
EAA Chapter 32 News

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

April, 2022

Check out our fantastic Web Pages at
WWW.EAA32.ORG

Laura Million, Web Designer



A Young Eagles rally wouldn't be complete without a couple of old buzzards to give out advice. Former President Dave Doherty (L), and our esteemed former YE Coordinator, Rick May.

WE HOPE TO SEE ALL OF YOU AT THE APRIL MEETING! 10:00 AM **APRIL 16TH AT THE ARC. MASKS ARE NOT REQUIRED IF YOU'VE BEEN VACCINATED, BUT WE'RE STILL PRACTICING SOCIAL DISTANCING.**

Newsletter Contributions and Deadlines

Anyone wishing to submit articles, advertisements, rants, etc. to the newsletter should send them to your friendly editor on or before the Saturday ahead of the scheduled meeting. Send contributions to newsletter@eaa32.org.

President's Corner

by Bill Doherty

Each year as we come out of winter, we see a surge of events and opportunities for us to showcase our Chapter, invite new members to join our chapter family, and just plain enjoy being together to enjoy our enthusiasm for aviation. Last year we were elated to be included in new events at Creve Coeur Airport and with Aviation Explorer Post 9032.

This year over roughly the next 90 days we will participate as a vendor, exhibitor, or hosts in six events not counting our monthly membership meetings. We'll need lots of volunteers for the Wings & Wheels Cruise-In, Fly-In on April 23. Our updated food booth will be a big fundraiser plus we need people to assist with parking aircraft on the ramp.

On April 30 we'll have a display booth set up for a couple hours at the Wings of Hope STEM Expo in their hangar on the north side of Spirit of St. Louis Airport. This will probably be the first time we use the booth donated to the chapter by Chris Ward. (THANK YOU, CHRIS!) We'll need a couple volunteers for this booth as well.

May 14 will be our next chapter Young Eagles Rally. We had great success with our April event with some excellent new volunteers who've stepped in to assist with this program. Their expertise made the rollout of our new iPad and the digital app go quite smooth.

May 21 is EAA Learn to Fly Day. HQ is encouraging chapters to host a Flying Start Program on this day which is also our meeting day. We had a Flying Start event this past October but were unable to offer Eagle Flights to those who attended due to uncooperative weather conditions. Now that we're back into nicer flying days, we need to follow up with those attendees and invite them to come out on the 21st so they can fly. Remember, the point of the Flying Start Program is to provide a mentor for each prospective new pilot. This means if you're willing to take someone for an Eagle Flight, you'll want to stay connected with them to encourage their continuance toward flight training.

I think this is one of the most important programs we've embarked upon since the Young Eagles Program and worthy of our investment of time and effort not just to bring them into aviation but also EAA and Chapter 32.



This brings me to the events of June 4 and the following weekend at the Spirit of St. Louis Airshow and STEM Expo. That first Saturday, June 4 we've again been invited to have a Young Eagles Rally at Creve Coeur Airport in conjunction with the Gateway Youth Aviation Foundation. This event was pretty big last year and required a lot of focus on our part. I expect it will be similar this year.

For the Spirit of St. Louis Airshow and STEM Expo we have two parts. One will be a booth inside the STEM Expo tents themselves. This we expect will be next to Aviation Explorer Post 9032. The STEM Expo organizers have asked for exhibitors to focus on hands-on activities for the participants who will be in the Middle and High School age groups. We need volunteers for this now to work on what and how we want to present to and engage the attendees. One idea we've had is to have a metal tail surface on which interested attendees could "pull a rivet" as is done at AirVenture with the One Week Wonder program. We need additional ideas from you, our members on what to present. And we need volunteers to develop this and be at this event.

The other part of our participation at the Spirit Airshow & STEM Expo is a display in the exhibition area of the Static Display section. In addition to two display aircraft (the Soneraï for people to touch and try on for size and the RV-12 N32YE), I've requested a 20x20 tent from the event organizers (we can't bring our own, per their rules). Within this tent we hope to have a presentation area or theater where we can have small groups seated for multimedia presentations about various topics. We also need to have volunteers available to discuss our various programs.

What do we want to present? These need to be STEM related topics that dovetail with what EAA does and can offer. I suggest we have information to present about EAA as an organization, its various divisions and what we do as a local chapter. Other topics I suggest we present are:

Flight training scholarships (Ray Scholarship plus information that many additional are available via EAA.org).

Aviation Explorers Post 9032. Excellent learning opportunities here not only about aviation but also about leadership.

Aviation Merit Badge Program for Scouts.

Young Eagles. Of course! The thrill of first flight experiences and a free opportunity to begin the flight training process through Sporty's online ground school.

Flying Start Program. I mentioned it already. This answers how to become a pilot.

Building an airplane. Amateur built aircraft outnumber factory-built additions to the registration rolls. Clearly this is a STEM topic category and fits directly with our hands-on STEM display. What construction methods can we display?

Flying Clubs. Ownership of aircraft isn't easy but sharing the effort can help. Group build projects work well in this ownership method.

Clearly, we have lots of opportunities to share what we do and fulfill our mission of aviation education. We need your assistance, ideas, and participation. This event is in June but it's time to focus and make ready what we will present. Our membership always amazes at how we come together for these big projects. They always turn out better than we expect and super fun.

As you can see from most of my recent articles, these events have been the focus of my attention. I think I'll be ready for a break when we get to AirVenture.

Then we dive into the Fall events...

In the meantime, we have our monthly meeting this Saturday at 10:00 AM at the ARC. Our guest speaker this month is Peter Sutton from the Gateway Tra-Con. I'm looking forward to his talk.

Here's a link to this month's chapter video from HQ with Charlie Becker. Anybody up for doing the pancake breakfast in Camp Scholler? Great opportunity to learn how to do it here and get a bunch of money for the chapter.

<https://www.eaa.org/videos/chapters?playlistVideoId=6302474117001>

Big celebrations this year:

- United States Air Force turns 75
- Van's Aircraft Turns 50
- Young Eagles Program turns 30

Well, that's about all I have this time around.

I'll see you at the ARC or maybe around the pattern.

Stay vigilant and fly safe!

Blue Skies!

Bill Doherty,

President

EAA Spirit of St. Louis Chapter 32



March Meeting Minutes

Dave Deweese



March's meeting began with the Pledge, Bill Doherty presiding.

Bob is in Florida this month, Don Doherty gave the Treasurer's report, including checking, savings, and Ray Foundation account balances. (Vasili just completed a cross-country.)

Visitors: Julie and Brian Wasson are working on an RV-10: empennage done, wings almost complete.

Mississippi river is flat at 16 feet.

We are keeping the meeting format the same: it's good to maintain transparency on the business side. We'll try to compress this, however.

Old Business

Young Eagles is starting up, there will be meetings upcoming to get tasks complete. Chris talked with Rick and got up to date on processes. National has decided to go to iPads: even if you don't have internet at the event site you can upload it soon after. They decided to invest some YE funds into an iPad with a protector. Bill suggests researching minimum requirements and getting prices. Chris brought in a box of logbooks and new forms, take some if you're flying Young Eagles outside of the events. Motion made and seconded to investigate purchasing an iPad. Regarding credits Rick believes we have six or seven hundred left. Note Isaac and Lauren are going to advanced camp at Oshkosh with some of the credits. Chris says we did get the Ray scholarship for 2022 and discussed updates to this and related scholarships. Bill read off a list, noting that we can only award one Ray scholarship, but we might help applicants pursue other. Note on unused funds - in the past it was returned, now it goes back to the chapter for use in the same year to help out other students. Chris mentioned that Ray foundations must be 16.

Jim gave a rundown on Explorer Scouts, three in attendance today. Boeing gave an assembly line tour and our scouts gave some feedback. They're planning to have a presence at the upcoming car event. Jim says they're interacting with other posts around the country. The Boeing engineering group organized a talk with an F-18 pilot who became a Top Gun instructor and squadron commander. Wings of Hope has invited the post to man a table at their upcoming event, this week they'll attend a virtual event with a post in Racine Wisconsin. Next week they'll tour Southwest Illinois college.

Car event: "Wings and Wheels Fly-in, Cruise-In". After much negotiation Bill has gotten insurance coverage for chapter participation. Event will take place April 23 from 8 to 4pm, we'll need volunteers for food service and to marshall aircraft on the flight line. (EAA covers food booth, event covers flight line.) Bill will get hold of some marshalling wands and give a refresher course on technique, also planning to make additional wheel chocks.

Airshow planning: we were able to contact the coordinator of the STEM portion, we'll have a presence over there. Still working on getting a space as an exhibitor: it gets pricey if we have to pay. Bill listed a "package C" for \$500, in the past we may have gotten around this as a 501c3. Ashley (STEM) is looking for hands-on activities, is expecting 20k/day attendance overall. Doug Killibrew notes that in the past the county ran it as the Fair and Air Show, and we were considered an "asset". This is one big local aviation event and we've gotten good exposure. We briefly discussed future EAA name change from "Experimental" to "Sport" - relevant around public perception. Doug suggests programs including building, also topics related to aviation and private pilot topics, also scheduling around air shows. We'll need volunteers who can make such presentations.

Fundraising: Ron Burnett has store cards and reminds us of Shop with Scrip/Raise Right.

New business:

May 21 is Learn to Fly Day, Chapter Gathering Day, and we'd like to host a Flying Start event.

B-25: Bill is waiting for further information from HQ.

June chapter picnic: considering locations, maybe a local park - airport generally too busy/noisy. Ron suggests here after a meeting.

April we may have a presentation by Pete Sutton from TRACON. Afterwards we may try to work on some Adirondack chairs.

May we're looking at a composites presentation by the Cozy Girls.

Jim mentioned advanced registration for campsites at AirVenture.

Question about Young Eagles training (Rick), Bill asked if we want to do Zoom or in-person.

Question around the first Young Eagles event: show of hands for pilots and volunteers.

Question about Oshkosh camping: how much space will we have.

Dave McGougan traveled to watch a guy install a Rotax, met someone with a KR2 and T-Bird for sale, 12 grand for both. Dave's got a picture on his phone.

Ron Burnett's son started a Zenith 601 empennage kit, he'll sell it for \$750 including a trim motor. Rick Galati built an RV-6A; it hasn't flown in ten years but has a newly rebuilt engine, no ADS-B. He'll sell it as-is for \$47,000, around 10k less than what he has in it. You'll need to get it inspected and flyable. Let Ron know if you're interested. Ron and Bill note that Rick's workmanship is very good.

Bob Clark's (check) plane just flew. He and Mr. Bill did the flight, he notes that his landing was not as good as Bill's. He's looking at a 5gph, 100 mph cruise.

After a break Don will make an annual financial report.



Flying in Africa: The Lighter Side of Navigation

Hello again from the south tip of Africa. I hope you are all fine and gearing up for the fine flying weather that is heading your way. Let's hope the Mississippi stays within its banks. Else, I might know where you could maybe find a... Consolidated PBY Catalina? LOL. The last airworthy one in South Africa was purchased by an American collector. It's now flying somewhere in the USA.



The full story about this Catalina can be read at:

<http://www.pilotspost.co.za/arn0000205>

Talking about Catalinas, during World War II, The SAAF did operate a squadron of Catalinas. These were not pure amphibians. Nope, they did not have wheels! Therefore, water bound, and if it was to be taken onto land for maintenance, a special dolly was used to tow them out onto dry land.

These Catalinas were based at Durban harbour, a base on the Lake St Lucia in Northern KwaZulu Natal, and a base on the Kleinmond lagoon, near the holiday town of Hermanus in the Western Cape.

Lake St Lucia, is an estuarine lake system, and the largest estuarine lake in Southern Africa, covering about 350 square kilometres and is part of the iSimangaliso Wetland Park. The name iSimangaliso is a Zulu word meaning "miracle." It can also be translated as: "miraculous," or "miraculousness." It is pronounced as "iessie-maan-gha-lee-soo."



The photo is a typical scene on the banks of Lake St Lucia. How those boys got rid of the hippos and crocs, when landing and take-off, can only be a good guess.

Now back to our flight with "Betty" as PIC and yours truly as co-pilot. Betty did her flight planning using a 1:20000 scale paper map. I don't think this map was new, and a few hands had used this map to do the same as Betty. Using a pencil, you know those old little wooden sticks with some graphite inside? Sometimes it frustrates the white warm wax out of you if you try to sharpen the writing end? That tool? Okay, you also know what happens if it is not that sharp. Yip, a thick line across a page.

Well, our Betty was using that tool and a plastic ruler of normal length. (30 centimetres, or as I recall from school, when South Africa was still using the old system. One foot, give or take.)

Right, some of you would start to raise your eyebrows now. This is a not so correct a way of dealing with precision navigation. Now, Little blond miss muffet, did indeed have a GPS. One that she got on a trip to the good old US of A, BUT, the GPS was still in its pre-school uniform and did not have a MAP as background! You only input your way-points, and the miracle device would track your route for you. You see where I am going?

While this was going on, right there, in the Pilot's Lounge of the hangar, Betty and I were enjoying a cup of coffee, and chatting about everything under the sun. Quite a charming lady, this Betty, and like me, a volunteer for the reconnaissance missions. She was a civilian pilot; everything was thus relaxed, and we got along just fine. I only met her that morning, like with many of the crews I worked with during that time.

I left Betty in the pilot lounge to go see the aircraft we were flying that day, and sign for the craft. A civilian, overall white with blue and brown trimmings, Beechcraft Bonanza.



Due to gathered information by Military intelligence, we started to use civilian aircraft. There were rumours of Stinger missiles scattered throughout the townships, and intended to be used on military aircraft.

On some stage we were supposed to wear bulletproof vests on our missions. This led to one of my fellow Pilots saying: “Ag man, we’ll just put it on the cockpit floor to protect the crown jewels!”

The ground crew pulled it out of the hangar onto the apron in front of movements. I check fuel, (You know that thing where you stick a little tube into the thingy that drops a few millimetres of fuel in the tube, and you check for fish swimming in the fuel?) the condition of the tyres and such. Later we, Betty and I, will do the complete preflight.

Enter Betty, stage right. Preflight commences, and our PAX (*passengers*) for the mission arrive. All is well, and we call for clearance to start engines and taxi. (Yes, we’re on an Airforce base. You just don’t start your engines without authorization from ground control, or “Movements,” as it is called at AFB Swartkops.)

This is now AFTER the little interlude that I told you about last time, where Doofus crashed the general’s Piper.

UP and away we go over the smoking wreck of the general’s Piper, with the nice English Gentleman from the Independent Electoral Commission, squishing his nose on the side window, to look below at the sick Piper.

It was an ideal day for flying. A few scattered clouds at around 9000 feet AGL. The wind was calm. Turbulence was moderate to calm. You could feel the aircraft responding to the slight turbulence, but nothing earth-shattering. But that was just enough for the SANDF Army “Rifleman” lady, sitting at my back, to start calling on “George.” I think she used all the barf bags we had on board. I believe it was her first and only flight in an aircraft. Poor kid. That’s what happens if you are instructed to go do something that you are not prepared for.

Way-point one at Krugersdorp Airfield, passed. Way-point two just before the town of Brits passed. Turning above the town of Assen towards way-point four, and this is where things got slightly out of hand. First Betty announced that it is time for her to enjoy her “Green Granny Smith” apple she brought along, AND for me to take over the flying.

Now, anyone that has any knowledge about a Beech Bonanza, would know that it only has ONE steering column. It is attached to a rotating axis in the middle of

the cockpit, and to have the pilot in the right seat take control, you need to turn a little knob, pull the thing out and swing it over to the other pilot, and push the little knob back in.



With that done, I had control of the aircraft. Knowing that little blond miss muppet was off course, as she continued to fly on a heading of 106 degrees magnetic, I corrected to 140 degrees magnetic. Immediately Betty corrected with rudder input, and munching happily away on her apple.

I asked her where she wants to go, and she replied to: “Sybrandskraal.” Okay, we were supposed to overfly Temba/Hammanskraal, and on the course she selected, we would miss Hammanskraal by 20 kilometres. I just smiled and continued on her heading of 106 degrees magnetic. I learned long ago to just humour some pilots.

It was about fifteen minutes later that her “imported GPS” bleated a signal. “Oh, this must be Sybrandskraal,” she said and looked out the window on her side at miles and miles of untamed bushveld.

“Nope!” I stated. “Sybrandskraal is 9 nautical miles to the right!” And she said I must go show her. Oh yes, I did. Flicking the Bonanza over in a thirty degree bank and turning on a heading of 195 degrees magnetic, I took us down to rooftop height, and a while later, a green road preacher (*road sign*) with white bold letters, next to a gravel road, announced: “Sybrandskraal, 5 kilometres.”

After the five kilometres the red roof of the post-office, and a café with a Coca-Cola sign flashed past us.

“Now don’t you start your women driver story!” Betty laughed. I just chuckled and gave her back control of the aircraft. Behind my back the Army chick had started to settle.

Needless to say, upon landing and shutdown, the Army girl disappeared. I have never again seen her. Neither have I seen Betty again. I believe she was piloting 747s for SAA up until her retirement. With better navigational equipment. LOL.

*Until next time. Bye 4 now.
Dave.*

Learners as we Go

”The Great, the Good, the Bad and the Ugly”

mr. bill



THE GREAT

We start out this month with some GREAT News!

Mr. Robert Clarke has successfully built and flown his Zenith CH-750 Cruiser EXPERIMENTAL aircraft.



Bob, Bert (in the reflection) and mr. bill

to put out fires or help extract us from the aircraft if necessary.

How, you may ask? Well, EAA-The Experimental Aircraft Association, has a program called the Flight Advisor. This program helps the builder, who may not have flown an aircraft for several years while he was building his aircraft, get to work with a pilot current in the type (or close to it), who will be there in the flight deck incase the need arises.

Then on the flight instrument panel it was suggested to place some, easy to read labels, on the aircraft engine monitor so we could know EXACTLY what numbers we were looking at and to closely monitor the CHT temperatures and the oil pressure/oil temperatures.

THE GOOD

After a thorough review of the Zenith CH-750 construction by several members, and a Super DAR- (Designated Airworthiness Representative) from Illinois, and a review of the builder/pilot flying skills it was determined that the LODA Program would be used for the first flight. The Letter of Deviation Authority (LODA) would allow the EAA Flight Advisor to fly with Mr. Clarke because he had NOT flown an airplane in 25 years. As flight advisor/CFI and LODA letter holder, I made a few suggestions.



This is what that presentation looked like.

First, we will use Mr. Bert as our ground safety person so he can show up with a crash axe or fire extinguisher

So, after a smooth takeoff and flying for 1 flight hour (which consisted of LEFT 90 degree turns over Smartt Field at 2,500 feet. When those were mastered, we then tried RIGHT 270 degree turns to work on the skills of a

All photos from mr. bill's article

pilot who had NOT flown for 25 years. After the hour flight a landing was attempted. Because the flight school's Beechcraft Duchess was taking its time at the end of runway 36, it was decided to do a low approach down the runway for a photo shoot. Oops, no camera ready.

Another time around the pattern and a nice, normal landing was made precisely 60 minutes after the wheels left the ground. GREAT flight. GREAT airplane. No squawks.

A quick cowl inspection after landing showed no oil leaks or any abnormalities.



THE BAD

The BAD is the builder who tries to do their own first flight and it does not go as planned.

There are several places that can provide “dual” checkouts for your first flights in airplanes. Similar to the one you are flying. It is well worth the money as you will see in the following video.

THE UGLY

<https://youtu.be/I0A6Nqvn-WQ>

ANOTHER UGLY (with adult supervision)

https://youtu.be/o_B-LanaSig

THE SOLUTION

In the Ultralight scenario find a friend that has a two-place ultralight and go for a ride and learn the “movements of the controls” so you can duplicate the smoothness required for that aircraft.

In the C-17 Globemaster (as with any airplane) make your altitudes and speed requirements as planned. It always seems that when pilots are at an airshow or there is a crowd gathered around, they seem to PUSH and EXCEED the envelope or the parameters that they set

for themselves. Yes, it is cool to “crank and bank” but when your EXCEEDING bank angles and getting slower than TARGET AIRSPEEDS, then YOU ARE NOT FLYING THE PROFILE! In the C-17 Globemaster (AS IN EVERY OTHER AIRPLANE) when the **STALL WARNING GOES OFF!!! You IMMEDIATELY ROLL WINGS LEVEL AND ADD FULL POWER!**

It did not help with the co-pilot was “Hoping and Wishing” that the pilot WAS GOING TO FIX THE STALL THEY WERE IN!

At a recent Soaring Safety Seminar, it was stated:

-Do Not STALL

-Never STALL

-Don't Ever Never STALL

I laughed but then I realized the next line was don't let your student kick the rudders to drag the nose over to line up with the runway AFTER THEY OVERSHOOT THE FINAL. I thought about that and told myself that I SHOULD GUARD THE RUDDER PEDALS SO A STUDENT DOES NOT PUT THE PLANE INTO THAT TURN OR SKID AND CAUSE THE STALL TO OCCUR. WHICH MAY TURN INTO A STALL/SPIN.

<https://youtu.be/ZI9T5m2eRJo>

I learned this on a recent flight where the pilot got excited, and THEY THOUGHT they put their feet on the floor to brace themselves. They accidentally caught the left rudder while doing it. I was strong enough to overcome their foot pressure and get the nose straightened out for the landing! This time.

As the title says, LEARNERS AS WE GO!

Q? What is the weight of the average paint job for a Van's RV-9 aircraft?

A: There is approximately 12 to 14 pounds of paint added to a bare aluminum fuselage.

Q? When you go to weigh an aircraft should it be weighed as if it was in level flight?

A: Yes. To assure that gravity is working perpendicular to the horizontal line of the aircraft.

Aviation Explorer Post 9032 Activities as of April 9, 2022 - Update

Jim Hall

Aviation Explorer Post 9032 Activities as of April 9, 2022 - Update

Boeing is the chartering organization for 'Learning for Life', Aviation Explorer Post 9032 and EAA Chapter 32 is continuing to supply additional AE Post Advisors and Aeronautical Information contact sources.

2-9-2022 AE Post 9032 Youth Officer Elections were held. Congratulations to our newly elected Aviation Explorer Post 9032 Officers:

- President: Connor Kelley
- Vice President: Jacob Garvey
- Secretary: Dornell Travis
- Treasurer: Lauren Peca
- Marketing: Isaac Crackel

3-9-2022 AE Post 9032 event, Boeing F-15 Manufacturing Tour. During the EAA Chapter 32 meeting on 3/19; when asked what they saw; the Aviation Explorers shared that it was a good tour and that they were amazed at "how big, even the tail section of the F-15 is when you see it up close."

3-23-2022 AE Post 9032 Youth Officers online meeting from 7-8pm. The AE Youth Leaders have decided to hold future virtual meetings on the fourth Wednesday of every month.

3-26-2022 AE Post 9032 Activity took a trip to Belleville to see the Southwestern Illinois College (SWIC) aviation school. The day started with a first stop to **tour Ideal Aviation at St. Louis Downtown Airport (KCPS)**, then the AE post members, parents and advisors went to the **SWIC campus and visited the simulator lab.**

The Ideal Aviation staff introduced AE 9032 to their airport training facility and everyone enjoyed a hangar tour to see and sit-in some of their fleet, which currently includes ten aircraft (fixed wing single and multi-engine, and rotary), and they also let the AE youth volunteer to take a turn on their FAA Certified flight simulators.

At SWIC, Keith Mueller; Coordinator Aviation Pilot Training/Aviation Management at Southwestern Illinois College gave an aviation lab facility tour and presented information about the many opportunities in the aeronautical field. He shared information about the earning potential of various career options (including the US Dept. of Interior, Forest Service pilots; Surdex Corporation Mapping Services; Boeing Unmanned Aerial System, drone operators; NGA Aeronautical Analysts; etc.) and some of the SWIC training programs to get qualified. SWIC has graduate hiring potential relationships with GoJet, SkyWest and AirWisconsin Airlines. Despite being in Illinois, SWIC has 'in-state' tuition rates for Missouri residents and offers many scholarships to applicants.



April 9, the First Young Eagle Rally of 2022

The event started with Gateway High School color guard. Everyone said the pledge of allegiance. Laura had a good group of Boy Scouts and Girl Scouts in her class. All total 39 young eagles got the opportunity to go flying. We started with three airplane but finished with a total of six aircraft. This was a good start to our year of young eagle event. Rick May was on hand training the new group of volunteers. Jon Crackel (new YE Coordinator) has used the new iPad to bring our chapter up to date. He stated that the iPad will help make the job a lot easier.

Thanks to Chris Ward for the writeup, and thanks to Lisa Miano for all the pictures - ed.



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