
EAA Chapter 32 News

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

November, 2022

Check out our fantastic Web Pages at
WWW.EAA32.ORG
Laura Million, Web Designer



**We had a great Minorities in Aviation event recently.
A great time was had by all.**

WE HOPE TO SEE ALL OF YOU AT THE NOVEMBER MEETING! 10:00 AM **NOVEMBER 19TH 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 Tuesday ahead of the scheduled meeting. Send contributions to newsletter@eaa32.org.

President's Corner

by Bill Doherty

I guess Spring and Autumn in the midwest are short seasons anymore. It seems we went from cool weather to hot in the Spring and from hot straight to cold weather this Fall. Brrrr. There are two times when getting hit with jet exhaust (from a safe distance) is welcome. The first is when it's really hot, humid and still air because the jet blast is at least moving. The second is when it's really cold because the jet blast is warm.

October was our busiest month in a long time. We had two Young Eagles events, one of which was for the Minorities in Aviation group. This was well attended and we were able to have nice weather so all the kids who wanted to fly were able to. The smiles on their faces were truly special. We had several displays and projects to work with but our main focus was to get them in the air so they could experience flight. Hopefully, those smiles and flights will bring as many back as possible to learn more about aviation and the huge world of possibilities beckoning to them. *(See event photographs scattered around this issue - ed.)*

VP Jim Hall and I drove up to Oshkosh to attend a Chapter Leadership Academy just before the Minorities in Aviation event. Over two days we started with a tour of the Sonex factory right there on Wittman Field and then attempted to drink from a firehose of information about EAA programs and Chapter management. It was a very worthwhile trip and I even got to sit next to that huge fireplace in the Lodge for a little while before retiring to my bunk.

Sorry to divert for a moment here but November brought deep sadness to the Doherty family when Cindy Doherty, Dave's wonderful wife and true soulmate passed into Heaven after a sudden illness. A very, very devoted wife, mother, grandmother, aunt, and sister in law, Cindy's whole life was about helping and caring for other people, always as if they were family. She helped Dave get through a frightening illness like nobody else could. In her career in social work she touched and helped many, many people. I learned from her

to reach out to others who may be struggling or who may just need to have positive contact.

Cindy did a lot for Chapter 32 as well. While Dave was Chapter President, she helped him organize many chapter events. When flood waters threatened to wipe us out in 2019, she and Dave were there every day for weeks on end, leading the recovery of our Aviation Resource Center along with an army of chapter volunteers. Cleaning, cleaning, and ever more cleaning followed by rebuilding and painting, all with her smile and infectious laughter.

I was so delighted when she took to flying with Dave in both his Taylorcraft and in the RV-12. Godspeed, Cindy. We love you.

November (not October) is election month for the Chapter offices of President, Secretary and one Class II Board member. The nominees are:

Chapter President – Bill Doherty

Chapter Secretary – Dave Deweese

Class II Board Member – Doug Killebrew

Don't forget. Our annual holiday banquet is coming up in December! *(See reservation form in this newsletter - ed.)*

As I was preparing for writing this article something wonderful happened. Last night, Artemis I successfully launched on the test flight of the system which will take mankind back to the moon. That rocket leaped off the launchpad with 8.8 million pounds of thrust which makes it substantially more powerful than the Saturn V of the Apollo era. The first two or three missions will be with this rocket, then an even bigger vehicle will start flying. We don't yet know the future technological spinoffs this program will generate, but I'll bet they'll be world changing. Eventually, this will be a step along the way to future exploration of Mars.

One of the goals of Artemis (named for the twin sister of Apollo) is to land the first woman on the moon as well as the first person of color. As I've stated to our Young Eagles, especially to the Minorities in Aviation kids, it's very possible and indeed likely someone will eventually set foot on the moon who started their journey as a Young Eagle. There's no reason that person can't be a Young Eagle from Chapter 32. Who knows? We may already have flown that astronaut. It's O.K. to dream and to reach for the stars.

To help inspire such dreams, Chapter 32 has proudly been successful in procuring Ray Scholarships every year they've been available. All our recipients have thus far completed their training and are now or are on their way to becoming Private Pilots. The window for chapters to apply for the 2023 Ray Scholarships opened November 1st and will expire at the end of January, 2023.



As always I include a link to the Chapter Video Magazine with Charlie Becker. There are announcements about Young Eagles Double Points starting in January. Points earned in 2021 will expire at the end of December, 2022 so we need to decide how we want to use these at our November meeting

There are also some interesting volunteer opportunities available if you're interested in being a tour coordinator for the EAA B-25 or Ford Tri Motor in 2023.

<https://www.eaa.org/videos/chapters?playlistVideoId=6314682374112>

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***



All Minorities in Aviation photos
courtesy of Lisa Miano

October Meeting Minutes

Dave Deweese



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

We approved last month's minutes as published in the newsletter.

Bob gave the Treasurer's report, including checking, savings, and Ray Foundation account balances.

Visitors and new members: Steve and Sally Feldewert from Warrenton, building a Zenith.

The Mississippi is at 15.95 feet.

We had a Young Eagles event last week at Creve Coeur: we flew 59 kids. This time we were located at the south end of the ramp making traffic work a little better (away from refueling), though it might get too warm in the summer months. We might move our tent around the hangars. Bill's going to buy some 2-way radios so our traffic people can talk to the pilots. Next event is next Saturday, the special event for Minorities in Aviation.

Chris gave a Ray Foundation update. Isaac's moving ahead. The next \$4,000 check is in the mail and Isaac will be getting headsets. We need to think about next year: 100% or 50/50.

Explorer Scouts continue to meet. Four volunteered at last week's event. Their open house resulted in 16 new members. They recently had an in-depth pre-flight including flipping switches and checking for water in fuel. Note that the group is open for new members all year, not just at open house events. They're already discussing participation in next year's Airventure. Also note that there are scholarships beyond Ray Scholarship, applications open in November. AOPA also has scholarships. Jim noted that Lauren (in attendance), a member of Explorer Scouts and EAA32, is well into her flight training. Ron Burnett mentioned that his "snowbird chapter" in Florida managed to get two scholarships. Chris is going for leadership training early next year and will inquire.

Ron has Dierberg's cards. So far this year he's sold \$6800, we get 4% of this. He suggests that these make good holiday gifts: everyone needs food. Also remember Scrip/Raise Right.

Bill discovered that, according to updated by-laws, elections are in November (versus October). We are electing a new class II director in addition to President and Secretary. Bill Doherty and Dave Deweese are the current nominees, Doug Killibrew volunteered to run for director. Bill's planning another 2-year term, after that we'll have a new president.

So far we've confirmed 14 participants for next week's Minorities in Aviation event; Geanovea says there may be as many as 34 interested. We're considering metal phone stands and a CAF tour as workshop activities in addition to Young Eagles flights. Bill passed around a sign-up sheet for volunteers. Note Bill and Jim will be out of town for the chapter leaders' event. We'll have a Zoom meeting early evening tomorrow, maybe around 7pm. Bill will email invitations.

The B-25 and possibly even the TBM may be out of commission for the open house. We plan to have our food tent and have been asked to help with parking cars and marshalling aircraft. We've got three overflow areas identified: no car parking on the ramp: that's for airplanes. Bill would like to have at least 8 for marshalling and another team for parking. He'll buy a few more sets of marshalling wands and is thinking about how much food to buy - the 99s will be selling coffee and hot chocolate like last year. We'll sell pumpkin pie again. Someone asked about vegan burgers. Per regulation those must be prepared separately from the real kind.

Bob has acknowledgement from Creve Coeur for the space for our 12/10 holiday event (5 to 9). Caterers have been contacted: prime rib option is \$5 extra. Our speaker (Wilbur Wright reenactor) is lined up. This is an extra \$840, we discussed how to pay him: out of treasury, add to ticket price. Dave Doherty moves, Dave McGougan seconds, that this is a thank-you to the membership so it should come out of the chapter. Chris offers to have the color guard at the party. Next month we'll nail down the price, probably \$30 to \$35.

Randy Schroeder suggested a speaker around insurance issues. Ron Burnett (in Missouri Pilot's Association) is familiar with this speaker: it's important to be push this issue with our elected officials. Libby mentioned that, if she were to buy another aircraft, she'd have to be part of a flying club to get insurance. Don Doherty has suggested (and Jim Hall agrees) that we organize some sort of symposium with other local organizations. Government-wise this is up for discussion January through May. Ron suggests that membership in the Missouri Pilot's Association (\$35/year) is a wise investment.

Bill brought up quarterly activities like the Minorities in Aviation event. A welding workshop is one idea. (Target January.) This will keep interest up in the cold (non-YE) months.

Chris Ward reports that Gateway STEM High School is receiving a donated military flight simulator. They've got some Redbird simulators in-box that have yet to be set up. Boeing and some colleges are involved, we need to get involved in this group as well - tour at some point. Bryan noted that he's in the training group at Boeing: there may be support for setting up flight simulators. He also described various trade programs his son has gone through.

Motion made and seconded to adjourn.



Learners as We Go “Another Great Year” & “The Countdown Begins”

mr. bill

Well, another year in the books for EAA in the Saint Louis, Missouri area. A couple of successful Young Eagle events AND AGAIN with SAFETY being the main objective. We are spreading our wings at Creve Coeur Airport also with the STE(a)M programs. That stands for Science, Technology, Education, (Arts) Mathematics.

Speaking of “books” I was able to get the unbound issues of our unbound magazines, BOUNDED by Grimms Bindery up at Madison, Wisconsin, this past summer. So, the librarian has made the library look like this!

PLEASE be on the lookout for the migrating birds around Smartt Field Airport, Portage de Sioux, Missouri. These pictures were taken recently and those little birdies will cause you a bunch of trouble.

Also, be on the lookout on the ground because several more farmers have setup the Duck Blinds in the fields around the airport, and I am sure those “Good Ole Boys and Girls” will not be happy if we scare off the migrating birds that they want to remove from the skies above. Maybe we should thank them???



Speaking of GIRLSS, our own GIRLS of EAA 32 had on display their latest project outside this past October. A LONG EZE that is getting some upgrades and a makeover. Boy, do the GIRLSS do some GREAT work!



The GIRLSS at home in their garage





CAE (Canadian Aviation Electronic) company makes and rents simulators for all airlines to use for training.

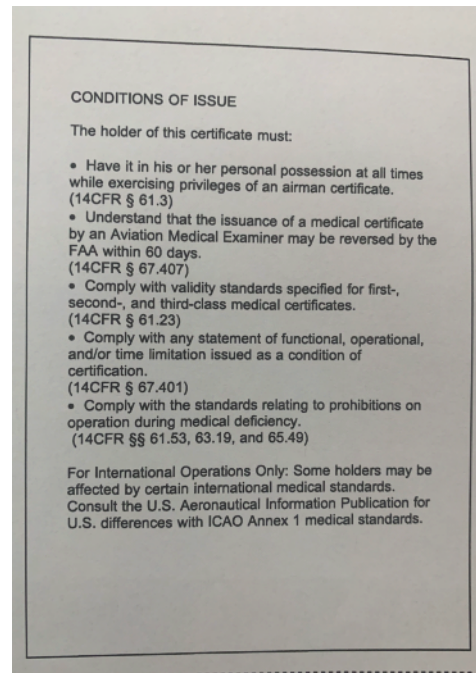


mr. bill at the CAE training center

And, last but not least, this is the “stimulator” that I have taken my last FAA CQT (Continuous Qualification Training) for the airline. With turning 64 years young last October 9, I now have 47 weeks of airline flying left if the current age limit is not changed next year because of the pilot shortage that MAY, OR MAY NOT, be occurring in the aviation world.

The airline has so much training going on that we are utilizing other simulator companies for simulator time for training.

FYI: Do NOT cut off the backside of your medical certificate. This half of your medical NEEDS to be attached to the front part of your medical certificate. The FAA will say that your nice new medical is NOT valid!!!



And just a little teaser for the guest speaker at the EAA 32 Holiday Party:

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

Q? What is the nickname of the GIRLS’S airplane?

A: The “N” number of N 66KY is designed to read NOOKY.





Aviation Explorer Post 9032 Activities as of November 15, 2022 – Update

Jim Hall

During the AE Post 9032 November meeting, Commercial Southwest Airlines Captain Stephanie Maughan was the guest speaker and she shared her aviation experiences and answered questions from the post members regarding how she chose to be a pilot and what that has been like. Among the many topics she shared:

- Growing up with aviation in her family; she flew with her father and grandfather as a youth
- Her positive college years at SIU; although she shared that she hasn't really used her degree as a pilot and is a fan of the SWA cadet program that doesn't require a degree
- She was member of the 'Flying Salukis' flight team
- Competed in the 2015 Air Race Classic All Women's Cross Country Race
- Shared information about the **SWA Destination 225°** (compass heading for southwest) Pilot Program for new hires
- How SWA does pilot scheduling and what it's like to commute to work (can live anywhere)
- Described flying the ETOPS (Extended-range Twin-engine Operations Performance Standards) the longest over water route in the world is the stretch between the U.S. mainland and Hawaii.
- Presented the SWA video; "Your future, It's not just a career, it's a calling."
- Fielded questions about her experiences as a female pilot (mostly positive)

Tentative dates for Aviation Explorer Post 9032 meetings and activities are on the website calendar: <https://www.aepost9032.org/>

The AE post officers have a lot of great stuff lined up for the remainder of this year and are working on arranging more for 2023.

Scheduled Activities:

December 14, 2022 @ 6 & 7pm Google Meet: Aviation Explorers Post 9032 Officers and Advisors

December 7, 2022 @ 6 - 7:30pm Aviation Explorer Post 9032 General Meeting

November 16, 2022 @ 6 - 7:30pm Visit and tour of the National Weather Service facility in Weldon Springs, MO on 112 Missouri Research Park Drive; 63304

Recent Aviation Explorer Post 9032 Activities:

November 9, 2022 @ 6 & 7pm Google Meet: Aviation Explorers Post 9032 Officers and Advisors

November 7, 2022 @ 6 - 7:30pm Commercial Southwest Airlines Captain Stephanie Maughan as guest speaker at AE Post 9032 meeting in Boeing building 100 on 6300 James S McDonnell Blvd.

Description: "She will be talking about how to become an airline pilot, her road to the airlines and new ways to get the training you need right out of high school to be hired by the airlines."

October 19, 2022 @ 6 - 7:30pm visit to Gateway Youth Aeronautical Foundation located at 14301 Creve Coeur Airport Rd, St. Louis, MO 63146

Description: Meeting at the Gateway Youth Aeronautical Foundation to see their hangar, learn about what they do and try out their simulators!

**October 12, 2022 @ 6 & 7pm Google Meet:
Aviation Explorers Post 9032 Officers and Ad-
visors**

**October 5, 2022 @ 6 – 7:30pm Pre-flight Check
and Airplane Basics with David Brickhaus lo-
cated at Spirit of St Louis Airport, District of
Freedom, 18270 Edison Ave, Chesterfield, MO;
63005**

Description: This meeting we will be going over
how airplanes works and how to perform a pre-
flight check at Spirit of St. Louis Airport!

**September 21, 2022 @ 6pm Open House in
Boeing Bldg. 100 Auditorium**

“We had a great turnout for our Open House last
night! More than 15 new applications to Aviation
Explorer Post 9032 were distributed. Thanks ev-
eryone for coming and learning about AE Post
9032.” If you missed it and still want to learn
more, please email advisors@aeopost9032.org!

**September 13, 2022 @ 6 & 7pm Google Meet:
Aviation Explorers Post 9032 Officers and Ad-
visors**

Update on EAA Aviation Scholarships

Are you interested in pursuing flight or a ca-
reer in aviation or an aviation-related field? We
encourage well-rounded individuals who are
involved in their school or community and in-
terested in the world of aviation to apply for an
EAA scholarship.

Here are the key dates for this year’s scholar-
ship cycles:

**Next Cycle: Opens November 1, 2022 and Clos-
es March 1, 2023 - Flight Training Scholarships
& Post-Secondary Scholarships**

We also offer [Air Academy Camperships.](#)

Questions should be directed
to [Scholarships@EAA.org.](mailto:Scholarships@EAA.org)

[https://www.eaa.org/eeaa/learn-to-
fly/scholarships](https://www.eaa.org/eeaa/learn-to-fly/scholarships)

Background: Boeing is the chartering organi-
zation for ‘Learning for Life’, Aviation Explor-
er Post 9032 and EAA Chapter 32 is continuing
to supply additional AE Post Advisors and pro-
vide Aeronautical Information contact sources.

Each month the usual schedule (flexible around
other activities):

- 1st Wednesday; 6-7pm General Meeting in
Boeing Bldg. 100 Auditorium
- 2nd Wednesday; 6-7pm Post Officers and Ad-
visors Virtual Online Meeting
- **Note:** the AE Post Officers and the AE Post Ad-
visors Virtual Meetings have been combined
into the same evening; to enable better syn-
chronizations of future activities.
- 3rd Wednesday; 6-7pm Guest Speaker or off-
site Activity (day/ date subject to changes)

Editor’s Corner

I just want to say that I really enjoy editing this
newsletter, and hope that it meets everybody’s
expectations. Please remember that except for the
interesting stuff I steal from the Internet,
everything in this publication comes from you, the
members.

As usual, this is the last newsletter of the year,
because the Christmas/Holiday party is in place of
the usual meeting, and that happens pretty early in
the month. That means your friendly editor gets a
month off! Well, I hope to see more of you in the
new year. Several things have kept me from
attending meetings, and I plan to rectify that
situation.

So...in case I don’t see you at the party, MERRY
CHRISTMAS AND HAPPY NEW YEAR TO
EVERYBODY!

Jim Bower
EAA Chapter 32 Newsletter Editor

EAA Chapter 32 Banquet & Wilbur Wright Presentation to be held during the evening, on December 10, 2022

The famed aviator, 'Wilbur Wright' (Bill Nicks, educator and re-enactor) has confirmed that he has reserved the date to make his presentation and discuss the early aeronautical endeavors of the Wright brothers during the EAA Chapter 32 Banquet, which will be held in the evening, on 10 Dec, 2022.

He will bring all of his own materials needed for the presentation: which is to be a 'live' in-character talk with 'Wilbur Wright' from a podium in front of the room and he will also have a display table in the back for his tripods, photos, books etc.

You won't want to miss this exciting opportunity to enjoy sharing a great meal with your friends while being entertained and educated by the famous aviator, Wilbur Wright!

Location, Starting Time, Cost and Registration Information coming soon...

HistoryKC.com specializes in providing Educational and Entertaining 1st Person Historical Re-enactments for businesses, service clubs, festivals, banquets, churches, historical societies etc. HistoryKC.com also conducts one day historical bus tours, in character, around Kansas City, Lawrence Ks and Abilene, Ks. HistoryKC.com brings the following great men to life: Dwight Eisenhower, Octave Chanute, Dr. James Naismith, Tom Pendergast & Wilbur Wright.....Over the years, HistoryKC.com has taken IKE to Topeka on Kansas Day for the Kansas State Historical Society.....Dr. Naismith to McPherson Kansas to Celebrate the 75th Anniversary of the first US Olympic Basketball Team....Wilbur Wright appeared in Burlington Iowa in conjunction with that Mississippi River town's airshow.....And Octave Chanute appeared with his Biographer, Simion Short, in Lenexa Kansas....Find all of them at www.historykc.com or try email at historykc@gmail.com

Bill performs Wilbur Wright, Dr. James Naismith, Boss Tom Pendergast, Dwight Eisenhower and Hannibal Bridge Builder Octave Chanute for groups, events, festivals, air shows (including the 2022 Spirit of St. Louis Air show & STEM Expo), families, banquets, conventions, parks and recreation departments, celebrations, historical societies, bus tours etc.





*All EAA Chapter 32 members, both past and present,
and their family members and friends, are invited to the*

2022 Holiday and Chapter Recognition Awards Banquet

Saturday, December 10, 2022

4:30 Social Hour / 5:30 Dinner Served

Creve Coeur Airport

14301 Creve Coeur Airport Road, St. Louis, Missouri 63146-2032

In the airport office building at the end of the entrance road

\$35 per person reserved in advance by **Saturday, December 3 / \$40 the door**

Includes dinner, appetizers, desserts, soft drinks, iced tea and coffee

Menu: Roasted Prime Rib, Grilled Chicken with Sun Dried Tomato Cream, Pasta, Potato, Vegetable, Salad, Rolls

Program: Famed Aviator, 'Wilbur Wright'

(Bill Nicks, Educator and Re-Enactor)

Reservations and payments will also be accepted at the November EAA Chapter meeting.

All reservations at the door will be \$40.

Questions? Ask Bob Murray 314-591-6321 bmurray@eaa32.org

We look forward to seeing you there!!



RESERVATION FORM

Please provide the reservation information below and mail your payment before December 3 to

Bob Murray, 241 Kings Drive, Florissant MO 63034-1310

*In addition, please let Bob know by email that you've USPS mailed a payment: **bmurray@eaa32.org***

EAA Member's Name _____ Number of Guests _____

Guests' Names: _____

Total Number Attending _____ @ \$ 35 = \$ _____ (Please make your check payable to **EAA32**)

CONTINUED

The Rooftop Dakota

The story of the BEA C-47 that crashed onto the roof of a house near Northolt Airport

By Dario Leone, *The Aviation Geek Club*,
March 24 2019

As a barefoot lad in the Outer Hebrides, Bill Innes, a retired airline pilot with over 40 years of flying experience, dreamed the impossible dream of becoming a pilot.

His book *Flight from the Croft* tells how that dream came to pass.

After gaining his RAF wings in Canada Innes really started to learn his trade by flying pre-war C-47 Dakotas for British European Airways (BEA) around the Highlands and Islands of Scotland.

As Innes explains, the robustness of the C-47 had been the saviour of many an airman during the war. It is well illustrated by an amazing incident that occurred on Dec. 14, 1946. When BEA was formally established as a crown corporation on Aug. 1 earlier that year, its services between Northolt and Scotland were operated initially by Railway Air Services in conjunction with Scottish Airways.

On the day in question, Dakota G-AGZA was due to depart for Glasgow under the command of Captain W.J. Johnson with co-pilot 'Bing' Crosby, Radio Officer Hugh Murdoch and Scottish Airways' first Stewardess, Robina 'Bobbie' Christie. Blizzard conditions had halted landings and discouraged all passengers except for a staff member, John Livingstone, who had work awaiting him in Glasgow. Although the aircraft had been cleared of snow and ice, there was a further temperature drop as they taxied out and a delay to the take-off allowed more snow to freeze on the wings. Departure was to the east and it rapidly became obvious that ZA was struggling to gain height. Its port wing hit the roof of a new semi-detached house and it swung to the left to come to rest perched precariously on the remains of the roof of the neighbouring 46 Angus Drive.



When the stewardess and the radio officer moved to the rear in an attempt to open the passenger door, ZA began to tip. That plan was hurriedly abandoned and they exited instead through the emergency windows over the wing. From there they made their way through the wreckage of the loft down the stairs and out through front door! Amazingly, nobody was hurt. The house itself was unoccupied as a newly married couple, Mr and Mrs Levene, had yet to take up residence. Despite ZA's load of aviation gasoline, prompt action by Northolt fire brigade prevented any incipient fires. A four-month-old baby in the upstairs bedroom of Number 44 was untouched and is alleged to have slept through the chaos.

But the most amazing escape of all was that of Radio Officer Hugh Murdoch. In those more casual times, he had a bad habit on take-off of standing between the pilot seats in order to look out through the windshield. Not only did he survive crash unhurt but when he turned to look at his own seat, there was a blade of the port propeller sticking through it. If he had been strapped in as regulations demanded, it is very unlikely that he would have survived.

Although Captain Johnson went on to a senior training position in BEA, he was known for the rest of his career as ‘Rooftops’ Johnson. Apparently the removal ZA caused more damage than the crash itself and although repairs were completed in six months, oil stains kept re-appearing in the ceilings for the next ten years. The house was re-christened ‘Dakota’s Rest!’



Photo credit: Whittles Publishing



To Everything There is a Season: (Parting With My RV6A)

Ron Burnett

As I neared retirement at age 60, from TWA, I realized: 1. I still love flying and 2. I am going to have to pay for it. I checked out the glider club at Highland, but the problem was, it was 55 miles each way. Solution: I needed a plane to fly over. Another problem became apparent, I admired Mooneys, but they are expensive. Solution: from my new subscription to Kitplanes, build my own. Possible answer, Van's exciting new RV-6A!

On a Portland layover, I rented a car, and the First Officer and I visited North Plains for a factory tour (which was impressive) and then we went to Vans' farm for the \$30,000 free ride in Old Blue, an RV6A. I was sold, so I called Gloria with my hopeful desire to build such a beast. Her reluctant response after pleading that I should be satisfied renting a Cessna, was to agree to the purchase--because she thought from experience, that I'd never finish it! I told her, with a swagger in my voice, that a Cessna flies nice but kind of like a bomber, but the RV flies like the fighter I flew in the Marines, you know!

I ordered a "Quickbuild" because they advertised that it saves a thousand hours build time, and I knew it would fly straight. I borrowed a trailer from Jim Cone, and while pulling it home, I promptly jackknifed and totaled my GMC Sonoma with no damage to the crated kit. Not the best start.

This build predated computer punched parts and I marked on the rudder with a sharpie for months until my youngest son, Mark, drove over from KC one weekend to help—that was just what the doctor ordered. I started in my garage with my new truck in the driveway. A hailstorm in April 2001 made the Dakota truck less new. I made slow progress, but with both sons and EAA friends helping, the project moved first to Spirit and then the wings were removed and relocated in 2007 to Greensfield.

In March 2011, to the astonishment of even myself as well as Gloria and others, I flew my first flight. Gale Derosier and Bill Jagust were present to council me and my building buddy, Paul Falcon. Nervously, I was off, circling overhead M71. Gloria had been called and was present for my first landing. I was thrilled and still can feel my RV grin.



I flew my family, countless friends, many joyful Young Eagles, and numerous personal flights to enjoy the

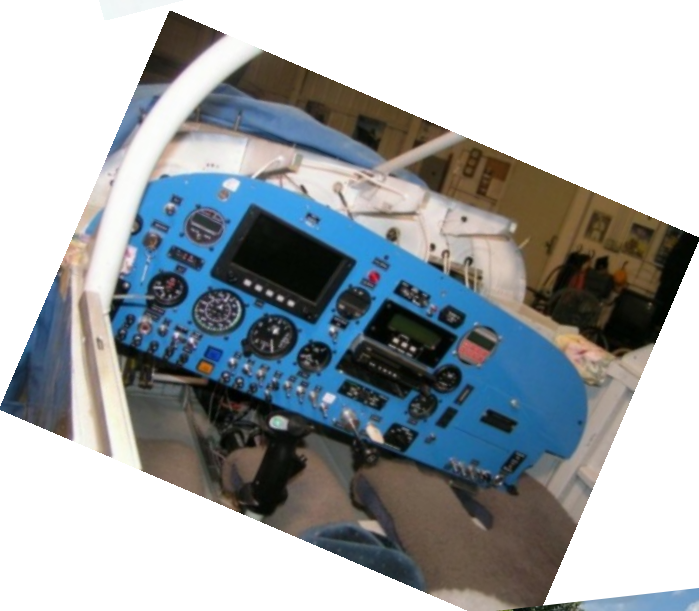
boundless creative genius of the Almighty Lord. Gloria and I flew to see family in Oklahoma, West Virginia, Georgia, Alabama, and New York. It took me to OSH and Antique Fly-in several times and on countless other adventures.

While all this happened, my family was blessed with 5 grandchildren, and I, at the same time, gained 22 birthdays. My desire to do acrobatics ended when suddenly I got dizzy swinging grandchildren in circles. My eyes no longer could focus on under-panel work and maneuvering in and out doing condition inspections became more painful. Time to face the music!

Lessons learned:

1. Follow your dream and have your family on board.
2. Live life events as they are more important than building all the time. Remember, your body language will give you away so embrace family events and opportunities.
3. Never give up and get help when you need it. Have some building buddies, family, or friends if possible.
4. Be active in your EAA chapter. Many experts are available as well as tools to borrow. Many hands make light work.
5. It isn't necessarily cheaper to build than buy, but time is something you cannot get back.
6. It will take at least twice as much time as you plan and expect cost overruns.
7. Keep good records, photos and documentation so you can get a repairman's certificate.
8. Keep your project at or near home if possible to take advantage of a spare hour or two.
9. Move it to an airport when needed for final assembling.
10. Enjoy the day-by-day, hour-by-hour learning experience as you will grow in many ways.

Parting with "Legal Mistress" as Gloria named her, was indeed bittersweet. My buyer lives only a mile away and is both an A&P mechanic and corporate pilot. He has already, with his knowledge and youthful exuberance, has made his RV6A a far more capable plane than I could. I and my family will always have many fond memories of N524RB. My grandchildren almost grew up in her.



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