
EAA Chapter 32 News

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

February, 2017



Our own Chris Ward participated in the “One Week Wonder” build at Oshkosh

We will see YOU at the ARC for the February meeting. February 18, 2017 at 10:00 am.



President's Corner

by Dave Doherty

Fellow chapter Members,,

A year ago, the Mississippi river finally receded back into its banks after flooding much of Smartt Field. Our ARC came within inches of having water in it. The dozen or so planes that took refuge there were spared. This year, the river seems to be behaving itself, at least for now. The winter weather has been mild to this point. We've even had some nice warm days suitable for some good flying. Those days should become more frequent as we depart the winter months. When I go out to the airport, I see a lot of activity most of the time. I'm looking forward to some great days with friends out there.

We need to update our member database. It includes not only contact information, but also what project (if any) they're working on, what their interests are, flying aircraft they own or operate, pilot ratings if any, special skills they possess, and several other items. This newsletter includes a form to complete which will 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. Over the next few months, I'll be asking for and taking pictures of our members to put on the display. It should help everyone identify people by name and appearance. New nametags are possibly in the works too. I'm working on that.

We're in the planning stages for events to put on our 2017 chapter calendar. I'd like to ask each of you to think about what you'd like to see us do. We want everyone to enjoy the camaraderie of what we do and can't do it without your help. Please, when you come to our next meeting, participate in the discussion with some ideas we can become involved with. Do we want to do another project? What about public events, air shows, or Young Eagles? Our ARC could use some TLC. The asphalt needs a coat of sealer, doors have blue paint peeling again, and a host of other possible improvements can enhance the building and affect what our chapter projects to the public. I have some ideas I'd like to share. Some are new, and some have been hashed over for some time now. We need your input and participation. After all, it's YOUR CHAPTER. We want to make it fun, educational, and social for our members, continuing the long tradition of our chapter.

I mentioned last month that Chapter 32 is turning 60 this year. In fact, our Birthday is officially Feb 23. We've come a long way since then. We've evolved from a group of Engineers at McDonnell Aircraft Co to an active organization of around 85 members, and have found a nice home at Smartt Field. From what I can tell, we're far and away the most active chapter in the area. I'm proud of that

legacy. You should be too. Who could have guessed how we'd progress as time passed? Thanks to each and everyone who helped make us what we are today!

The members of the Spirits of Aviation Flying Club, LLC had the opportunity to see the first draft of the article they're putting together at HQ for Sport Aviation. I think it promises to be an interesting read. As to when it will be published, they're not at liberty to let us know yet, although we think it will be in June or July. As for how the club is doing, I couldn't be more pleased. To date, the plane has flown nearly 190 hr since first flight on Aug 25. It's definitely not a hangar queen! The Google Calendar we use to reserve the plane is working out fine. So far, everyone has plenty of opportunity to fly it, and are all impressed by its performance.

The FAA BASICMED program has been unveiled. General rules for the program are set, although the questionnaire that's filled out by airmen and doctors has not been released yet. It should be pretty soon now, as it is scheduled to take effect on May 1. That's only a few weeks from now. This is the long awaited change to the FAA 3rd class medical requirements should be a boon to General Aviation. We should be appreciative for all the work EAA, AOPA and all the alphabet groups in aviation have done thus far. You can check We'll be talking about it at our next meeting on Jan 21 at the ARC. They finally did it! Here are the requirements released so far. As more info becomes available, I'll be sure to keep everyone updated;

Basic Pilot Requirements:

- **Possess a U.S. driver's license**
- **Have held a medical that was valid at any time after July 15, 2006.**
- **Have completed a medical education course described in FESSA within the past 24 calendar months**
- **Have received a comprehensive medical examination from a State-licensed physician within the previous 48 months.**
- **Is under the care and treatment of a physician for certain conditions**
- **Make certain health attestations and agree to a National Driver Register check**

Basic Aircraft Requirements:

- **Any aircraft authorized under federal law to carry not more than 6 occupants**
- **Has a maximum certificated takeoff weight of not more than 6,000 pounds**
- **Basic Operating Requirements:**
- **Carries not more than five passengers**
- **Operates under VFR or IFR, within the United States, at less than 18,000 feet MSL, not exceeding 250 knots.**
- **Flight not operated for compensation or hire**

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 windbreaker 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 18 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 18 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

For Sale

SONEX TAILDRAGGER WITH 2200A JABIRU - \$21,500 -

335 hrs total time, Grand Rapids EIS, Lift Reserve Indicator, Microair 760 radio, Ameri-King AK-450 ELT, Garmin GTX 320 Transponder, Hydraulic Disk Brakes.

Contact Gary Johnson at
gjohnson4791@sbcglobal.net, or 314 303-5159

Editor's Corner

I would like to take this opportunity to thank all the new contributors to this month's newsletter!! I put out a general distress call a while back letting people know that I welcome any and all contributions. The response was so overwhelming that I am having to save some of it for future issues.

I'm hoping that seeing articles from various members will inspire some of the rest of you to follow suit. We are all in this chapter because of our interest in and love for aviation and airplanes. It makes sense that reading about the activities and adventures of fellow enthusiasts should be high on your list of things to do. Keep them coming, folks!

Jim Bower
EAA Chapter 32 Newsletter Editor



January Meeting Minutes

Dave Deweese

January 2017's meeting began with the Pledge, Dave Doherty presiding.

We approved our last meeting's (November) minutes as written.

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

Brian Peetz, an officer in the Boeing flying club and friend of Bob Murray is visiting today. Mention of an RV-10 piqued his interest.

Bill Doherty is handling food cards in Ron Burnett's absence.

This year is our club's 60th anniversary and Dave suggests an open house. Oshkosh HQ is aware of this, we found a letter dated February 23 sent up there with a check establishing our chapter. Dave would like to arrange a visit from the Spirit of St. Louis replica. Whether or not we can get this would help determine open house timing, if not June would probably be a good timeframe.

Paul and Audrey Poberezney came up in conversation; Jim Hann noted that Aircraft Spruce has bought their house.

Bill Burnside passed away last year. Don and Dave picked up some items and will inventory, deciding if we can use it in the ARC, if not we'll sell it.

Dave's also going to see Bob Kraemer's kids as we may inherit some of his memorabilia as well. Libby says they may be donating the Stearman to a 501c3 in exchange for a tax deduction letter. It does not have an electrical system which has some impact on the value. Don gave some explanation on how complicated that would make our taxes, even assuming the chapter could own a plane outside of a flying club. Wings of Hope might be an option as they're used to handling aircraft donations.

Everyone enjoyed the Christmas event: venue and food was enjoyable, and even the weather cooperated. We managed to make money.

Dave asked Don what our budget is like in relation to sending an extra boy or girl to the Air Academy. Don says we'll need some fundraisers. Dave's looking for someone in the chapter who knows about writing grants, considering our focus on STEM (STEAM). Many

companies contribute in this area. Jim Hann says his wife has written grants.

Don reviewed some of the costs we incur over the year, and we may revisit some, including those related to Young Eagles, and added that our utilities rates have been increasing.

Last Thursday Dave and Jim and some others visited the Missouri Aviation Historical Society's meeting. Dave gave a presentation about Chapter 32, and notes that around 20 more also spoke. He made some contacts, including Major Mark Meyer from Scott Air Force Base. They're going to have an open house June 10 and 11 (including the Thunderbirds) and are looking for exhibitors, so we may participate. He notes that Missouri driver's license will not suffice to get you onto the base; you need a passport. Jeff Stephenson reminded us that this date will conflict with Young Eagles: we may want to move June's event.

April 25 will be an aviation day in Jefferson City. There are several items on the legislation agenda that impact aviation, and Dave would like to have a representative of our chapter. Tom Sparr notes that there's a representative with a Stinson 108 here at the airport who's working on an issue dealing with antique aircraft. Dave notes that corporate aircraft owners often fly out of state for maintenance due to sales tax issues on parts.

There will not be a Spirit Air Show this year.

Dave spoke with a representative of the Boy Scouts Explorers who's interested in our YE program.

Bonne Terre new Space Museum. 40,000 artifacts. Earl Mullins from NASA. Libby recommends this museum.

Dave met someone from the National Space Society and we'll get a speaker. St. Louis has a chapter.

Dave also met Carmela Turdo, who runs aeroexperience.blogspot.com : we'd like to get our events on this site.

Projects: we might have a sale on the BD-4. Dave got a call from a guy in Seattle. Dave asked 3,000 and offered to throw in the engine. The buyer needs to sell some property first.

The RV-12 is doing well with over 175 hours. Mark Huebbe's up with Mr. Bill getting his flight review right now, Chuck's going to fly later today.

Dave asked if we're interested in another project, maybe Bob Pratt's RV-6A which is almost complete and includes a crate engine for around 45K. He's also aware of a Starduster Too project for \$5,000. Fuselage is welded up, wings need to be built, and it's likely that there's no engine considering the price. Dave notes that the flying club would allow for owning another airplane. Since attendance is sparse at the meeting we'll table this and consider interest level later. The club has found that it's a relatively inexpensive way to fly.

We'll be doing movie of the month again this year.

We'd like to have a board of director's meeting on 1/28, time TBD.

Sport Aviation Expo at Sebring is also next weekend.

If you haven't paid your dues now's the time. See Don Doherty.

Greg Vallero, based at Creve Coeur, sells rides in a T-6. Dave notes that a check ride is on his bucket list.

Basic Med rules came out, they'll be effective May 1.

Motion made and seconded to adjourn.

Introducing the IMC Club

by Bob Murray

You're flying IFR to attend your grandson's graduation. Almost to the destination, the vacuum pump fails, taking out your attitude indicator and DG. You're currently VFR but will require an IFR approach through the solid cloud layer to land. You have enough fuel to get back home, where it is VFR, but you'll miss the graduation ceremony. Can you attempt the approach using the electric turn coordinator and mag compass? How about using the Stratus electronic AHRS on your iPad, which has always worked OK, as backup? Can't ATC easily help you get through the clouds?

This is one of the borderline decision scenarios recently discussed at the IMC club. EAA Chapter 32 is now the sponsor of an IMC club, for pilots interested in learning about or improving their knowledge of flying in Instrument Meteorological Conditions. It meets at Creve Coeur airport (1H0) in the pilot lounge on the first and third Tuesday of every month at 6:30 pm.

A typical meeting introduces a challenging flight scenario, conducts group discussion on possible solutions and outcomes, and concludes with experts' opinions on the best solution (the experts don't always agree!). Scenarios are usually IFR related but other topics are sometimes discussed.

There's more information on the group's Meetup page here:

<https://www.meetup.com/Creve-Coeur-1H0-Aviation-Meetup/>

If you create a login to Meetup, you will get an e-mail reminder including the topic for the next meeting. You can also join using your Facebook or Google account to log into Meetup. But you don't need a Meetup login to just show up and absorb the atmosphere! Everyone is welcome.

Also more information here: www.eaa.org/imcclub

\$100.00 Cookie

by John Huebbe



While the area around the Mississippi river valley doesn't offer much besides flat farm land for scenery, it does however offer lots of nearby airports for taking a quick journey for a bite to eat or a jumping off point for a weekend adventure away from home. There are plenty of interesting places to fly to and most can be reached in no time. I'll try and write more articles in the future about the fun places I've visited or good restaurants I've ate at.

First on my list of places that every pilot should visit is Jubelt's Bakery and Restaurant in Litchfield IL.



They are located less than a mile from the airport along historic route 66. Litchfield has a wonderful airport that's close to town and they provide a courtesy car for pilots to use. But if you happen to fly in when the car isn't there, it's just a short walk to down the road into town.



They have a great restaurant and are my go-to place for grabbing a quick bite to eat. My favorite things to get are the scratch-made soups (ham & bean or broccoli cheese are to die for), harvest chicken salad sandwich on a croissant, ham & swiss melt on a pretzel roll, or the wonderful smoked turkey breast santa fe wrap. I usually end up with their "Special Feature Junior" which is a half sandwich and a cup of soup. It is the perfect amount to eat for lunch and still leave room for getting something from their bakery case.

And speaking of their bakery selection, they have plenty of cookies, danish, muffins, cinnamon rolls, croissants, pies, and cakes. My stomach usually tells me to get a Pecan Horn or Peanut Butter cookie, a cream cheese brownie, or a caramel apple pecan cinnamon roll. Their muffins tend to find their way home with me since they travel well, don't add too much to the gross weight, and make for a good



breakfast the following day. My pick is typically the large brown sugar cinnamon crumb muffin, but sometimes they have a blueberry muffin that calls "pick me, pick me".

There are many times when I'll drive out to the airport after having dinner at home and make the quick flight over to Litchfield to grab a cookie or two (or a dozen), taking advantage of the long summer evenings, and landing back at KSET to enjoy a beautiful sunset



Next up for one of my typical choices is Taylorville airport, about 60nm north-east of St. Charles. Many times during the summer you'll get a great tailwind from the south-west and make it in no time before your stomach starts growling. The city has a great restaurant just in town called Angelo's Pizza.



It's located along Spresser St on the drive into town. The BBQ chicken pizza or the Angelo's special are great choices and will easily fill you up. If Pasta is more your thing, I would recommend the Rigatoni with meatballs or their housemade Lasagna. I've never personally had any of their sandwiches, but a

favorite of my father was their meatball supreme topped with mozzarella cheese and extra marinara sauce.

If you still walk out with some space in your belly, drive over a few blocks north to the Tasty Treet ice cream stop. It's kind of a dive, but they still have good cones.



For additional entertainment after your meal, stop by the sky dive club located on the airport and watch the crazy people fall out of the sky parachute down to the ground. The experienced skydivers make it look easy as they gracefully make a smooth landing in the grass next to the taxiway...and the newbies remind you why you should always be on the lookout when you come into land there, as they inevitably end up putting down on the runway or sometimes in the cornfield (ouch!).





Name: _____ Spouse: _____

Street: _____ Apt. #: _____

City: _____ State _____ Zip: _____

Phone (H): _____ (W): _____

E-mail Address (note: all newsletters are sent via e-mail): _____

I am a:

____ Renewing Member; ____ New Chapter 32 Member; ____ New National Member

EAA#: _____ Expiration Date: _____

Other Aviation Affiliations: _____

Flying Aircraft Owned: _____

Aircraft Under Construction: _____

Other Projects or Interests: _____

Special tools are willing to loan: _____

Special skills you have: _____

Membership Requirements & Dues

Chapter members must also be members of the **Experimental Aircraft Association, Oshkosh, WI**. Membership is open to any persons with an interest in aviation who wants to benefit from, and share activities with others having similar interests. A separate application, with payment and mailing instructions, is available through Chapter 32 upon request or at the national website at <http://www.eaa.org/join/ea/index.html>. **National EAA** dues are **\$40** annually, payable every twelve months.

Chapter 32 dues are **\$36** annually, payable every January 1st. New member's dues are prorated for the first year according to the month of application. Make checks payable to **EAA Chapter 32** and mail to the address in the box to the right. The above information will be published in the membership roster and kept in the Chapter's database of information and in the Member's Only section of the Chapter's web page.

Information Hotline: 314-286-9932

EAA Chapter 32 Website: <http://www.eaa32.org>

License, Ratings & Other

____ Private ____ Student

____ Recreational

____ ATP

____ Commercial

____ CFI ____ CFII ____ MEL

____ Instrument

____ Multi_Engine

____ Land ____ Sea

____ A & P ____ IA

____ Repairman

____ Airship ____ Ultralite

____ Glider ____ Helicopter

____ Parasail

____ Powered Parachute

____ Lighter than Air (balloon)

Mail Checks & Application to:

Gale Derosier
30 Shimmering Lake Ct.
St. Charles, MO
63301

Learning as we Go

“Fuel and the Funny Things It Does”

mr. Bill

Last month we chatted about airplanes and fuel and I mentioned that “Fuel is brains.” The reason for a good weight and balance sheet during pre-flight is so you know how much fuel you can put on the aircraft. The more FUEL you have the more TIME you have. In the DC-9-80 we know we burn 100 pounds of fuel a minute. So when the fuel totalizer indicates 10,000 pounds we know we have 100 minutes of flight time left.

What is the fuel burn of your aircraft?

Do you know that the fuel gauges read more accurately at the low end of the fuel gauge indicator arc? That is why it seems that you are running out of fuel faster with the needles at the bottom of the arc.

Do you know that ethanol in the fuel messes with the indications?

I had a friend who was flying his aeromachine and having a GREAT day! Looking down at the fuel indicator he saw that he had 1/8 of a tank left so he..... went around the traffic pattern “one more time!” You know how this ends. On downwind the tank went dry and he did not make the runway. It was determined that the fuel had ethanol and it affected the indication of the fuel gauge.

So what is the solution?

First, for whatever reason you are low on fuel, LAND and get fuel. If you are really low declare an EMERGENCY and get Air Traffic Control help to get you to an airport with fuel!

Q? How much paperwork do you have to fill out after declaring an EMERGENCY?

A: None. Unless someone calls you on the radio or tells you to call this number! If the outcome is a success then usually all is good all the way around. February, 2017



**Do you like
this fuel gauge?**

So how much fuel DO you have?

Several Pilot Shops sell fuel quantity fuel sticks for your type of airplane. New EXPERIMENTAL planes and their pilots have a process of putting in one gallon at a time in their fuel tanks to calibrate the fuel gauge. Some aircraft have sight tubes. These tubes are accurate because the fuel seeks its own level in the tube and the tank. The system works GREAT as long as you remember that with every inlet there needs to be an outlet. In this case the fuel tank MUST have a vent.

Where is your fuel vent?

Our EXPERIMENTAL aircraft people get very crafty with the fuel tank vent tube. It should be visible and easy to find. Some have hidden the fuel vent tube down at



Fuel sight tubes

the base of the wheel fairings. Some mud daubers can find their way into these vents and.....as the story goes a seasoned Oshkosh builder was up for his photo shoot in his prize homebuilt. During pre-flight the fuel tank sight tubes INDICATED that there was fuel in each tank. When the beautiful aeromachine was in the middle of the photo moment the engine quit from FUEL STARVATION. There was fuel in the airplane but it could not get to the engine. FUEL EXHAUSTION is when there is NO fuel in any tank.

Another calibration that has to be made is for the position of the aircraft. See the different number around the tubing? One set is for the tailwheel airplane on the ground reading its fuel quantity. The other numbers are the quantity for the aircraft in flight.



Safety Tip of the Month

Joe Miano

Headset Fun and Safety

How good are your aircraft radio communication skills? Do you remember how difficult it was to use the old radio equipment, before headsets became the normal standard of today? Back in the days, you rented your two seat trainer and flew using your two hands while trying to read a sectional chart on your lap. You would keep the microphone between your legs or under your arms until you needed to talk to the tower while flying in a busy pattern. Then, try to listen and understand the response from the controller through the rooftop speaker between the two seats with the engine running full blast while you and your instructor yelling back and forth at each other.

Please try not to drop the microphone onto the floor while flying the airplane or you will have to go fishing. You grab the microphone cord at the pedestal and reel the microphone back into reach without it getting stuck under or between the seats and becoming damaged. Always check during preflight to see if the extra spare microphone is inside the glove box so that when the old one fails or sticks open in the transmit position you can just swap them out while trying to communicate with the controllers. Yes, these were the fun flying days of long ago before headsets became affordable for everyone who flies today. Now everybody is using headsets to talk to one another and communicate with the traffic controllers. You very rarely see anyone flying without a pair of headsets on the airport today.

The safety benefits of using a pair of headsets will offset the modest price of purchasing a pair of headsets will offset the modest price of purchasing a good pair a wise choice and investment. First of all, headsets protect and help preserve your sensitive hearing ability especially if you are flying with young children as we all do during our Young Eagle events. As soon as I show the kids the headsets they will be using and demonstrate how to put them on and use them, they can hardly wait to get airborne. Secondly, headsets allow you to talk in a normal tone of voice to each other without having to shout or yell during the flight. Headsets also let you hear the pilot communicating to the tower and the other aircraft so that the kids can learn about radio communication. With the headsets you can answer all of the questions that everyone is asking about the flight while you point out important landmarks on the ground as you fly past them. Using your headsets while practicing your proper radio skills when you fly always make you look very professional to all your friends and fellow pilots.

Well, that's it until next month so fly safe and have fun!

Joe Miano

Just one more thing - I want to mention about an excellent airport restaurant called "The Main Hangar Restaurant". It is located at Decatur, IL airport (KDEC) which is a Class D towered field. I went there a couple of weeks ago with my wife in our Skylane on a Sunday afternoon. The restaurant is open seven days a week and is located right on the airport next to the control tower. You park your airplane at Gaitros Aviation FBO and go through one gate and a short walk to the Main Hangar restaurant. The food is excellent with both a lunch and dinner menu, full bar, and aviation themed décor inside. You sit at tables next to large, tinted windows overlooking the whole airport watching the air traffic come & go. Ask for a business card from Gaitros FBO when you park your airplane which is good for a 10% discount on your meal inside the restaurant. Flight time is about 40 minutes each way average for the Skylane from KSET. I highly recommend this restaurant and I do not think you would be disappointed. Information listed on the AFD for KDEC airport listing. Phone (217) 421-7425 for more information at The Main Hangar.

Thanks and have fun!!

Joe

Building the “One Week Wonder”...and Beyond

by Chris Ward

I started building a Zenith 750 Cruiser at the factory. Zenith was looking for volunteers to build the one week wonder at Oshkosh so I placed my name on the list. I was picked to work one day on the project. I had a great time being a part of the team. When EAA headquarters sent the one week wonder to the factory in Mexico Missouri, I was given a ride in the one week wonder. This took place at the open house. The next year when Zenith was looking for volunteers to build six sets of wings not only did I jump on the bandwagon but Victoria did also. I helped three days on the Zenith wings. I was also an EAA ambassador for two days helping others to step up and pull a rivet on the wings. Victoria worked two days helping to build the sonic wings.

After Oshkosh I planned two factory builds for my 750c. EAA chapter 429 came out to Mexico and helped build my elevator and stabilizer in three days. They later helped build my wings in one week along with 250 cub scouts. You can go in YouTube and watch both of the builds. This year I would like our chapter to help build the fuselage in one week. The is to get the plane finished so I can fly it to Oshkosh in 2018. The first thing we need to do is work on the hangar rash on the wings from moving. After the wings are repaired I want to put landing lights on both wings. This summer we need to pick a week to build the fuselage. Please talk to me at a meeting and let me know if you want to help on my project.



Victoria Ward (L) working on a wing.



The “One Week Wonder” pavillion at OSH



Chris with the completed 750 Cruiser

Bean Field Follow-Up

By Dave McGougan

Editor's note:

You may recall that Dave had a mishap last year when his engine quit in the pattern and he couldn't make the runway. Instead, he made a good landing in the bean field (remember, a GOOD landing is one you can walk away from). Here is what he is up to now...

I am building a Kitfox model 2. Since it was pretty much determined that my Ridgerunner was totaled, I needed a new project to get me back in to the air. I have been working on it since mid November. I have only a little history on it. If the guy who bought it got his story straight, the plane is a model two (very early) Kitfox that was started, but that was all. The builder had a fatal heart attack and the family stored it in a poor facility. It was dirty. Many wing ribs were rotting and many parts were missing. I bought a portable grit blaster, stripped all parts from fuselage and blasted the filth off. Followed it with Primer, then black paint for the cabin and green the rest. Started by ordering a manual, then going step by step. When I hit a bad spot where I did not have a part, I scavenged off the Ridgerunner, ordered it from Kitfox or made a trip to Wicks. In fact I am going to Wicks tomorrow to pick up plexiglass (special order) and cable ends. In a few instances I have made a few parts to get me through. The firewall was never hung, no engine, no fuel tanks, no plexiglass for doors or windshield. Tires have to be replaced, brake parts are missing, no instruments. Sounds rough, but progress is being made! I purchased a new bandsaw, drill press and disc sander, to build a complete set of new ribs for the right wing. The cost of the complete rib set was \$700. I got most of the tools as Christmas presents, the plywood will cost \$29 and I will have the tools for a long time.

The ribs are the next issue after the cables. I hope to have the fuselage covered in the spring, the wings covered during the summer and the engine in by fall. Maybe even taxiing before it gets cold. My plan for the color scheme is silver with black trim. Sounds ambitious, especially since we are having a kitchen installed during February. I will keep the chapter apprised of my progress and of course will have many questions.



Gateway Adventure Club

Burt Biermann

On Saturday February 18 at the monthly meeting, I would like to present another project to the EAA chapter 32 members. This is another club built 2 place experimental home-built aircraft in the likeness of the very successful Spirits of Aviation Club - RV12 aircraft.

This light-sport aircraft is the Thatcher CX5 two-place tandem aircraft which is a Dave Thatcher design from Pensacola, FL. We are captioning this club the "Gateway Adventure Club".

In my discussions with Dave Doherty, I have expressed interest in modeling this club along the same lines as the Spirits Club. He has been generous with his helpful information. We hope to provide a practical and attainable aircraft with classic good looks and superb flying qualities for those members who crave adventure and a chance to fabricate their own aircraft.

We have already acquired plans and materials kits for the tail and wing. Building progress will be going forward at a brisk pace.

Anyone interested in asking any questions, feel free to call my cell 314-566-6791.





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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