



EAA Chapter 32 News

Jim Bower, Editor



March, 2010

**Come to the meeting on Saturday, March 20 at 10:00 am.
A great program is planned!**



mr bill waiting to grab this tiger by the tail.

Check out the EAA Flight Advisor article in this issue to see what this is all about.

February Meeting Minutes

Vice President Bill Doherty presided over our February meeting.

First order of business was recognizing visitors and guests. Robert Vasquez is a former member who has come back to the chapter. Don Alwine, with a professional background in B-17 turrets back in the forties stopped in. He was, in part, lured out to KSET by Bob Dooley's mention of our resident Gooney Bird. Howard and Jennifer Woodard, members and Velocity builders, are attending meetings after an absence, thanks to the new Saturday date. To add to the Chapter 32's contingent of Daves, Dave, son of President Dave, is visiting from Wichita, Kansas.

Old Business: Rick May reports that the Midwest Aviation Conference and Trade Show went well. It was especially busy Saturday with lots of instructors getting re-certified. Several good speakers were there as well. The facility in Maryland Heights has a big stage, plenty of seating room for an audience, plus space left over for seats and booths. Attendance was down Sunday, Rick feels that more advertising to the general public may be in order. Overall it was a success, and we should consider attending again next year.

Our first movie night went well, the few hitches were minor, and to be expected in such a new venture. It turns out that the restaurant is closed during this time slot, so we're thinking about food (besides popcorn.) The folding chairs become a bit uncomfortable after a long film and you are advised to bring comfortable lawn chairs to the next show that will, incidentally, be "Those Magnificent Men In Their Flying Machines". Bud asked if it's still possible to get the original, much longer, version of the Howard Hughes production of 'Hell's Angels,' noting that the unedited version was a real airplane movie versus a love story.

Rick May is progressing on the ARC reorganization. Tables are up, and he's installing wheels on equipment where possible.

We are resurrecting the Clean Water Project. Doug Killibrew is reconnecting with Leo Lang to get the information he collected. Doug is also doing some research on our new ramp. He advises that our most economical solution would be to have members do the prep work, and then call a concrete or asphalt contractor comes when all is ready.

Don gave the treasurer's report, showing all the relevant numbers via overhead and laptop. The checking account is down a bit due to a big food coupon purchase. Please buy lots. Upcoming expenses include filling the propane tank. We have enough to cover chapter expenses over the year, though we'll need to raise more for extra projects. Tracy mentioned an upcoming raise in hangar rent, approximately \$10, though he did not specify when.

Bill returned to the podium and spoke about the door lock and passcodes. He's decided not to change all the combinations at this point, but will go through the member list and send passcodes to everyone who has paid dues. These codes are assigned to you specifically, so please do not share with anyone. If you have, and need your code changed you can call Bill and he'll get you a new passcode.

Activities: The March welding workshop is postponed for now. Instead, on March 6, we'll go through the equipment, make sure it's safe, and see if we need anything. Don spoke with St. Charles Community College regarding gas welding classes, they do not offer these any longer as everything is going to TIG. To get into MIG/TIG class you have to first take a ten week arc welding class. The classes are around \$300 per course, therefore you are looking at approximately \$600 and 20 weeks. We discussed the possibility of paying an instructor: even at 50 to 100 dollars per student this would be a deal for us and the instructor, who would stand to make a tidy sum for a weekend's teaching. Gale made a motion that we allow \$400 prior to the welding equipment check. Otherwise, if we find expenses, we'd have to wait until next meeting to vote, further postponing the possibility of welding training. Rick seconded, and we voted in favor.

Bill Jagust is working on getting a doctor in for a medical program, though this might not happen until May or June. Bill proposes an AME to come in for Q&A earlier than that, EAA HQ or AOPA might have resources to offer in this arena. (Note that Bill Doherty recommends dual membership in both organizations.) Our medical information programs will likely be stand-alone rather than after-meeting sessions.

Dave and Bill both attended the Oshkosh leadership academy and recommend this to all chapter leaders. They were fortunate to meet Paul and Audrey Poberezný and enjoy dinner and a nice personal conversation, during which they described how EAA has impacted the Doherty family. The attendees organized to sing "Happy Birthday" to Audrey, who had celebrated another year just two days prior to the academy weekend. They learned that Paul is a self-professed millionaire: a man with "a million friends." The HQ staff was very approachable and communicated their desire to help chapters like ours.

Our new president and vice-president returned with plenty of good ideas, inspired by topics covered at the leadership academy. They went over Chapter Guidelines and related issues, bringing up the idea that we should review our own by-laws. We may form a by-laws committee for this. They also covered recruiting and membership. Many organizations besides EAA see an aging of membership and need to attract new members. One such angle is the new Young Eagles Next Step program, which they discussed. To cover fundraising the attendees broke up into teams and did some brainstorming. One chapter has a 'Monopoly Night' which is very successful. This led into public relations, including dealing with situations like the recent tragedy in Texas. Remember that we're all ambassadors of aviation and the face of GA in America. EAA suggested establishing relationships with local media outlets. An additional benefit of this is publicity when events like our recent tri-motor visit come around. On top of all this they found time to

cover changes to the EAA Website: there's a ton of stuff under the chapters tab, and you can find online copies of EAA magazines nearly back to the dawn of time. Good and bad points of the new Sport Aviation magazine format were also discussed: some suggested bigger fonts.

The HQ staff is impressed with how we present Chapter 32, and has asked for our assistance in an upcoming event. There's a major (approximately 10,000 in attendance) Boy Scout jamboree in Forest Park in June, they'd like our help with the aviation merit badge. We estimate that 300 to 500 interested scouts might attend our clinics. Dave's son, an Eagle Scout, agrees that this is realistic. Dave (Sr.) has contacted Bill Jagust regarding the event. Laura notes that the following weekend is International YE day.

As a surprise bit of good news we learned that we'll be hosting the B-17 again: a midweek stop in 2010 (7/12 - 7/15) and a weekend in 2011. Doug Killibrew notes that we get a cut of the proceeds, not to mention the chance to recruit some new members, plus it's lots of fun for volunteers. As Bill related it's not uncommon to meet veterans who actually flew B-17's in combat at these events. I spoke with a few at our last visit and believe me, it makes dealing with the July heat worth it.

As the meeting closed we viewed some photographs from the leadership academy on the laptop overhead.

The meeting was followed by a Tech Counselor presentation by Gale Derosier.

Dave Deweese

Secretary

Electronic Newsletter

As part of your membership in Chapter 32 you are entitled to a printed copy of the monthly newsletter. For a number of years, the newsletter has also been published on the chapter web site (www.eaa32.org). Reading your newsletter online allows you to see the pictures in higher-resolution color and also saves the chapter money.

The online newsletter actually appears before the snail-mailed hard copy version (almost 2 weeks before each meeting), and our web designer will notify everyone via the Yahoo board when it's available.

Out of our nearly 100 recipients, about 2/3 have chosen to read their copies online, resulting in a monthly cost of \$55.00 for the remaining 1/3 (printing and postage).

For various reasons, we will always have a printed newsletter, but please consider reading yours online. If you decide to switch, please contact me (your friendly editor) at jimbower@hotmail.com. Thanks! (And if you ever want to switch back to a hard copy...no problem!)

Finding and Fighting Fatigue

By William B. Johnson, PhD and Katrina E. Avers, PhD
Reprinted from the January/February issue of FAA Aviation News

Pilot and controller fatigue has been making aviation headlines in recent years, punctuated by the February 2008 incident in which the crew of a regional jet fell asleep at the controls on the way to Hilo, Hawaii. Although it's usually airliner mishaps that make front page news, general aviation pilots are subject to the same fatigue-related risks and potential for disaster.

Consider this example and ask yourself (honestly) if it seems familiar: After a full workday in a distant office, a pilot flies his/her aircraft home and shoots an instrument approach to minimums at night. Or, the flight instructor who agrees to take just one more student after a full day of flying, pushing the limits of Title 14 Code of Federal Regulations section 61.195, which prohibits instructors from teaching more than eight hours in a given 24-hour period.

Fatigue is part of our workaholic American culture, which is known for too much of the wrong food, too little of the right exercise, and insufficient or poor quality sleep. Pilots are not immune to developing such bad habits. In its annual sleep survey for 2009, the National Sleep Foundation found that 20 percent of Americans sleep fewer than six hours and that only 28 percent sleep more than eight hours per night. We report more sleep than we actually get, so the data perhaps underestimates the actual amount of sleep loss experienced by most Americans.

In the spirit of "know your enemy," human factors research is making progress toward making us wiser in the wearying ways of fatigue. The FAA offers a brochure for pilots titled "Fatigue in Aviation," which offers some useful tips on staying healthy and alert, but each pilot needs to be aware of his or her own unique habits and physiological limitations.

Avoid Becoming a Headline

As a pilot, one of the best ways to avoid becoming an NTSB accident statistic is to ask yourself, "If this flight goes badly, what would the NTSB report say about me? How would the headline read the next day? 'Sleep-Deprived Pilot Avoids Fatigue Warning Signs and Crashes, Killing All.'" If it's bad, maybe you should reconsider flying and take a nap.

When there is an accident, an incident, or a close call, trained investigators seek to determine the cause in an effort to prevent such events from happening again. The best investigations identify not just the obvious cause, but rather the numerous factors in the overall chain of events.

The following are a list of simple questions that investigators may ask during an incident or close-call investigation. Pilots can benefit from pondering these questions before they

leave the ground, to assess whether they are suffering from fatigue that could lead to an embarrassing incident or a deadly accident.

Example of Investigative Fatigue Questions for Work Task Mishaps (adapted for GA operations)

- How long were you awake prior to the mishap?
- How long was your last "major" sleep period (more than two hours sleep) prior to the work task mishap?
- How much additional sleep did you obtain through nap(s) since your last "major" sleep period?
- How much did you sleep in the 24 hours prior to the work task mishap?
- How much did you sleep in the 72 hours prior to the work task mishap?
- How many hours did you work in the five days prior to the work task mishap?

Develop Better Sleep Habits

- Get eight hours of sleep each night
- Get into a bedtime schedule and routine
- Turn off the lights and sound
- Make your bed a comfortable sleeping environment
- Cool room is preferred
- Avoid exercise right before sleep
- No caffeine (half-life of caffeine is six hours, so quit early)
- Do not eat two to four hours before sleeping
- Alcohol is not good for sleep

HOW TO COUNT SLEEP*

Sleep is the **only** cure for fatigue. Many of us overestimate the amount of sleep we get each night. If you have difficulty falling asleep, wake up during the night, or wake up not refreshed, keep a sleep log to count how much sleep you really get each night.

Step 1: Complete the following log over a two-week period. For the period **MON/TUE**, indicate your **bedtime** Monday night and your *wake time* on Tuesday morning. Treat other time periods similarly. Indicate your bedtime and wake time on the bolded day if you obtain your sleep within one day (e.g., Monday for **MON/TUE**).

	MON/TUE	TUE/WED	WED/THU	THU/FRI	FRI/SAT	SAT/SUN	SUN/MON
Week 1 Bedtime							
<i>Wake time</i>							
Total Sleep Time							

	MON/TUE	TUE/WED	WED/THU	THU/FRI	FRI/SAT	SAT/SUN	SUN/MON
Week 2 Bedtime							
<i>Wake time</i>							
Total Sleep Time							

Step 2: Calculate your average sleep time (add your total sleep time in each column and divide by 14).

Step 3: Subtract 30 minutes from your average sleep time (to account for time it takes to actually fall asleep and wake up).

Step 4: If your adjusted average sleep time is fewer than eight hours, reevaluate your plan for sleep.

Average Sleep Adjusted Average Sleep

Step 5: Keep this record and revisit your sleep schedule every three months.

*For additional information on this chart go to www.mxfatigue.com

Acknowledgements

William B. Johnson, Ph.D., is FAA Chief Scientific and Technical Advisor for Human Factors in Aircraft Maintenance Systems. He joined FAA in 2004 after 30 years of private sector experience in academia, safety engineering consulting, and airline/MRO training. He is an Aviation Maintenance Technician and a 40-year pilot.

Katrina E. Avers, Ph.D., is a research scientist in the Human Factors Research Division at FAA's Civil Aerospace Medical Institute. Her research focuses on organizational assessment, fatigue education, fatigue reporting systems, and fatigue risk management programs for flight crew, cabin crew, and maintenance technicians.

TO BE CONTINUED

Learning As We Go

“The EAA Flight Advisor Program”

By mr. bill

Last month we reviewed the EAA Technical Counselor Program (thanks Mr. Gale D. for an EXCELLENT program at the EAA 32 A.R.C.) for those building or restoring an aircraft. The goal of the Technical Counselor Program is to have a “zero” defect aircraft. This month we will review the EAA FLIGHT ADVISOR PROGRAM, (to be done after your visit with the Designated Airworthiness Representative (D.A.R.) - which we will get to next month...hey, the guy is too busy to write a special report for us now!). The Flight Advisor **SHOULD** be the next step after the D.A.R. visiting your aircraft. Now we want to prepare the builder/pilot for the first flight of this aero machine to make him/her a calm, cool pilot because he/she and the flight advisor have prepared thoroughly for all concerns of a FIRST FLIGHT. So we visit the EAA website: www.eaa.org and type FLIGHT ADVISOR in the search box and look into the categories and find the area that will be needed. What type of airplane has been built? Is it a tailwheel VAN'S RV-8 aircraft? Is it a high performance (read that as a retractable gear) FALCO, or a 200+ horsepower engine with a constant speed propeller LANCAIR, or is it a 10+g EXTRA 300 aerobatic airplane? Maybe it is a WOODSTOCK glider? Hey, look, it is a BENSON B8M-VW gyro-craft? Hey, there is even a multi-engine aircraft group of FLIGHT ADVISORS! Remember there is the tiny multi-engine, one cylinder on each side, CRI-CRI CRICKET aero craft or (my favorite) the ZENAIR GEMINI 620 twin Jabiru powered aircraft!

QUESTION? *Does the pilot of the EXPERIMENTAL ZENAIR Gemini 620 twin engine tail dragging aircraft need a multi-engine license or tail wheel sign-off to fly solo? (Answer on page 8.)*

The FLIGHT ADVISOR program started by the EAA was truly needed because in many cases there are pilots with many hours and years of experience in airplanes who were NOT Certified Flight Instructors (CFI). Some man or woman might have years of experience to share with the builder/pilot but no OFFICIAL way to help out the builder or restorer to fly the one of a kind airplane. Let's face it; ALL homebuilt aircraft are a one of a kind airplane. The Flight Advisor (FA) program allows an experienced person to help set up a PREFLIGHT TEST PROGRAM, a GROUND TEST PROGRAM, and eventually a FLIGHT TEST PROGRAM that will help the newbie fly the newly built or restored aircraft. Remember that Astronaut/Test Pilot Scott Crossfield was the FLIGHT ADVISOR for the Wright Brothers FLYER

Replica aircraft for the 100th anniversary of the Wright Brothers flight. The two pilots for the FLYER were high time pilots. The female pilot was an American Airlines Boeing 767 captain. The male pilot was a highly experienced aero engineer and glider pilot. Even with this much “flying experience” the Wright Brothers FLYER, is truly a one of a kind airplane that required a different mindset to fly.

The main point of the FLIGHT ADVISOR program is a reality check of the pilot's skills to see if the builder/pilot is ready to fly this airplane. Let's see. I put all my money into building this airplane for the last couple of years (**COUPLE???** - ed.). I did NO flying in anything so I would have money to finish this project. Wow! Twice the money and three times the TIME to finish this airplane! Yep, this builder/pilot may not have flown a lick in the last several years. If there were any flights, they were usually in a Cessna 150 or Cessna 172, every 730 days, to keep the (Biennial) Flight Review valid. Now, this newly-built Van's RV-8, with a fire breathing 180 horsepower engine, with tandem seating (read that as a narrow fuselage, half the width of a Cessna 172 aircraft and half the weight of the Cessna 172 but having 30 more horsepower) is like going from a station wagon to a sports car. Yea ha!

Well, in some cases after further review of the recent pilot experience it is determined that maybe the FLIGHT ADVISOR should take the airplane up for the FIRST FLIGHT and check out the flight characteristics. Ultimately the beauty of the FLIGHT ADVISOR program is that going through the program and documenting the steps with an EAA FLIGHT ADVISOR, the builder/pilot can obtain and have the aircraft insured on the FIRST FLIGHT of this builder/pilot's most prized possession, their homebuilt aircraft.

So give the FLIGHT ADVISOR a call. (He or she may be a Certified Flight Instructor.) Sit and let him see where you are at. He may take you up in a similar airplane and check out your reflexes. If they are “cat like” then he may give you the thumbs up sign for the FIRST FLIGHT. Remember, we all want the flight to be a success. We all want to “live to fly another day!”

News from Headquarters

EAA AIRVENTURE 2010 WELCOMES LEGENDARY BAND CHICAGO FOR OPENING DAY CONCERT

EAA AVIATION CENTER, OSHKOSH, Wis. - (Feb. 26, 2010) - After a full opening day of flying on Monday, July 26, at EAA AirVenture Oshkosh 2010, AeroShell Square will feel the power of more than aircraft, as the legendary band Chicago takes the stage that evening, courtesy of Ford Motor Company.

The performance, free of charge to all AirVenture guests that day, will be held adjacent to the Ford Motor Company Hangar on AeroShell Square, immediately following the afternoon air show.

"One of the questions I regularly receive from EAA members and AirVenture attendees is 'Who will be the opening-day concert at Oshkosh?'" said Tom Poberezny, EAA president and AirVenture chairman. "For the fifth consecutive year, Ford is making it possible for this popular tradition to continue by supporting the appearance of Chicago at AirVenture 2010. This is very exciting news and we're already looking forward to it!"

Like EAA AirVenture, Chicago is known the world over. It has attracted multiple generations of fans over 40 years of recording. Led by founding members Robert Lamm, Lee Loughnane, James Pankow and Walt Parazaid, Chicago's jazz-infused "rock 'n roll band with horns" sound has created hits in five decades – an accomplishment matched only by the Rolling Stones in pop music history.

"Over the past decade, Ford has been proud to be a part EAA AirVenture, The World's Greatest Aviation Celebration," said Kevin Keling, Ford Corporate Events Manager. "We're very happy to help support EAA, all EAA members and this great event in a variety of ways, including bringing top entertainment such as Chicago to aviation's annual family reunion."

Chicago's style is instantly recognizable and has left its unquestioned mark on music history. From their first top 40 hit in 1970, "Make Me Smile," through No. 1 hits such as "If You Leave Me Now," "Hard To Say I'm Sorry," and "Look Away", and classic songs such as "Does Anybody Really Know What Time It Is?" and "25 or 6 to 4," Chicago has created an instantly identifiable legacy that continues to thrill longtime fans and welcomes a new generation to their music.

In September 2008, Billboard Magazine named its Top 100 artists of all time, based on the Billboard Hot 100 singles chart. Chicago's extraordinary career landed it at Number 13, just behind artists such as the Beatles, the Rolling Stones, Stevie Wonder and Elvis Presley, and just ahead of Marvin Gaye, Prince and Rod Stewart. Chicago have the distinction of being the top American band on that list.

More information is available at the band's website at www.chicagotheband.com.

The opening-day concert at EAA AirVenture, along with Ford Motor Company's support of the nightly Fly-In Theater, are among the experiences embraced by Ford and EAA to enhance the annual EAA AirVenture convention. Ford also provides vehicles used during the event, a unique one-of-a-kind vehicle for the Gathering of Eagles fundraiser during AirVenture, support for a raffle vehicle and discounts on Ford Motor Company vehicles for EAA members. Ford will also offer additional highlights and benefits for EAA members and AirVenture attendees during this year's fly-in.

There are three kinds of men: The ones that learn by reading. The few who learn by observation. The rest of them have to pee on the electric fence and find out for themselves. — *Will Rogers*

President's Corner

By Dave Doherty

Chapter members,

March is here already. February chilled right on by this year. VP Bill Doherty did a great job with the latest meeting, keeping it just about on time. Our chapter grew a little bit, and we welcome our new members. I hope the Tech. Counselor's presentation was informative for everyone. Please read about the flight Advisor Program elsewhere in this newsletter. Mr. Bill brings up some very good points.

At the end of the month, we had our movie, "Those Magnificent Men and Their Flying Machines" on the big screen. We had BBQ hamburgers, Hot Dogs, and Popcorn available. The movie started nearly on time at 6:00 PM at our facility at Smartt Field. The earlier problems with the sound system were all worked out. It was a bit chilly, but our heating system should be up to the task. Now if it will just warm up!

This month's meeting will bring a presentation on Flight Safety. I urge everyone to attend the meeting and stay for this important and very informative subject. Safety should always be foremost in our minds with our aviation interests. I look forward to the presentation.

The movie of the month this time will be a newer release, "Amelia". It will be at the EAA Chapter 32 Aviation Resource Center at Smartt Field in St. Charles county. Doors will open at 6:30. The next couple episodes of

"Zombies of the Stratosphere" serial will be shown beginning when the doors open. Since Daylight Savings Time will be in effect, "Amelia" will start at 7:30 PM. There will be additions to the available menu. Please be considerate and make donations for food and refreshments, as this also helps defray our operating expenses for the entertainment.

As announced at the last meeting, we will be hosting the B-17 "Aluminum Overcast" July 12 to July 15. We have secured ramp and hangar space at Spirit of St Louis Airport and TAC Air. More info will be forthcoming as this event grows closer. This event has promised to be a great thing for our chapter. Let's work together to make it so.

We are working on plans for raising funds for our ARC improvement initiatives. At the next meeting, we'll outline some of what we're trying to line up. Any suggestions will be welcome.

We'll also be discussing some surprising things that are available to chapters from Headquarters for increasing our membership. There are some neat programs out there. Please come to the meeting and help discuss how we want to use these resources. Bring a friend.

I hope to see you at the meeting this month. Don't forget, it's on March 20, at the EAA32 ARC at Smartt Field in St Charles County at 10:00 AM. Until then, stay safe.

Dave Doherty

LAWG ANSWER: A pilot is able to fly the aircraft without a tailwheel signoff or Multi-engine certificate under the following: FAR 61.31 TYPE RATING REQUIREMENTS, ADDITIONAL TRAINING, AND AUTHORIZATION REQUIREMENTS

(k) EXCEPTIONS

(2) The rating limitations of this section do not apply to-

(iii) The holder of a pilot certificate when operating an aircraft under the authority of-

(B) An EXPERIMENTAL certificate, unless the operation involves carrying a passenger!

So you can fly the Cri-Cri without a multi-engine rating and the Gemini without a multi engine rating or a tailwheel sign off, solo.

More FLIGHT ADVISOR info at the March 20, 2010 meeting! See y'all there!

1/4 share RV-6A - \$16,300.



- Slider canopy, hangared @ St Charles County, KSET
 - 160 HP Lyc, 1250 TT, 1110 SMOH, Fuel Injected, C/S Prop
 - Garmin GNC-300 IFR GPS/COM, Terra NAV/COM w/Glideslope, KT-76C Transponder
 - TruTrak GPS Attitude Direction Indicator
 - Rocky Mountain Instruments Engine Monitor
 - Built in 1998 by American Airlines mechanic
 - Easy cruise 167 mph @ 8.2 gph
 - Includes overhaul fund (currently > \$7,600.)
- Great plane, great partners, selling because I need 4 seats!

Call Mike Piccirilli (636) 530-1748

9/8/09

Movie Night at the ARC

Bill Doherty

A small but cozy group this evening (2/27/10). We enjoyed watching “Those Magnificent Men And Their Flying Machines”. We also brought burgers and hot dogs and fired up the grill a bit. Next month we might start a little later as the sun is beginning to take a little longer to set.

This month’s movie will be “Amelia”, released in 2009 starring Hilary Swank as Amelia Earhart, Richard Gere as George Putnam, and Ewan McGregor as Gene Vidal.

“Two-time Academy Award winner Hilary Swank delivers an unforgettable performance as Amelia Earhart, the



legendary American aviatrix who boldly flew into the annals of history. Richard Gere co-stars as her charismatic business partner and adoring husband, George Putnam. Bound by ambition and love, their enduring marriage could not be broken by Amelia’s determination to fly – nor her passionate affair with Gene Vidal (Ewan McGregor). Equal parts gripping drama, stirring romance and epic adventure, *Amelia* will take your breath away and send your spirit soaring!”

Lots of beautiful flying scenes including a rare Fokker tri-motor and of course a genuine Lockheed Electra. Overall a good, if Hollywoodized version of the story.

CALL THIS NUMBER FOR INFORMATION ABOUT
 UPCOMING EVENTS
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INFORMATION HOTLINE



Check out our fantastic Web Pages at
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 Laura Million, Web Designer
 While you're there, take time to join the
 Yahoo Groups to help you stay abreast of
 Chapter happenings!

TO:

EAA CHAPTER 32 NEWS
 Jim Bower, Editor
 10350 Toelle Ln.
 Bellefontaine Neighbors, MO 63137



Officers and Committees

<u>President</u>		
Dave Doherty	636-240-5982	president@eaa32.org
<u>Vice President</u>		
Bill Doherty	636-978-4777	vicepresident@eaa32.org
<u>Secretary</u>		
Dave Deweese	636-939-3974	secretary@eaa32.org
<u>Treasurer</u>		
Don Doherty	636-397-4713	treasurer@eaa32.org
<u>Flight Advisors</u>		
Bill Jagust	636-922-5786	BSARJ@cs.com
<u>Tech Counselors</u>		
Gale Derosier	636-724-4735	kgderosier@sbcglobal.net
Jerry Erickson	618-281-3398	jerick@htc.net
Rick Galati	636-561-2099	rick6a@yahoo.com
Gary Liming	636-778-9998	gary@liming.org
<u>Communications</u>		
Newsletter: Jim Bower	314-869-8971	newsletter@eaa32.org
Webpage: Laura Million	618-288-7099	webmaster@eaa32.org
EAA Hotline:		