



# EAA Chapter 32 News

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

**September, 2013**

## Blue Skies, Paul!



**EAA Founder Paul H. Poberezny passed away on August 22 at the age of 91.  
This great man's legacy lives on in all of us.**

**We'll see YOU at the EAA Chapter 32 meeting.  
Be at the ARC at 10:00 am on September 21, 2013.**



**September, 2013**

Friends and Fellow Aviation Enthusiasts,

As I'm sure many of you are aware, EAA Founder Paul Poberezny passed away on the morning of August 22. His life influenced millions of people throughout the world. If it weren't for our Founder, I firmly believe the homebuilding movement and many technological aviation advancements wouldn't have happened. Much has been written lately about his life, and can be accessed through the internet. I'm sure a number of people in our chapter have a story or wonderful memories of him. He certainly influenced my life and that of my brothers. I was fortunate enough to meet the man and get to know him and his wife Audrey. I'll remember his aerobatic routines with the North American P-64 and P-51, seeing him in "RED ONE" driving all over the grounds, talking to anyone that wanted to speak to him, the few discussions I had with him and much more. When I asked, he said his favorite aircraft was the DC-3. He enjoyed flying that plane more than any other. Thanks for everything Paul. You will be missed. You're a role model to be admired and emulated.

Chapter 32 is alive and well. At our last meeting, we had a guest speaker, Dr. Charles Miller, who gave us a wonderful presentation about his experiences flying cargo planes in the South Pacific during WWII. He has a great story, and it was an honor to have him come to our meeting. We also recruited Jeff Stephenson to be our Holiday and Awards Banquet Chairperson. This year, the banquet will be held on December 14 at the All Occasions Banquet Center in St. Charles Mo. Tickets will be sold in advance at \$25.00 per plate starting in September. We look forward to a great event. Thanks Jeff, for stepping up to chair the committee.

September 14 is our last Chapter 32 Young Eagle Event of the year. These are always great events, and the kids really enjoy it. The Scouts' Aviation Merit Badge presentation will be given by Mr. Bill and Laura. BBQ lunch will be served, and we'll be flying all morning. If you haven't got it scheduled, please come and help. We always need pilots, ground crew, greeters, and safety personnel. It should be noted that the EAA Young Eagles Program recently passed a milestone of flying over 1.8 million of tomorrow's pilots and leaders in small planes. This is a great program. Come out and participate if you can.

# President's Corner

by Dave Doherty

Our next meeting will include a presentation about the subject of 'Who was the first to fly a powered airplane,' by Chapter 32 member Dave McGougan. He will present the argument made by some that the Wright Brothers weren't the first, and evidence for and against about that statement. Come hear the presentation, and let us know if the argument changes your mind.

October will start our series of seminars and workshops we have planned. We're actively looking for specialists in the fields of fabric covering, fiberglass and composite construction, sheet metal and welding to assist with instruction and demonstration of these construction techniques. Tentatively planned for October is a fiberglass composite demonstration and workshop. We have a project in mind that would help get the word out about EAA and what it's about. Come to the meeting to hear more about it.

The end of the year is nearly here. That means Chapter 32 elections are around the corner. Nominations for officers are open. Any Chapter 32 member who might like to run for office should contact our Election Committee. This year, President and Secretary will be elected to one year terms, and the VP & Treasurer to a 2 year term. Nominations will be open through October, with the election held in November. Chapter 32 officers will be installed at the December Holiday and Awards Banquet.

The MOVIE AT THE ARC this month will be BAT21, starring Gene Hackman. See elsewhere in this newsletter for more information on this event to be held on September 28. This is a social event, with a pot-luck dinner hour starting around 6:00 PM followed by the movie presentation.

## Upcoming Events around the area coming up:

### September 14:

EAA Chapter 32 Young Eagles flights and Aviation Merit Badge seminar at St. Charles County Airport (SMARTT Field, KSET). Pilots' Briefing at 8:30 AM, registration and flights start at 9:00 AM, BBQ lunch will be served ... Pilots and Volunteers Eat FREE!

### September 21

EAA Chapter 32 Regular scheduled meeting at Smartt Field, 10:00 AM. Chapter business meeting and presentation by Dave McGougan on "Who Flew First?"

CAF Annual Hangar Dance at Smartt Field featuring the band "Sentimental Journey". This is a great event, with 40's style music, CAF Warbirds on display, BBQ, Open House, and a Silent Auction. Admission is \$16.00 in advance, \$20.00 at the event. Contact [WWW.CAFMO.ORG](http://WWW.CAFMO.ORG) for more information.

### September 28

Jefferson City Airport Open House and Fly-in. Pancake Breakfast hosted by Jefferson City Flying Service & EAA Chapter 429. 9:00 AM – 2 PM at Jefferson City Municipal Airport (JEF). There will be "Cool Planes & Cars, KC Dawn Patrol, RC Planes, a Train Plane for kids, and the CAF B-25 "ShowMe". E-mail [n207tj@yahoo.com](mailto:n207tj@yahoo.com) for more information.

19<sup>th</sup> Annual St. Louis Regional Airport Open House and Fly-In, 10 AM – 4 PM at St. Louis Regional Airport (ALN), Bethalto, IL. Aircraft and Auto Show. See [www.stlouisregional.com](http://www.stlouisregional.com) for more information.

EAA Chapter 32 MOVIE AT THE ARC at St. Charles County Airport, EAA Aviation Resource Center, 1610 Grafton Ferry Rd. Social event, 6:00 PM pot luck dinner, meat provided by Chapter 32, MovieFeature: BAT21 Starts at 7:00. Bring a comfortable chair, the metal chairs get a bit uncomfortable after an hour or so.

### September 29

Young Eagles Flights at St. Louis Regional Airport (ALN) Bethalto, IL Sponsored by EAA Chapter 864. 9:00 AM – 3:00 PM. See [www.stlouisregional.com](http://www.stlouisregional.com) or e-mail Bill Orrill at [b.orrill@yahoo.com](mailto:b.orrill@yahoo.com) for more information.

Thanks to our Chapter 32 members for making our Chapter what it is today and in the future.

*Blue Skies,*

*Dave Doherty*

## Hangar Etiquette

It has come to our attention that the large doors of the EAA rental hangars have been left open and unattended for more than short periods of time. Even if the person doing this doesn't care about his belongings, there are other people to consider. Not only are there valuable aircraft open to theft and vandalism, but most people have tools, parts, and other items they would not like to see walk away. There is NO security at KSET, and some shady characters have been seen on airport grounds. I'm sure they would love to pick up (literally) a few tools and items of "scrap metal". Please show some responsibility in this area.

In addition, the rent on your hangar space is due at the BEGINNING of each month. NOT the end of the month, or two months later. Other people are waiting for hangar space. Just sayin'.

# August Meeting Minutes

Dave Deweese



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

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

We recognized new members in attendance: Todd, Hunter, and Jackie Malugen, also Tom

Crocco. Visitors included Casey Boyer. Casey attended Oshkosh and bought plans for a Bearhawk. Greg Stengel met us at the VP fair and is interested in both flying and building. Jerry Hawkins, who is one of the original St. Louis police helicopter pilots, came to see Dr. Charles Miller's presentation after the meeting. His wife, Marlene, also attended.

Last month was Oshkosh, we got a show of hands of those who went. Laura and Jeff attended and usually volunteer at KidVenture. President Dave looked into Eagle Flights, hoping to get potential pilots who are past kid stage into flying. This will be more of a mentoring program versus a single flight. Art Zemon reported an interesting project on painting aircraft with latex paint. Don and Dave watched a presentation on building an RV-10.

Our EAA sign is deteriorating. Dave will be purchasing materials to build new signs for front and back. The east gutter needs to be stripped and painted. Project begins Wednesday if you're interesting in helping out.

We'd like to get started on some seminars as the weather cools down. Fabric covering is one topic, and we have a volunteer who can teach. We've got numerous items here in the ARC that we could cover. We've targeted October to begin. We'd like to have the Cozy Girls do a fiberglass workshop. Jim Baker has a small P-51 replica that he brings to various shows, but the plywood wings have begun to delaminate. Dave would like to build a set of fiberglass wings. We'd like to have this done by March.

Elections are coming up. Vice President and Treasurer will be one year terms this time around, and in the future the officer terms will be staggered. Jim Bower, Bob Kramer, and Don Doherty volunteered for the nominating committee.

Last week was Young Eagles. Rick May reports that we flew 42 kids plus 5 that Ron Burnett brought in that he'd flown on his own. Weather was very good. Guy Matson brought a Cub and is planning to join. Eve, Tom, Dave, Mark, Jeff, and Don all flew for us. September 14 is our

last YE event for the year. Mr. Bill did a merit badge presentation. We're pushing our Air Academy scholarship program, looking for kids to select. Rick made up a document they can fill out explaining why they should be considered, including some background. The actual application for Air Academy is 4 or 5 pages long. Since the academy will be next year, we'd like to award one or two at our Christmas party.

Dave read a card we received thanking our chapter for last weekend.

This month's movie is "The Best Years of Our Lives", a story about a group of WWII veterans returning to civilization after the war. Next month will be Bat 21, and the last will be "It's a Mad, Mad, Mad, Mad World". Movies play on the last Saturday of the month.

September 7 St. Charles Flying Service are holding a spot landing and pre-flight competition, also a poker run. Women With Wings are having a plane wash on the same day.

September 21 Mr. Dave McGougan is presenting on the first people to fly a powered aircraft. There's a debate on whether or not the Wright brothers should get the credit.

October 26 will be St. Charles Flying Services annual Pumpkin Drop. They've asked us to help out by cooking food, and are expecting 300 to 400. We'd like to do an Open House in conjunction with this. We'll cook here and Flying Service will run a shuttle. Note that our monthly movie will play the same evening.

The Reno Air Races are taking place later this year. Bob notes that this may be the last year due to insurance costs.

Ron Burnett has food cards for Shop & Save and Dierbergs. He suggests that \$25 cards make good gifts, as everyone can use foods.

We're looking for a chairperson for the holiday banquet. We have a tentative date and speaker, so it's a matter of finding the venue. Dave believes the same place may be available. Jeff Stephenson volunteered.

Motion made and seconded to close the meeting.

Dr. Charles Miller, a WWII veteran and retired AME, gave a presentation on his experiences flying cargo planes in the Pacific theater.

# Request From a Member

Wanted, an EAA member who wants to build two ultralight planes with a temporary garage available. Near Maryland Heights, Creve Coeur, Chesterfield area, preferably within, not too long of a driving distance, of Bennington/Fee Fee area. We can provide some of the materials and design what you would like.

Please contact Bud Cole, Aeronautical Engineer and A&P mechanic at 314-397-2079.

Thank you

## Chapter Officer Nominations

In November, we will once again be electing chapter officers (President, Vice-President, Treasurer, and Secretary). The nominating committee consists of Bob Kraemer, Don Doherty, and your friendly editor, Jim Bower. This time the job is pretty easy because all current chapter officers are willing to serve again. This doesn't mean that we won't still be looking for candidates, but if you want to run (or nominate someone), time is running short to contact a member of the nominating committee. As of now, the candidates for the offices are as follows:

- **President: Dave Doherty (incumbent)**
- **Vice President: Bill Doherty (incumbent)**
- **Treasurer: Don Doherty (incumbent)**
- **Secretary: Dave Dewese (incumbent)**

## Safety Tip of the Month

**I will attempt to outline the proper use of radios in non-towered airspace, as well as aircraft not equipped with a radio or communication device.**

**First and foremost, safety of flight by looking for traffic in a non-towered environment is magnified when a radio is not used or the aircraft is not so equipped. Standard pattern entry, left turning patterns are the norm. Right hand patterns with right hand traffic as outlined by a traffic indicator must be observed. The Airport Facility Directory will contain the proper traffic pattern as well.**

**When you do not communicate, you need to be especially alert to the activities in progress, ie, Young Eagle flights, fly-ins, air shows etc. I always fly over the airport above pattern altitude to check on wind and traffic. This is so important, when you have more than one runway and they intersect. Broadcast your position and intentions !!!!!**

**DO NOT USE;--- "ANY TRAFFIC PLEASE ADVISE". The FAA, and administrative law judges do not accept this phrase.**

**Another reason it is imperative to use your radio, if you have an accident or incident, your insurance company has an out not to pay you ... UMMMMM.**

**NORDO (non- radio) aircraft need to be especially aware of other traffic, if not, dire consequences can and will develop.**

**On another subject:----SODAs ( Statement of Demonstrated Ability) need not be carried on your person. Regarding an alternative to SODA's, there is another way to secure a medical waiver by utilizing a Special Issuance authorization. It requires periodic paper work to the FAA.**

**Do not forget, you need an endorsement in your log books for Sport Pilot privileges.**

***Bob Kraemer***

# AUSTIN BLAIR FLIES ON THE B-17

## THANKS TO EAA SPIRIT OF ST LOUIS CHAPTER 32

All his life Austin Blair has been fascinated with aviation. When he was just 7 years-old he told his teachers that his dream was to be an aeronautical engineer. At 8 he began flying on simulation games. At 12 years-old he built his first computer specifically for flight simulation. Now, at the age of 13, Austin has been spending his Summer vacation visiting great sites such as the Ronald Reagan library to visit Air Force One, the Pima air museum in Arizona and, most recently, to see the B-17 when it was hosted by EAA Chapter 32.

The Las Vegas eighth grader was in St Louis with his mom Heather while visiting his father Chris, who has just recently relocated to the area for his job.

With a weekend full of fireworks, baseball and a concert, the main thing on Austin's list was the chance to see the B-17.

Austin, who had wanted to fly on the plane had to choose between flying on the plane or racing his Lucas Oil Midget race car the following weekend at Ventura, California. Austin ran second the last race and didn't want to pass up on the shot at winning a race. It was one of the toughest decisions to make.

"I really, really wanted to go for a flight but I had already made a commitment to the race," said Austin. "Luckily we bought 5 chances on the flight and got the call from Mr. Doherty that we won. I'm hoping the lucky streak goes another week so I can get the race win too."

To say the experience with the B-17 was the opportunity of a lifetime would be an understatement. Everyone with EAA Chapter 32 went out of their way to make

Austin and his family feel welcome, the flight crew posed for pictures and answered lots of questions and the flight was a thrill.

"We had just a little bit of turbulence which was great," continued Austin. "You really appreciate these planes when you feel what they do."

When he's not racing at Ventura, Austin spends his time flying his simulator and

researching airplanes and studying NASA history. His goal is to enter a magnet high school with an emphasis on technology and aviation to prepare for a college with an aeronautical engineering program.



## Please Turn the Pump OFF!!

When you visit the ARC and use the bathrooms you need to turn the pump ON so they will flush. Please do not forget to turn it off. The constant pressure erodes the valves in the toilets until they leak. The resulting water then fills the holding tank, which costs \$275.00 to empty. Don Doherty notes that in recent weeks it has been left on twice. We thank you in advance for your consideration.

# SEPTEMBER MOVIE AT THE ARC

## EAA Chapter 32

### Proudly Presents:

Lt. Col. Iceal "Ham" Hambleton (Gene Hackman) is a weapons countermeasures expert and when his aircraft is shot over enemy territory the Air Force very much wants to get him back. Hambleton knows the area he's in is going to be carpet-bombed but a temporary shortage of helicopters causes a delay. Working with an Air Force reconnaissance pilot, Capt. Bartholomew Clark (Danny Glover), he maps out an escape route based on golf courses he has played. Along the way however, he has to face enemy forces and the death of some of his fellow soldiers.



**Where? EAA Chapter 32 Aviation Resource Center, 1610 Grafton Ferry Rd  
(Smartt Field, aka St. Charles County Airport [KSET])**

**When? Saturday, September 28, Pot Luck Dinner starts at 6:00 PM.  
A meat dish will be provided by the Chapter. Bring a side dish.**

# Learning As We Go

## **“The Father of Experimental Aviation - Paul H. Poberezny”**

**mr. bill**

It was 1973 and somehow I came across a magazine showing me the planes of Oshkosh. Wow! I looked at one of the planes and said I could build that. I was 13 and living in the basement of my parents' south side of Chicago three story home. Nothing was impossible down there. Dad had a workbench with one of every type of hand tool. Everything to make anything! What a DAD cave!

I put out some brown drawing paper on top of the ping pong table (Dad made that) and I used his old draftsmen tools to make some plans of “the” airplane I was drooling over in the magazine! Cool! Not sure which parent came down stairs and asked what I was doing but I had it all figured out. Build it and then take it out to the country on this private road (that lead to a 1,000 acre coal strip mine southwest of Chicago that was turned into a private recreational area for the employees of the utility company Dad worked for) that I would use as a runway! This recreational area had lakes and fishing holes and I did a lot of exploring around that place when we visited on the weekends.

Hey, I was dreaming and I was 13! It did not have to make adult sense. It was doable to me!

That summer was a GREAT summer. We had a 14 foot John boat that we mounted (mounts made by Dad in the DAD cave) that we attached on top of the car. The 7 horsepower Sears motor slipped into the storage area under the back seat of the 1971 Ford Torino Station Wagon. (Our first brand new car!) I had become a man when Dad would allow me to take the boat out to explore the corners of the lakes. I had my trusty Midland walkie-talkie in which I was to call at the top of every hour to check in with home base to let Mom know I was still alive.

One of my Dad's Supervisors's had a ski boat and taught us to water ski that summer. Man was this groovy!

Later that year because of my interest in planes Dad's boss (water ski man) had another treat for me. We met Mr. Rose at Willy Howell Airport (now a shopping center at 131<sup>st</sup> and Cicero) to take a (Young Eagle) ride in a Piper PA28-180 for my 14<sup>th</sup> birthday! You can see

where this is going now can't you!



**Looking into the past at the future mr. bill  
(That black box is a Super 8mm film camera.)**

Fast forward to 1981, the summer of my fifth year at the University of Illinois-Urbana, Champaign when my private pilot college roommate said we need to go to this Airshow in Oshkosh, Wisconsin. Holy Bat Cave Robin! Look at this place! Airplanes EVERYWHERE!

I learned of the man (and his wife) who started this little fly-in in Milwaukee and how it grew and moved to Rockford, IL. What is neat is that I have the original letter from Mr. Paul to Steve Wittman, the operator of Oshkosh Airport, requesting that the annual fly-in airshow be

moved from Rockford to Oshkosh, Wisconsin.

Work on the EAA museum was to finish in 1983 and I wanted to see it right after it opened. I drove up in the Spring and as I walked the floor I met Paul as I was drooling over the artifacts and airplanes in the museum. Paul walked up to me and asked if I had any questions and asked if I was having a good visit. You betcha I was!

Paul read the EAA chapter newsletters. He had called my home phone at least six times over the years to thank me for something I wrote in the newsletter. His last call was thanking me for remembering his (89<sup>th</sup>) birthday!

Paul was proud of EAA 32 for all the programs we put on. EAA 32 member Bill Blake did several drawing for Paul and as a favor to Mr. Blake came down from Oshkosh and was the guest speaker at the EAA 32 Christmas Party. There was Paul at the front of the food line greeting everyone and putting salad in the guest's bowls. What a classy guy!

In 1996 when "someone" forgot to book some acts for the Spirit of St. Louis Airshow, EAA 32 gave a call to Oshkosh Headquarters and \*bam\* EAA 32 had the EAA Boeing B-17 and the P-51 in town for the Spirit Airshow. Thanks Paul for bringing down the P-51! Why? Because Vern Jobst crewed the Boeing B-17 into St. Louis and HAD to fly the P-51 back to Oshkosh! Vern asked me to crew the Boeing B-17 back up to Oshkosh! "The rest of the B-17 guys are a bunch of United Airline guys Bill, you will fit in fine son!" Thank you sir!

Last year at the Frasca Fly-in at (Urbana) Frasca Field, there sat Paul and Audrey chatting it up with the old gang. Swapping stories of happenings from back in the day! I felt like a grandson sitting around listening to the cool stories and looking at some awesome planes that gathered for the "Old School" Fly-in that weekend.

Paul was bragging about being 90 and ½. "Hey, I worded hard for this last ½ of a year," Paul stated.

What a GREAT man! Thank you Paul H. Poberezny for the GREAT: airshow, the airport, the awesome magazine, your great supportive wife, the museum, the homebuilding tips, and actually doing what you said you did! Build airplanes.

Thanks for inspiring me and so many others to do our best, try our hand at building, and giving us a place to gather every summer!



### **The Man and his driver. Oshkosh 2013**

Thanks for helping me believe I could build that airplane on the family ping pong table.

Flying into Oshkosh this year and seeing you being driven around in RED 1, and taking time to give ME the "thumbs up" was all the thanks I needed back from you!

# How I Chose to Build a Bede BD-4C

by Art Zemon

Several people have asked me how I chose to build a Bede BD-4C airplane instead of any number of more common planes. The questions come in three forms, all of which read like “How did you decide to build this plane?” but, when taken in context, sound more like:

- Are you nuts? How can you do such a huge project as a whole airplane?
- Are you nuts? Don’t you know how badly Jim Bede screwed over gazillions of people?
- Are you nuts? Why don’t you just build an RV?

True confessions time: Yes, I probably am nuts. Ask my kids or my wife or anybody else in my family and they will all tell you that I’m nuts. But even nuts can build airplanes so, conceding this point to the critiques in the peanut gallery, let’s move on to the subject of how I chose to build a Bede BD-4C.

My desire for a new plane began in early 2006, just a few months after I bought my 1968 Piper Arrow. The Arrow was a great airplane but, at almost 40 years old, stuff was wearing and that I simply did not want to have to deal with. I replaced the tachometer cable. I rebuilt the tachometer. I replaced the tachometer. Then I started wishing that I could replace all of the mechanical stuff in the plane with modern electronic doodads that have no moving parts. Over the years, I got more desirous as I saw more and more of the functionality available in modern glass panels in modern planes. If you are not a pilot, imagine going back to a 1960s car with a push-



## Aspen Evolution

button AM-only radio, windows with crank handles, no cruise control, mechanical door locks, and an A/C that barely works. Now multiply by 10 and you have an idea of the scale of the “problem” that I wanted to solve.

There are approved glass panels that can be put into a 1968 Piper Arrow. In particular, the Aspen Evolution can replace the “steam gauges.” The cost is well into five figures, though, and I was simply unwilling to put



that kind of money into a 40+ year old airplane. That started me noodling at the problem of what I would rather have and how I could get it.

I quickly dismissed buying a more modern airplane such as the Cirrus SR-22. I’m cheap and the SR-22 is way much money. That left homebuilt planes, of which there are tens of thousands flying.

I started by defining my mission for the airplane and turning that into a set of requirements:

- Four-seat airplane. I like to give people rides in my plane and I want to take more than one passenger at a time. Candy and I also like to take trips in our plane and we enjoy the extra space in the cabin afforded by a back seat.
- At least as fast as the Arrow, 150 mph, preferably faster.
- Fully electronic instrumentation. Fewer moving parts and no vacuum pump.
- Roomier than the Arrow, which was 36 inches wide and had only 5 inches of foot room in the back seat.

I decided pretty quickly that I wanted to build from a kit instead of from plans. I wanted to get a lot of the parts pre-made rather than having nothing more than a set of drawings from which to make an airplane. I was also seriously tempted by the “quick build” options available for many kits, which could shave a year or more off of the build time.

There are lots of two seat kits; not as many four seat kits. My short list came down to three:

## Glasair Sportsman



The Glasair Sportsman. While technically a 2+2 and not a true four-seater, it does have the space inside that I want. Glasair also offers a “two week to taxi” program where you spend two weeks at their facility and essentially build the whole airplane. Even if I opted not to use TWTT, it is encouraging to know that the kit is well enough proven that such a thing is possible.

### **Vans RV-10**



The Vans RV-10. This was a no-brainer for my short-list. Vans makes fantastic airplanes, easy to build, speedy in the air, and the RV-10 is roomy inside. The only real downsides were that it is a low-wing, which meant climbing up onto the wing to enter the plane; and Vans recommends at least a 235 HP engine for a cruise speed of 190 MPH which translates into more gallons per hour of expensive aviation gas.

### **Bede BD-4C**



The Bede BD-4C. I was surprised to keep coming back to the BD-4C because it is a stodgy, boxy looking thing and I like sleek, sexy planes. However, I appreciate fine engineering even more than I like “looks” and I could not get past the performance specs of the BD-4C: 189 MPH cruise on 180 HP. There are enough BD-4’s flying that I know that speed to be achievable and not just marketing hype.

I admired the efficiency and speed of the Bede so I started seriously researching the plane. It was one of the first airplane kits, debuting at the 1969 EAA airshow in Rockford. There are still almost 500 of them in the FAA registry and many more flying outside the United States.

Construction is very simple: essentially the airplane is a giant Erector set with the vast majority of the parts being either aluminum angle or flat aluminum and pretty much everything held together with nuts and bolts. A few parts are riveted but all of those are pop-rivets. The wings and tail feathers are “bonded” which is high-brow airplane lingo for “glued” with ProSeal. The spar is a single piece of aluminum tube in each wing, mating to a single piece of aluminum tube in the top of the fuselage. Stone simple and extremely strong. At gross weight, the plane is stressed for  $\pm 6.3$  G; with two seats filled, it meets acrobatic certification standards at  $\pm 9$  G!

### **To Be Continued...**

**...Next month tune in to find out what Art learned about the Bede’s accident record and what was done to mitigate that fear. Share Art’s love for his project and help him enjoy the fun he’s having!**



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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