young Eagles must have this certification and it is strongly suggested that all volunteers get certified as well.

Merit Badge Program This year Laura has combined and put together a badge program that will meet the qualifications for BSA, Girl Scouts & American Heritage girls. While total class size will still have to be limited, we will be able to offer one class and the potential Y.E. flight to cover all on the same date.

Flying Start Program As you may recall this was a subject that was discussed in the Fall last year. Discussions came up regarding the potential of participating in chapter sponsored meetings with guests that would address community interest in more participation in general aviation and possible new pilot education and licensing. Anyone having thoughts on making this program a success for the chapter is welcome to share them with myself, Jim Hall or any of us. Details about the Flying Start program are available from several of us in the chapter as well as at www.eaa.org.

With the general success we have had over the last few years with Young Eagles, and other programs/functions we participate in, I am seeing more interest in young people, having more questions about general aviation and its many opportunities. You may or may not be aware of the numerous repeat Y.E.s we have had attending our events. Often, they are looking for more opportunities to expand their participation.

While youngsters have fewer options, EAA has programs in place for young adults as well as their parents to help satisfy these requests. The “Flying Start” program as well as the “Eagles” flight program are excellent examples. I believe we have a definite opportunity to expand our community, be it new builders, new pilots or new career minded individuals. If we can turn these thoughts and questions into actions, we may also have new chapter members. In fact, as many of you probably know we have had quite a few new members join us over the last couple of years. In conclusion, I plan on continuing to try and foster any questions or requests for additional information I may encounter over the next season. Please let me know if I can do anything to help any of you in this effort. Thanks again for all you do.

See you at the meeting this Saturday.

Rick May
Young Eagle Coordinator

Snow Birding to Orange Beach

By Ron Burnett

Gloria and I were planning to depart for our 3rd stay out of Missouri but this time our departure date was dependent upon solid VFR flying weather further complicated by my home base. (M71 (Greensfield's) snow removal system is solar heating.) I wanted to leave soon after our EAA banquet which is always a highlight for me. This early departure was possible as our available kids and grandkids came for Thanksgiving so celebrating Christmas then, Gloria dubbed it "Christ-giving."

Our good weather break came on December 11th which gave us a couple days to pack and shut down the house. Gloria was on the road by 6 am and I launched from Greensfield around 10 am, destination former NAS Memphis for fuel and a look at my old USMCR VMA-124 hangar with Marines on one side, and Squids, er I mean Navy, on the other, with shared hangar space between. (*Watch it, Ron...your friendly editor is a former squid - ed.*)



Next I over flew NAS Meridian and took a few photos from 3500. There in early 1964 I learned to fly the T-2A Buckeye VFR, IFR, night and formation before returning to NAS Pensacola to VT-4 for air to air gunnery, and Carquals aboard the Lady Lex.



Arriving in clear weather, I did a standard GA entry rather than entering the break like we did 40 years ago (1978) in the A-4 Skyhawk. In my RV-6A the 200 foot width and 8000 foot length distorted my usual sight picture so much, I think I must have kerplunked her in from a 10 foot flare. Sandwich consumed while being

refueled, I walked over to see the old hangar with boarded doors and busted windows and the workman preventing my entrance due to asbestos removal, see photos.



I landed at Key Field in Meridian for fuel and Gloria picked me up for our night in the Drury Meridian. I took some photos of some T-45 jet trainers parked there and I took the photo on the Marine side) as Navy was on the other.



The FBO offers free food for pilots, matches military jet fuel prices, setup a briefing room and with NAS Meridian closed weekends, has found a need and met it. Gloria arrived shortly after I refueled and we headed to the Drury Meridian.

Photo credits: Ron Burnett

I gave Gloria a head start for Orange Beach, and flew over Mobile Bay as she was crossing the Causeway on I10. I had time to fly down the beach past our



rented winter quarters and then left my plane in care of the fine folks at Salt Air FBO. Can't beat our sunrises here. See you in March!

May you have the Lord's blessings today!



Invitation from Chapter 1387

We have a special speaker lined up for next month's meeting on Sunday, March 10th. Col. Jackie Jackson's bio is jaw-droppingly interesting, to say the least. He also has a book out that he will have on hand to autograph/sell: "*Way Beyond The Blue*".

We'd like to extend an invitation to Ch. 32 members. Our meetings are now held at Lincoln County Health Dept. in Troy at 5 Health Drive, 2-3:30p followed by a social hour. We ask folks to bring a finger food or snack to share.

Biography – Jack Jackson

Jack Jackson was born in Sullivan, Indiana and grew up on a small farm near Crown Point. He earned a Bachelor of Science Degree at Purdue University. Jack later went on to earn a Master's Degree in Human Resource Management at Pepperdine University.

After graduating from Purdue University, Jack worked for a brief period at General Motors. However, Jack felt the call of his country and joined the United States Marine Corps, where he was commissioned as Second Lieutenant. Jack then went off to flight training to become a Marine Aviator.

Jack's tenacity and courage were quickly demonstrated as a combat aviator in Vietnam. Arriving in November 1968, Jack flew over 600 combat missions. A highly decorated veteran, Jack is the recipient of four Distinguished Flying Crosses, 33 Air Medals, Navy Commendation Medal (with combat V), a host of campaign medals and, most recently, the Legion of Merit for Service to His Country. Returning from Vietnam, Jack attended the United States Naval Test Pilot School, testing aircraft for the United States military. Subsequently, he was the aide-de-camp for a Two Star General.

He left active duty as a Marine Captain in 1977. Jack remained active in the service of his country by staying in the Marine Corps Reserves and achieved the rank of Colonel. He was called back to active duty for Desert Shield where he served as a Harrier Instructor Pilot.

Jack continued to play an important role in the defense of his country as a key person in the Boeing Company (previously McDonnell Douglas). Jack became a test pilot at Boeing Company in January 1978. He tested virtually every type of U.S. fighter aircraft as well as two Russian fighters, accumulating over 10,000 flight hours. He is also the nation's most experienced VSTOL pilot. In January 2004, he retired from his position as Chief Pilot-Production Test with Boeing Company where he was responsible for all production activities.

Jack is actively involved in his church where he is a deacon. He was the parliamentarian for the Second Congressional District Caucus in 1996 and 2008. He is also a member of the following organizations: V.F.W.; American Legion; National Aeronautical Association; Association of Naval Aviation; Marine Corps League; Vietnam Veterans; National Association of Parliamentarians; and the Society of Experimental Test Pilots. Jack was also on the Boeing Management Club Board of Directors. He was the Chief Test Pilot for Production at the Boeing Company from 1996 until 2004.

Jack was elected to the Missouri House of Representatives in 2002. He served as president of the largest freshman class in the history of the state of Missouri. He was Chairman of the Veterans Committee, Chairman of the Joint Committee On Terrorism, Bioterrorism, and Homeland Security; and he was a member of the Appropriations—Public Safety and Corrections and Ways and Means Committees.

Jack has been married for 48 years to the former Arleen Henderlong. They have three children and eight grandchildren.

Jack is the recipient of the National Aeronautic Association's "Elder Statesman of Aviation for 2004" Award. He received the Aviation Week and Space Technology 1999 Laurels Award. He also received the "Legislator of the Year Award" from the Missouri Department of Veterans of Foreign Wars in June 2003, 2005, and 2006 and the "Legislator of the Year Award" from the American Legion in 2004. He received the 2006 Farm Bureau Friend of Agriculture Award. He also received the National Aide-de-Camp award from the National Commander of the National VFW. After leaving the legislature in 2006, Jack started his own small business of public speaking and an aircraft charter business.

EAA CHAPTER 32 NEWS
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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!

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