
EAA Chapter 32 News

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

November, 2018

Somebody Actually Hit the Target!



Smartt Field's annual pumpkin drop was a smashing success! EAA Chapter 32 had a great presence, and some lucky pilot/bombardier actually hit the target this time!

**We will see you at the ARC for the November meeting
10:00 am Saturday, November 17!**



Fellow Aviation Enthusiasts,

We're now into November. All the clocks have been set back an hour, national and state elections are over, and the campaign ads are finally ended. It's becoming increasingly more difficult to go out to the airport and take the plane for a hop around the patch after work. It's time to catch up on all those chores we put off due to nice weather. I started a "Honey-Do" list the other day, and stopped writing when it was several pages long. Now, whenever I finish an item on that list, I add another at the bottom. Someday, perhaps, I'll run out of things to add and finish it.

The Smartt Field Open House and SCFS Pumpkin Drop Competition held on Oct 29 was a great success. Weather was ideal and people came out in droves. Chapter 32 was tasked with parking cars for the event. Just about every possible parking spot was filled on either side of the ARC. At the peak people were parking on the side of Grafton Ferry Road. Our displays inside the ARC were staffed by chapter volunteers. They talked to many people who came in to see what we do. There are several projects under construction at the ARC, which drew quite a bit of interest. As a fundraiser, EAA32 had a food service. We had bought \$600 in food and supplies. It sold out, and our net was somewhere in the order of \$1,600 plus some change. Everyone came to see the Pumpkin Drop competition. This year, someone actually hit the target. To my recollection, that's the first time that happened. The CAF cranked up their warbirds and gave a demonstration, dropping salvoes of pumpkins at a time. After their demonstrations and fly-bys, most people headed home. The competition lasted well into the afternoon. I think everyone who volunteered had a great time. Thank you to all our volunteers who did the set-up before the event. Thank you to the volunteers who directed cars to park in the designated areas. Thank you to all the volunteers who met and greeted people at our ARC. To the volunteers who cooked and handled the food fundraiser, Thank You. And when it was all over, thanks to those who stayed and took down the tents, cleaned up and put everything away. It never ceases to amaze me how many of our members come out and work so hard during the events. I am often asked about our chapter, and how participation is with our events. I tell them I'm so proud of our chapter and the participation of our members. Personally, I think we have a great one and we all should be proud.

President's Corner

by Dave Doherty

Chapter 32 elections are this month, November 17. According to our By-Laws, election requires a quorum consisting of at least 1/3 of eligible voting members to vote, either in person or by proxy. Every vote counts. Proxy votes can be mailed (postmarked) or emailed to any of the Chapter Officers no later than the date of the election. Their addresses can be found in the Chapter 32 Roster. Email addresses are President@eaa32.org, vicepresident@eaa32.org, Secretary@eaa32.org and treasurer@eaa32.org. Please come out to our chapter meeting and cast your vote, or mail it in or email it to one of the officers. We simply have to hit the 1/3 membership number to have a quorum and make the election legal according to the by-laws.

This year, we elect the Chapter President and Chapter Secretary. Dave Doherty and Dave Deweese are the candidates, respectively.

As your current President, running for yet another term, I promise to do my best to keep our EAA Spirit of St. Louis Chapter active, informative and fun. I think we've mostly accomplished that over the past nine years, and will strive to continue the tradition. This will be my last term as President if elected.

Our election meeting, as mentioned, will be held on November 17 at 10:00 AM at the EAA Chapter 32 Aviation Resource Center (ARC) located at 6410 Grafton Ferry Road (St. Charles County Smartt Field Airport), Portage Des Sioux, Mo.

Everyone is invited to the EAA Chapter 32 Annual Awards and Dinner. This year, it will be held at Smartt Field. For more details, please see the advertisement in this newsletter. There is a charge of \$25.00 if paid prior to Nov 30, or \$30 at the door. A reservation form was emailed to members already, and is included in this newsletter.

Thanks to our Chapter 32 members for making our Chapter what it is today and in the future. We're well known and respected in the community. HQ in Oshkosh knows us pretty well too. We've been around since 1957!

Blue Skies,

Dave Doherty

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

2018 Holiday and Chapter Recognition Awards Banquet

Saturday, December 8, 2018

6:00 pm

St. Charles County Airport / Smartt Field

Administration Building

6390 Grafton Ferry Road, Portage Des Sioux, Missouri 63373

\$25 per person paid in advance (paid by November 30) / \$30 the door

(includes dinner, appetizers, desserts, soft drinks, iced tea and coffee)

Business casual holiday attire

6:00	Check-In	Receive your name tags Sign up for the 50/50 drawing: 1 ticket for \$1 and 6 tickets for \$5 50% to winner and 50% to the Air Academy Scholarships fund Receive a ticket for the gift exchange Please bring a wrapped gift to place under the Christmas tree. Select a gift when your ticket number is called. Gifts are typically in the \$10 - \$15 range.
6:00	Social Hour	Stop by the beverage table for Soft drinks, iced tea, ice water and coffee Wine glasses and bottle openers for your convenience (BYOB) Chapter Activity Slide Show
7:00	Dinner	Roast Beef Au Jus with Roasted Potatoes or Chicken Spedini with Pasta Con Broccoli; salad, vegetables, rolls and butter, assorted desserts, by Valenti's.
8:00	Evening Program	 Young Eagles Report and Awards Chapter Awards
8:30	Feature Presentation	Kevin Sheehan, Capture Manager for Boeing's T-X program, the newest airplane to be built in St. Louis
9:15	Drawing and Gift Exchange	50/50 drawing Select a gift from under the Christmas tree when your ticket number is called.

Please complete a reservation form and mail your payment before November 30 to
Don Doherty (EAA32), 1036 Pegasus Circle, St. Peters, MO 63376-4070
Reservations and payments will also be accepted at the November EAA Chapter meeting.

New this year: All payments at the door will be \$30.

Questions? Ask Bob Murray 314-591-6321 bobmurray101@charter.net

We look forward to seeing you there!!



Holiday Banquet Reservation Form
Saturday, December 8, 2018

EAA Member's Name _____ Number of Guests _____

Guests' Names: _____

Total Number Attending _____ @ \$ 25 = \$ _____ (Make checks payable to EAA32)

Please mail completed form and your payment before November 30 to

Don Doherty (EAA32), 1036 Pegasus Circle, St. Peters, MO 63376-4070

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

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Detach and mail top section

✂ ✂

Your copy to keep

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Administration Building

6390 Grafton Ferry Road, Portage Des Sioux, Missouri 63373

EAA Member's Name _____ Number of Guests _____

Total Number Attending _____ @ \$ 25 = \$ _____ (Make checks payable to EAA32)

[For your records: Check number _____ Amount \$ _____ Date mailed/paid _____]

Please complete and mail top portion of form and your payment before November 30 to

Don Doherty (EAA32), 1036 Pegasus Circle, St. Peters, MO 63376-4070

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October Meeting Minutes

Dave Deweese

October's meeting began with the Pledge, Dave Doherty presiding. Dave has passed his stress test in pursuit of a third class medical. Next hoop involves an eye check. He'll need the third class to fly the RV-6A. (He's also looking at getting some dual instruction in a P-51, maybe this spring.)

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

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

Visitors include new member Pat Brennan, president of the St. Louis Soaring Society, who is building a Marquart Charger. He acquired the project about half finished and is nearly ready for the first rigging. Robert Rokowski is a new member who didn't attend; he's a CFI and a helicopter pilot. Justin Miller's grandfather flies from Creve Coeur and Smartt and introduced him to Young Eagles, he's planning to be an airline pilot. Gary Liming, Alan Reeves, and Ron Nicholson are in from Chapter 39: used to be the St. Louis Escadrille and is now the Vintage Chapter. Barry is a new member and just got his RV-10 kit.

Nominations close this month for President and Secretary, we opened the floor for nominations. Dave and Dave were nominated and accepted. Dave Doherty plans this as his last term.

Rick May reported on this month's and the season's Young Eagles numbers. We had a good year despite some bad weather: one event ended early and another started late. September was a wash-out. Nevertheless we broke the 200 mark with 217 for the year. Let Rick know if you need registration forms as you can continue to fly kids outside of chapter events. A few high scores include Don Jonas with 44 + 2 adults, Dave Brickhaus flew 31 + 11 adults, Dave D flew 25 one at a time, Rick had 23 for Jeff who reported he also flew 24 in Sullivan. Rick also mentioned a possible event in November if the weather cooperates, otherwise we'll start up again in April 2019. We have a slot for the advanced academy for next summer, if you've got an idea for a candidate let Rick know.

Dave read a note he received from one of his Young Eagles thanking him for his and his brother's rides.



Chris mentioned the Ray Foundation (James Ray). The founder left \$1,000,000 to Young Eagles. HQ plans to filter scholarships through the chapters. Chris has started the process of applying for at least one of the \$10,000 scholarships for flight training. There are some requirements for the candidate including chapter membership and involvement as well as interest in aviation, and probably a junior or senior in high school. Chris believes that part of the standards will be up to the local chapter, and we'll vote on our candidate. More information is forthcoming in the newsletter and future meetings.

The Flying Start is a program HQ is trying to revitalize, aimed at increasing chapter memberships and pilots' licences. We plan to participate.

Our display case is missing a few members, Dave plans to get everyone up there.

Ron Burnett has food cards. He notes that you can convert Shop & Save to Schnuck's cards at Schnuck's stores before 12/31.

The Thatcher is progressing: there's a new roll cage that wasn't there last month.

Chris's Zenith stalled when he fell off his roof and broke his back, but he's healing and has clearance from his doctor to get back in the game. He's going to do some work after the meeting and plans to work following Saturdays before he has to go to work. (Chris works two jobs currently: aviation's an expensive games.)

Art has completed the plenum for his BD-4 and can now close the cowling. He just ordered an engine block heater.

Dave mentioned the Polliwagen flight simulator project: combining the PC simulator and the fuselage section. He'd like to have it ready for the next Young Eagles season.

The RV-6A project is moving along: the instrument panel is done and it's ready for the front windshield. They've found some volunteers to help with fiberglass issues. Next step will be paint (white) with vinyl decals.

Tim Finley visited Art Grave's 750 STOL. He was happy with it, and the fuselage will begin taking shape in a few weeks.

The newsletter was a big one this month; thanks to everyone who contributed. If you're working on a project take some pictures and send in a writeup.

Last month's movie, Dark Blue World, was good: a Czech film about pilots who flew in England during WWII.

We're already planning on next year's Creve Coeur event, it may be a two-day event.

The Spirit Air Show was cold and cloudy. We had an RV-12, a SeaRey, and our Sonerai on display. The Sunday air show was interesting due to VFR minimums. Dave mentioned that our pendants and other signage is getting old. We should plan on getting some of that over the winter. EAA HQ can provide some of that or point us towards vendors. Moved and seconded. Dave will come up with a dollar amount to propose next meeting. We voted, none against.

Next Saturday is the annual airport open house and Pumpkin Drop. This is our fund-raising event of the year. We're tasked with parking, we'll sell food including hot chocolate. We made around \$1,000 last year. Plan on arriving between 9 and 10 in the morning and the big crowds will probably be around until 1 pm.

Next meeting is November 17, President and Secretary will be elected. We'll be selling tickets for the holiday party, likely \$20 to \$25, \$5 more at the door.

We tried to get the room at Creve Coeur for 12/8 but it's already occupied. We're trying to get the administration building here at Smartt. Let Dave know if you have ideas for a speaker. Bob Murray is chairman of the group once again.

Jeff notes that the Geocachers will be here on November 10.

Chapter 64 is flying Young Eagles (around 45 kids) on 10/22.

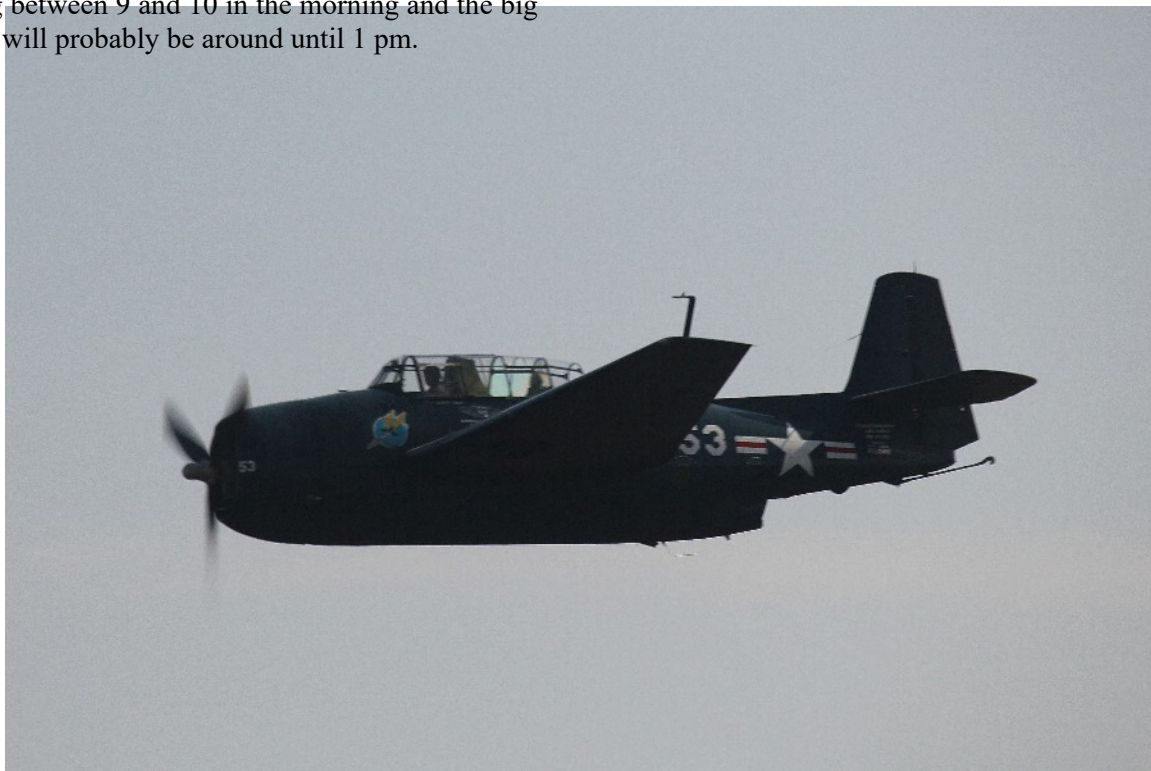
Remember smile.amazon.com for your Christmas shopping: you can designate Chapter 32 to receive a percentage of your purchase.

The ADSB Out reimbursement program has been reinstated.

The FAA is looking at increasing the limits on Sport Pilot; the stall speed will stay the same.

Northwest Middle School's library in Hazelwood will take magazines.

Don reminds us that we'll be turning the heat on in the building soon. Please remember to keep the bathroom doors closed.



A Close Call...

Learning From our Mistakes

Many of you know my 1946 Taylorcraft BC-12D is on loan to my son David, who acquired his pilot's license on 12-20-2017. He had an experience in MY aircraft that was a great learning lesson. This story is about his adventure, what happened, and what's being done about it.

Recently, there have been several hurricanes that have ravaged much of the Carolinas.

Dave lives near Greensboro, NC. During the two hurricanes that swept past, the T-Craft was raised up onto concrete blocks in case a nearby stream went out of its banks onto the airport where the plane is hangared. Fortunately, flooding didn't occur and no planes were damaged there. It was recently lowered off the blocks.

The plane had not been flown in a while. One day, Dave and his wife went to go flying, as it was a nice day and all. The plan was for Dave to get current by flying around the pattern and doing the required three take-offs and landings. Everything was going to plan, right up to the time it didn't. The plane started easily, but ran a little rough. The aircraft was taxied to the end of the taxiway and warmed up. Upon engine run-up and mag check, the engine seemed to clear up a bit. He figured the rough idle was from sitting for quite a while between flights and the runup cleared it out. Dave announced his departure and proceeded to the runway for take-off. Here's where things started going bad. The plane didn't accelerate the way it should, and was taking a lot more runway than usual. At this point or before, the take-off should have been aborted. It wasn't, however, and the plane continued on and struggled into the air. There are trees past the runway. The plane was not climbing very well, and just made it above the trees.



Slowly gaining altitude, Dave nursed the plane around the pattern, making shallow turns to avoid stalling. He made it back and landed. Then taxied it back to the hangar and told his wife they weren't going flying today. I got a call from my son shortly afterward, describing the flight and debrief-

ing me about what happened. We were about to come to Greensboro in a couple days, and decided it would be prudent do some investigation to see what happened. As I write this article, I'm in Greensboro working on figuring it out.

There was a great article in the November Sport Aviation about owners treating symptoms and not getting to the root cause of the problem and advising owners to seek out experts to deal with troubleshooting. We want to solve the issue completely. To do this, we sought a mechanic who has good knowledge of smaller low compression engines like the Continental A65-8 in my plane. We found one, and he immediately went to work. What he found surprised us both.

Fuel checked out OK. There was no water in numerous samples taken. Oil pressure was normal throughout the flight. No leaks were found at the carb, and it appeared to be properly secured. Throttle operated as it should. Then the spark plugs were removed and inspected. There was carbon/lead buildup on most of them. Several were fouled and shorted out, and several others were nearly there. The reduced spark caused a power loss in the engine to the point where the plane barely had enough power to become airborne.

The engine in the T-Craft was designed for 80/87 octane fuel which is no longer available. It's been using 100LL fuel, as do most aircraft. 100LL fuel has about four times the amount of lead in it than the earlier 80/87 octane fuel the engine was designed for.

Further research on fuels, engines, and reading parts of the Continental Maintenance Manual has pointed to a probable cause of the problem. Neither of us had done the recommended shut-down procedure for this type of engine. Continental recommends running the engine at 900 – 1000 rpm for 60-90 seconds to bring cylinder temps high enough to burn out the residues left after low power descent and taxiing. Further, there are fuel treatments that reduce or eliminate depositing of lead on plugs. This additive had not been used by either of us. Another possible contributor to the fouling is a leaking primer system. Engines will burn off the excess fuel during flight, but will foul plugs quickly at lower temps (descent, taxi and idle). That system is being thoroughly checked out too.

Going forward, we will add the higher RPM runup prior to engine shutdown to the checklist. We'll also use additives to help mitigate lead buildup that fouls plugs. Inspection of the plugs will be frequent to verify these steps solve the problem. Once we're sure it's solved, maintenance intervals with plug inspection will be every 50 hours (every other oil change), and rotation every 100 hr in accordance with the maintenance manual.

A big lesson for us all is this: Always be aware of how your plane is performing. What may seem like a slightly rough engine prior to takeoff can be deadly. Be sure it's right. Have a plan about what to do if the plane isn't operating like it should and don't be afraid to abort your takeoff before it's too late. Dave was fortunate this time. After the first error in continuing the takeoff, he was able to overcome the instinct to pull up at low speed to clear the trees, which would have caused a stall. He also had the required skill to maintain what energy he had and make it back to the airport.

Submitted by

Dave Doherty



Learning as we Go

“Thankful for all you Guyz and Girrls”

mr. bill



November is definitely a time to look back at the year and see what we learned and be thankful. (Especially now that it is getting colder! Possible SNOW tomorrow.) I recently rolled over that “OLD” airline age of 60. Back in the day we had to hang up the BIG jet flying before our 60th birthday. Seems it was a random number picked because the “old guys” should have made enough money by then. But with all the airline management teams robbing the retirement plans and funds, President George Bush signed on December 13, 2007 the law that allowed the “old guys” to fly 5 more years to try to recover the loss of monies in the retirement plans. I now see what many of those fine people did not like “getting fired” at that number “60.” It is just a number. Our favorite FAA Aviation Medical Examiner said that it will “take some work on our part” to reach 65 and still be in the Big Boy Jets flying. With the FAA checking your height and weight, they now determine if you are a Sleep Apnea candidate. This is going to cause you to lose the excess weight or you have to do some special medical testing.

Well this week of my vacation I have ALL the testing scheduled: blood, cholesterol, and prostate. And after a quick check of the “exhaust pipe system” tomorrow I will be starting my slow decent for the final Big Boy Jet touchdown. Many pilots use the countdown app to be able to read the “time” left.

Thank you EAA members for using the Flight Advisor/Technical Counselor Programs in your EAA chapters. We continue to have safe First Flights. Also thank you members for allowing me to fly with you on the Flight Reviews. As we know you cannot fail a flight review but we may do some more flying that day just to knock off any extra rust. I also have incorporated a new check to the mix. Seems that we Smartt Field pilots are getting comfortable with the 3,800 long foot by 75 foot wide, nicely lit, runway. Several have even master the 2,000 foot short field runway at Smartt. Thank God for brakes because that is all I hear squealing when that runway is in use.

The “new” deal Flight Review will be that we fly over to Alton, IL Airport and one, listen to the ATIS on 128.0 and then two, TALK on the tower frequency of 126.0. If that is not scary enough then we will try landing on the 8,099 long by 150 foot WIDE runway which will (psychologically & visually) cause you to flare higher.

Several of the last contestants have SEEN the difference and it has given us something to talk about at the great restaurant there.

Well thanks for your confidence in me as your flight instructor with your Flight Reviews. It was something we started back in 1992 for the EAA Chapters as a way to “pay forward” for all the good work the chapters have done with the EAA Young Eagle Program. I am sure somewhere in this newsletter will be Rick May’s update of all the Young Eagles we have flown this year and since the program started. The Flight Reviews are FREE for EAA members and it is a great way (and it is a FUN time for both of us) to stay sharp with our flying skills.

Again thank y’all for all the GREAT flying and for helping out with ALL the fine EAA events.

P.S. Keep your finals for runway 18 at Smartt Field close so you avoid the migrating water fowl that are in this area.

Q? What was the first bird strike?

A: September 07, 1905

Q? What was the first airplane that was taken out of the sky by a bird?

A: A Wright Flyer in 1912

P.S. Another item we need to be looking for are these DRONES! I have read two drone/airplane accidents that caused the airplanes to crash. Yikes!

Picture Credits

Thanks to those who provided us with great photos of their travels, projects, and EAA Chapter 32 events throughout the year. This issue features photos by Dave Doherty to illustrate his articles, and Lisa Miano’s coverage of the Pumpkin Drop.

Ballot for 2018 Chapter 32 election

As per the Chapter 32 By-laws, a ballot must be included in the newsletter or sent by mail for the election to be official. Below is the official ballot for election of officers. For 2018, Chapter President and Chapter Secretary are to be elected. The ballot below is an official ballot for election of officers at the November Regular Chapter 32 meeting. Absentee ballots may be sent to Don Doherty, 1036 Pegasus Circle, St. Peters MO 63376 postmarked no later than Nov 17, 2018

Chapter 32 Officer Election - Official Ballot - 2018

President: ☐ Dave Doherty

Secretary: ☐ Dave DeWeese

Write in Name: ☐ _____

Write in Name: ☐ _____



A Visit to the Wright Brother Memorial at Kitty Hawk, NC

The following is a report on a recent visit to what is considered by many to be where the first powered flight of an airplane under its own power took place on December 17, 1903. The Wright Brothers Memorial is a National Park. Within the park is an airstrip with a 3000' runway that is open to the public.

Entry to the park by car requires payment of an admission fee. In our case, we had a lifetime Senior card we'd bought some time ago that now gives us free admission to all national parks. That Senior Card has now paid itself off several times. A perk for those visiting over age 62.

The park has a museum that contains much about the Wright brothers and family. It also describes the processes the brothers went through to achieve powered flight through various artifacts and displays. Much is written about their methodology, researching airfoils and building a wind tunnel. They handled the design with scientific methods. That's the main reason they succeeded where others failed. This report won't go into detail describing their design and trial activities. The centerpiece of the museum is an accurate reproduction of the Wright Flyer.



Just outside the museum are accurate reproductions of buildings the Wright brothers constructed. The first building was smaller, and was used to construct their 1901 and 1902 gliders. They spent the first couple times out there living in a

tent. There, they learned how to control their craft. In 1902, they actually flew the gliders and incrementally improved their handling characteristics. In 1903, they constructed a larger building where they assembled the Wright Flyer. It was actually fabricated in Dayton Ohio at their cycle shop. They moved living quarters into the smaller building as a result of the onslaught of mosquitoes common to the area.



Outside the museum is a marker depicting where the Wright Flyer left the ground (start of flight). Other markers show where the flight ended. There are four markers, with the last one being considerably farther away than the other three. Orville Wright made the first and third flight. Wilber Wright made the second and fourth. At the end of the fourth and final flight, the Flyer crashed and broke. That was the end of flying at Kitty Hawk for several years. In fact, the brothers disassembled the Flyer and set it aside the larger building and left it there. The one in the Smithsonian is as accurate a reproduction as Orville could make, using some of the parts from the original.

The dune the Wright brothers used in their glider testing was originally all sand, as was the surrounding countryside. Starting in 1920, the dune was seeded to stabilize it. Sand dunes move. Over the years, the dune was stabilized with structure, and a monument was built atop it. It's quite a sight, and several walkways lead up to the monument. It's a fairly steep climb, one the brothers did hundreds of times testing out their gliders.



Wilbur Wright died in May of 1912 of Typhoid Fever and did not live long enough to see the rapid progress of aviation. Orville passed away in January of 1948 after a second heart attack.

I would have liked to have made the flight into the park, but alas, the weather when we left on vacation was poor and we drove our car. Perhaps I'll make the flight there someday. It's a nice park and does well to capture the flight that set mankind into the air. I highly recommend a visit.

Submitted by

Dave Doherty



In 2003 to commemorate the 100th anniversary of the flight, a sculpture of the moment of flight was dedicated. It depicts the famous picture of the first flight liftoff, complete with bronze statues of the people present at the time.



In Case You Missed it...



As an EAA.org website account holder (you've logged into the EAA website in the past to enhance your online experience), we wanted to inform you of some changes to EAA.org.

Beginning Monday morning, November 5, the EAA website will be migrated to a new server to improve security and perform other upgrades. **This means, however, that your current password will no longer work on the EAA.org website.**

But it's easy to regain your exclusive access privileges:

- Click on **sign in** on the right top of your browser window. At login, click on the [forgot password](#) link. Then you will be prompted to enter your username and click the reset Password button. You will be emailed instructions so you can once again gain access to your online account.
- If you do not remember your username, click forgot username and follow the instructions, or contact Membership Services at membership@eaa.org or call 800-564-6322.
- If you do not receive an email, contact Membership Services at membership@eaa.org or call 800-564-6322.

Thank you for your patience and understanding as we upgrade and enhance the online experience for EAA website visitors and members.



American Institute of Aeronautics and Astronautics

St. Louis Section

Thursday, November 15, 2018

Syberg's on Dorsett

2430 Old Dorsett Road,
Maryland Heights, MO 63043

AIRPOWER IN THE FIRST WORLD WAR

With Dr. Richard P. Hallion, AIAA Distinguished Lecturer

Sponsored by St. Louis Section AIAA & The Greater St. Louis Air & Space Museum

November is the 100th Anniversary of the end of *The War to End All Wars*.

Join us as we explore how that conflict changed aviation forever.

A noted aerospace historian and author, **Richard Hallion** was a founding museum curator at the National Air and Space Museum of the Smithsonian and has served as a Historian with the National Aeronautics and Space Administration and the U.S. Air Force. He has flying experience as a non-pilot mission observer on a wide range of military and civil aircraft.

Dr. Hallion currently serves as a Trustee of Florida Polytechnic University, an advisor to the Royal Air Force Centre for Air Power Studies (RAF-CAPS), and as a consultant. He is a Fellow of the American Institute of Aeronautics and Astronautics, the Royal Aeronautical Society, and the Royal Historical Society.



DOOR PRIZE!

*Rise of the
Fighter Aircraft,
1914-1918*

By
Richard Hallion



Schedule

5:00 – 5:30 Sign-in / Social
5:30 – 6:30 Dinner
6:30 – 8:00 Presentation
8:00 – 8:30 Networking

Menu

Top Round of Beef
Chicken Marsala
Vegetable Medley
Garlic Mashed Potatoes
Rolls, House Salad
Black Forest Cake

Tickets

\$20 Regular
\$10 Students

Reservation by 12 Noon, Monday, November 12

Send reservation by email*: stlaiaa@gmail.com

Contact [Bob Dowgwillo](#) or [Colin Thiele](#)

* In email, please include name and # tickets



Shaping the Future of Aerospace

LONG EZ FOR SALE

75% complete

Fuse is on wheels, canopy is glassed and cut out but not finished on the inside. Wings are 80% complete, need tip sails mounted and finished on the inner side next to fuse. All the major parts are built. One GU canard and one complete Rans canard built by Dennis Olman. Lots of parts go with it, electric pitch trim, nose gear actuator and speed brake. Cozy Girrrls controls, engine mount, nav lights and power supply etc. Pre made strakes with baffles, Carbon cowl, upper and lower from a Berkut. 1 complete original set of plans.

\$18,000 with a 500 hour 0-360 out of a Cardinal (no books but have some docs from servicing FBO) Owner died and family wouldn't let go of the books. Engine is currently mounted. \$9500 for engine by itself, \$8500 for plane and parts, without engine.

Contact: Al Jones 314-498-6982 St. Louis Mo. Area



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



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!



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