
EAA Chapter 32 News

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

October, 2018

Libby Takes a Flying Vacation



**Our own Libby Yunger saddles up for a great trip to New Mexico and points east.
See the article inside this issue.**

We will see you at the ARC for the October meeting...10:00 am Saturday, October 20!



Fellow Aviation Enthusiasts,

It looks like we went from summer to early winter in the space of a few days. At our house, we turned the thermostat directly from A/C to Heat. One day it was 90 degrees, and the next had lows in the 40's. From what I have heard, this winter is supposed to be one with lots of snow. Personally, I hope they're wrong. A few nice days in the coming months would be preferable.

President's Corner

by Dave Doherty

Shortly after we flew our last Young Eagle, a cold front blew in. I think the tents were taken down in record time, and there was a mass exodus of planes going home. I was the last to fly out in the RV-12, and just as I was leveling off on the departure leg, I flew into the gust front. That's where I experienced some substantial clear air turbulence. Had I not been belted in, I'd have hit the canopy with my noggin. It only lasted a couple seconds, but it sure got my attention. On my way to KSET, the ASOS said nearby lightning to the west. Then it said heavy rain at KSET. It was a localized downpour, and I saw it obscuring the airport. My thoughts were to loiter in the clear air until it cleared the airport. As I got closer, the squall left the airport and I landed without any further troubles. One of our Young Eagle pilots who left shortly before me ended up landing in the rain. After putting the plane away, the crew who deconstructed the tents and stuff arrived at the ARC to unload. I went over and we put everything away. I think it was a fun satisfying day for everyone who volunteered. And I flew my 100th Young Eagle!

For the year, our Young Eagles staff has now transitioned from flying to recruiting candidates to attend the EAA Youth Academy next year. EAA Chapter 32 will award at least one scholarship to Youth Academy. The scholarship award satisfies part of our charter to promote aviation education. I'm proud that our chapter participates in this program. It's what we do that makes a difference. Let's keep it up.

There was an air show at Spirit of St. Louis Airport over the weekend of Oct 13 – 14. EAA Chapter 32 participated in the show, having a tent and several aircraft on display.



EAA32's latest acquisition – A Curtiss SB2C Helldiver!

Note the Chapter number on the tail!

Not really...This one of a kind aircraft is owned by the CAF.

October is here, and our Young Eagles program had its last Young Eagles event of the year (probably). As we did last year, we had an event at Creve Coeur airport in support of EAA Vintage Chapter 39. We flew about 45 kids, and there were approximately 20 Boy Scouts there working on their Aviation Merit Badges. Hosting a Young Eagles event at another airport means hauling all the tents and stuff from the ARC to another airport, setting up and being ready for incoming public and Young Eagles by 9:00 AM. Logistics make it tough. My hat is off to all the volunteers who worked tirelessly before, during and after the event to make it a success. Thanks, to everyone who came out and pitched in.





The weather was not ideal by any stretch of the imagination. It was cold, and many of us had trouble keeping warm. Still, we managed to have a good display and a lot of people came by wondering what EAA was all about. The low ceiling made for a pretty flat air show, especially on Sunday. Present were a number of WWII Warbirds; B-25, B-29 (Doc), SB2C Helldiver (Made in St. Louis), TBM Avenger, C-47, AD-1, P-40, P-51 and L-5. There were also F-16 & F-18 demonstration teams.

They were limited to passes down the runway, rolls, and high speed turns. Skip Stewart was also there and did some amazing things with his highly modified Pitts Special.



While not participating in the pumpkin drop event, Chapter 32 will have the Aviation Resource Center open, and will be selling BBQ to spectators and participants. A viewing area for the event will be nearby. Chapter volunteers are needed to meet, greet and talk aviation to the public at our facility, help with parking cars, and to staff the BBQ activities. If any of you chapter members have the time, we need you. The event lasts all day, so help will be greatly appreciated. The Open

House is our Chapter's biggest fund raiser of the year. We need the funds to send youngsters to the Air Academy and also replace some worn out promotional materials and banners our chapter displays.

At our October meeting, all nominees for the elected positions will be announced. Any chapter member wishing to be nominated will have the opportunity to do so. At the close of the meeting, opportunity for nominations will end. The Chapter 32 Election for the positions will be held at our November meeting. This year, Chapter President and Chapter Secretary will be elected to two year terms.

Speaking of Smartt Field, there is a lot happening there on October 27. St. Charles County Airport (Smart Field [KSET]) is holding its annual open house event. St. Charles Flying Service is hosting their Annual Pumpkin Drop. This event has become a popular event. Dozens of pilots participate, and hundreds of spectators come the airport to watch the fun. CAF's B-25 does several passes over the target, and drops many pumpkins during those passes. It's a fun event.

The Six Alpha Flying Club is making painstaking progress on the RV-6A it's trying to finish. Recently, the forward top fuselage skin was riveted in place. Now any access to instruments will be made from underneath. We feel the instrument panel is complete with the exception of a few placards relating to the autopilot switches and controls recently installed.



President's Corner - Continued



Next up is installing the front windshield in place. This is done by using fiberglass to bond it to the fuselage and screws holding it to the roll bar. Then another strip of fiberglass over the upper rear edge completes the installation. Anyone who has experience working with fiberglass that would like to help please contact Dave Doherty. Your knowledge and help is most gratefully appreciated.

The performance specs of the RV-6A fall well outside the limitations for the Sport Pilot. I've been working on obtaining a 3rd Class Medical in order to fly it. A consultation with Aeromed Dr. Matt left me with a long list of hoops to jump through prior to actually going for the medical certificate. I'm still jumping hoops, and don't know if I'll make it. If I don't, that means I have some sort of condition that needs repairing, and that will be the end of the 3rd class attempt until it's fixed. Or I'll be OK to go. What I don't want to do is try and be denied for any reason. We'll see when I reach the last hoop to go through.

Our next Chapter 32 meeting is on Oct 20 at our Aviation Resource Center (ARC) located at Smartt Field 6410 Grafton Ferry Rd, Portage Des Sioux, Mo

Meeting time is 10:00 AM.

We'll be discussing logistics for the upcoming Open House among other things. Come on out and be a part of the fun! We'll see you there.

Thanks to our Chapter 32 members for making our Chapter what it is today and in the future. We've got a reputation for being the most active one in the area. That makes me proud.

Blue Skies,

Dave Doherty

Clint at SCFS has come across what is said to be the first plane the Flying Service owned. He aims to restore it to flying condition. It will be interesting to watch his progress as this project is the very definition of a "Complete Restoration".

BEST OF LUCK, CLINT! YOU CAN DO IT!!!!???



EAA Chapter 1387 is Looking for Volunteer Help

Chapter 1387 of the Experimental Aircraft Association (EAA) based in Troy, Missouri will provide an opportunity for free aircraft orientation rides for youngsters from the ages of 8 to 17 on Saturday, October 20th at Mexico Municipal Airport. The flights are conducted by licensed and insured volunteer pilots and will occur from 9AM until noon, weather permitting. Ground instruction on aircraft operations will also be provided. A parent's or guardian's signed permission is required at the event. EAA's mission is to grow participation in all aspects of aviation. These flights are a wonderful way for youth to fly alongside experienced pilots and learn what future opportunities exist, including pilot, mechanic, aircraft design, air traffic control, engineer or flying just for the fun of it. Sometimes it is just seeing the world from a different perspective.

EAA began the Young Eagles program in 1992 and in the ensuing 26 years, pilots have flown over 2.1 million youngsters. For more information about the program, go to www.young eagles.org. The local point of contact for the October 20th event is Pat Donovan, 636-462-8370. Additional information about EAA Chapter 1387 can be found at www.1387.eaachapter.org and on Facebook at www.facebook.com/eaal387. Weather cancellation will be posted on our Facebook page.

October Young Eagle Rally

Rick May

Our last Young Eagles rally for 2018 was held on Saturday October 6th. We took the last rally on the road, holding it at Creve Coeur airport in conjunction with their annual open house. The weather was very questionable as has been the situation on many of the weekends we have had rallies this year.

Several of us loaded everything up the Friday before and carried things over to the field and set it up our tents, outdoor kitchen and the things needed to track the kids we flew for the event. Thanks to everyone who assisted in that project.

With threatening skies we all arrived bright and early Saturday and gave it a shot. The weather also kept the crowds down compared to last year. We did fly 49 kids and while it was a little bumpy from the start, to my knowledge no one got sick and we still had some very happy kids.

Here are the numbers for our flights: Dave Doherty 4, Dave Brickhaus 8, Don Jonas 8, Jeff Stephenson 6, Jim Hann 6, Joe Sargent 3, Randy Schroder 3. Welcome to Jon Benne and his C-172 who joined us for this event. Jon had never flown Young Eagles before and jumped right in like an old pro. With Ron Davis leading the way for him, working as his ground crew, together they flew 8 kids on his first day out. A big thank you to Jon and all the pilots that helped make it possible. Additionally another 16 of you helped everything go really smooth and thanks to all that participated.

What was also amazing was as the crowd dwindled, and we started packing everything up, the wind started picking up as well. As our little caravan was pulling out of the airport gate to take everything back to KSET, the skies opened up like the great flood. By the time we pulled into the ARC it had stopped raining. Everyone and everything stayed dry even with the massive rain we had on that Saturday. Thanks again to everyone that made the day a success.

Our 2018 chapter #32 Young Eagle Rallies are officially over for the year but any pilots individually can continue to fly kids through the end of the year and the flights will continue to be credited to the pilot and the chapter he has specified, as long as a standard Young Eagles registration form is sent into Oshkosh. If anyone needs any forms please let me know at the meeting.

Looks like our number of Young Eagles flown this year at this time is about 220. Staying above the 200 level this year was a concern earlier in the season as you may recall we have had some rough weather at some of our events early in the year, but you all still made it happen anyway. I want to again thank all of you for the time and effort it requires to make our events the success they are year after year. It is a pleasure for me spending our Saturdays together with all of you in such a rewarding project and I look forward to continued growth and enjoyment. (more to come next month)

September Meeting Minutes

Dave Deweese

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

We approved last meeting's minutes as posted in the newsletter.

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

No visitors today.

Last week's Young Eagles event was canceled due to weather. Laura went ahead with a Boy Scout badge program. Rick asks if anyone would like to be on his email list for event notifications: he usually sends out a message about a week in advance. Rick reports 167 total flown year-to-date, and listed individual pilot tallies.

EAA has a new program, Flying Start, to promote flight instruction, local and national chapter membership, and promote GA overall. Dave is asking what we think about chapter participation in the program. Rick notes that, while we're doing well on the YE side, we could do more on the adult side. We've got a number of CFIs and CFIs in the chapter. Dave describes it as a follow-on to an Eagle flight. He wonders if we could hold a rally similar to a Young Eagles event. Chris has done this before in Jefferson City and is willing to coordinate for our chapter. He notes that follow-up on the pilot side is part of the program and that's where the process broke down. Dave will talk with local flying services to see if they'd be willing to do some sort of introductory flight. Michelle listened to a presentation at Oshkosh and sees it as a way to provide a resource, someone a prospective students could pose questions to. We got a show of hands and plan to arrange a Flying Start committee, Dave started a sign-up sheet and passed it around.

Display case: let Dave know if you don't see your picture.

Food coupons are available; see Don after the meeting

Chris updated us on his Cruzier status. The whole fuselage kit is in the ARC, he plans on working every Saturday morning until around 2:00 pm except for event days. Everybody's invited to participate, Chris plans to pay you off in airplane rides.

Bert is making progress on the Thatcher. He mentioned that adding the horizontal stabilizer was an encouraging step, the next big task will be installing seats.

Art continues to work on his BD-4 project. He's almost done with the cowl baffling, and has taxied.

Ongoing projects include combining the Polliwagon fuselage and the flight simulator, this will be a winter project.

The 6-Alpha flying club is recently incorporated. The front windshield is the next big step on the aircraft, and Dave is in search of anyone with fiberglass experience. After that they'll send it out for paint.

Art and Rusty Graves got the kit in July for a 750 STOL. He guesses that around November they'll have the subassemblies built and will use the ARC for final assembly.

Dave's Kitfox project is stalled while he gets his house ready for sale. The rudder is primed and ready for paint, next is the horizontal stabilizer: he's working from small to large parts. He's got the 582 and has found someone through Ron Wright to do the rebuild.

Jim Bower is requesting more articles for our newsletter. Since we email it out postage and printing costs are not an obstacle and can include as many as possible.

This year we sent one person to Air Academy. Last week at the Exec Meeting we decided to send another in 2019, this requires a chapter vote. Move made, seconded, and voted to approve. A young woman we sent previously was a counselor there this year.

Gale's chapter (1387) has a pedal plane project going; they use it as an opportunity to teach their attendees various building skills.

Dave passed around a sign-up sheet for Spirit of St . Louis Air Show volunteers. The event is providing us with a 20x20 tent and we'll do a couple of seminars. There will be room to display three airplanes; they'd need to be in place Friday morning and would be in place all weekend. This is an important community outreach event for our chapter. We'll load up around 10am on Friday, drive out, and set up. We'll have a meeting before the air show to discuss logistics.



10/6 is our Creve Coeur Young Eagles event. The vintage chapter is hosting an Open House, we'll fly kids and sell food.

September's movie is Dark Blue World, a Czechoslovakian movie about pilots who escaped to fly with the RAF.

Nominations for President and Secretary will close in the October meeting, elections will take place in November.

The Pumpkin Drop will be held on the last Saturday in October. We cleared around a thousand dollars in food sales.

Ron Wright brought in some tools and is offering to sell them to the chapter, maybe 1,600 on Aircraft Spruce, he's willing to sell it to the chapter for 500. There's also some books and a set of plans for an RV-7. Gale moved to purchase. We voted to purchase. We'll add them to the collection for chapter use.

FOR SALE



1/6TH EQUITY OWNERSHIP IN VAN'S RV-12 N32YE

SPIRITS OF AVIATION FLYING CLUB

\$ 15,000

Rotax 912ULS

Dynon Skyview Touch EFIS

Two Axis Autopilot W/Expert Panel

ADS-B In and 2020 ADS-B Out

Total Time 600+ hours

Current Flying Club Charges

Fixed Cost: \$93/month insurance and hanger

Operating Costs: \$8/hour plus fuel

For additional information contact Ron Nicholson

Phone: 636 441-5024

Libby's Flying Vacation

by Libby Yunger

The US Pilots Association sponsored a fly-in to Los Alamos (or Santa Fe for those of us who don't get much opportunity to practice our mountain flying skills) from September 27-30. I always wanted to visit Los Alamos, so it seemed a great opportunity to take a real flying vacation in Bravo! Bravo! does not have long-range tanks and needs to be fed every 3-3.5 hours but since that's about as long as I want to sit tethered in one position we're well suited to each other. I planned to stop for a few days at Crystal Bridges in Bentonville AR on the way to New Mexico and then to stop at the Amelia Earhart Birthplace Museum in Atchison KS on the return. I dutifully planned the entire trip with fuel stops both in ForeFlight and on paper with airport diagrams and CTAF and weather frequencies for all the airports I would visit, radio frequencies for flight following, altitudes to use to avoid controlled airspace, etc. in a notebook for easy access. I don't know why I bothered with all this planning because besides KSAF and KSET, I only landed at one other airport in my original flight plan.

For almost two weeks before my flight the weather across the plains and northern NM was benign. That changed on the day I left – Saturday, Sept. 22. The flight was beautifully smooth at 4500 above a scattered cloud layer until a bit past Rolla. With what looked like a huge cloud deck ahead, I descended below the clouds, which became an 1800 MSL solid overcast by the time I got to Lebanon MO. When I was transferred to Springfield approach, I announced I was inbound for landing at KSGF to check the weather before proceeding on to Bentonville. With increasing gustiness, a falling ceiling and rain forecast, it was clear I was driving, not flying, to Bentonville. It's amazing how fast the cover goes on Bravo! when there are three of us fighting with it, and the other two actually do what I ask them to do.



Crystal Bridges Museum of American Art in Bentonville AR

A visit to the Crystal Bridges Museum of American Art in Bentonville should be on everyone's bucket list – and don't forget to experience either the dawn or dusk show in the oculus when you're there. After two days of exploring the museum and its grounds it was time to head off to Santa Fe on Tuesday, Sept. 25. Alas from the weather briefing that morning, things did not look good - KSGF was MVFR, there were IFR conditions throughout south central and southwestern MO, northwestern AR and northeastern OK, then there was an Airmet for turbulence below 18,000 that stretched from east central OK through eastern NM and from south TX into the northern plains. No getting around that. Also there were gusty surface conditions along the entire route. Despite that I headed back to KSGF to be near my airplane if conditions improved – and what a day that turned out to be. It started in Bentonville and ended in Amarillo - 125 car miles and 500 air miles away.

When I got to KSGF, it had become VFR, the Airmet had been canceled but the gustiness persisted now coupled with the possibility of rain. Three of us grappled in the wind with Bravo!'s cover and got it stowed in its bag, and after some additional flight planning I ventured westward hoping for the best - and things were very good. With the cloud tops between 6500-7000 I decided to stay at 4300 which was about 100-200 below the cloud bases, except when it wasn't. The clouds cleared out around Tulsa and unexpectedly reappeared around OK City - I later heard a controller telling a pilot to expect showers in the OK City area. Despite a headwind I got to Weatherford OK (KOJA) in 3 hrs. It was after 4 pm and I was tired but there was no room at the inn - a couple of pipeline patrol helicopter pilots beat me to the last room in town. I couldn't get to my planned stop at Tucumcari NM (KTCC) before dark, so after plotting a course to Tradewinds (KTWD) in Amarillo, I pushed on. Meanwhile a front raced through from the north giving me a wonderful tailwind but also producing killer surface gustiness. With the setting sun in my eyes, I couldn't find KTWD which was probably out in the tumbleweed when it was built in 1946 but is now totally surrounded by city. A very patient approach controller vectored me until the airport was about 1 mile in front of my nose. My entire trip nearly ended in a very gusty quartering cross-wind landing on a 60 ft wide runway at KTWD. It was pretty scary but fortunately both Bravo! and I emerged unscathed. The guys in the office agreed that the winds in the panhandle are fierce and the airport isn't easy to find, and then recounted the time the head of the FAA got lost trying to find KTDW and then nearly made a gear up landing to boot.



Two pictures of driving in the back country of the Valles Caldera National Park in a Ford Focus. The first gives a better feel for the caldera where the trees are only on the hillocks and hillsides. The second gives a better view of what the road was actually like - unfortunately I didn't take a picture of the washouts.

During the night storms had moved into central OK so I silently thanked the pipeline patrol pilots for taking the last room in Weatherford OK forcing me to continue to Amarillo where it was clear with high cirrus. What a beautiful morning to fly to KSAF. The tower controller told me to report a left base to runway 15 but I came in at an odd angle and couldn't decide which of the three runways had a 15 on it and there was no activity on the field to help me out. Hating to line up on the wrong runway I did a 360 on the way to the base leg and looked at what was out there when I got to a heading of 24 where the correct runway would be at a right angle to my nose. I was actually surprised the tower controller didn't say anything about my odd circling approach. With Bravo! safely tied down, I got my rental car and spent the next 6 days learning and partying with my fellow pilots while also exploring Los Alamos, Santa Fe and the surrounding area – I even drove 20 miles through the back country of the Valles Caldera National Park, though I don't recommend doing it in a Ford Focus. If you're interested in the Manhattan Project, and the current focus of Los Alamos National Laboratories, I highly recommend a visit to the Bradbury Museum, the walking tour of the historic area and the movie at the Visitor's Center.

Map of the walking tour of the historic area of Los Alamos with a picture of the Los Alamos Lab during WWII



With storms forecast to move into northern NM and the plains, I again changed my plans and decided to fly directly back St. Louis on Oct 2. There began yet another adventure. After take-off from KSAF I couldn't bring up Bravo!'s GPS track on the iPad and then then the iPad locked up. I should have admitted I had a navigation problem when the Santa Fe tower controller questioned my departure heading but at the time I was too busy climbing and keeping clear



The biggest, noisiest ravens are in Los Alamos - but they don't say "nevermore".



The Rio Grande gorge north of Santa Fe

of the rocks while trying to determine my position and get my back-up iPad out of the flight bag. Suddenly I found myself above KABQ at 11,500 – fortunately above the Class C airspace – and decided it was probably time to tell ATC I had a navigation problem. Albuquerque approach control gave me a vector that would keep me out of the rocks and out of their hair, and point me back toward my stated route.



The governors palace in Old Town Santa Fe

With my back-up iPad finally up and running I was able to resume my own navigation and thanked ATC for their help. That was enough excitement for the day and the gusty winds 24G29 at Liberal KS and 17G26 at Emporia KS were right down the runway and the enroute turbulence in between was quite mild. At Whiteman AFB I was vectored around a flight of three departing B2 bombers that flew right across my flight path - that was pretty cool! However with the events of the morning and the departing B2s, it was near sunset and surely there would be a hotel with a shuttle in Columbia.



Climbing around the pueblos in Bandelier National Park Southeast of Los Alamos



Echo Cave Northwest of
Santa Fe

So when I was transferred to Mizzou approach I announced I was inbound for landing at KCOU. By that time I was so tired that when I lined up rwy 13 instead of rwy 20 as assigned, I asked the controller if I was cleared to land on 13. He agreed and when I apologized after I landed he said it was OK because I knew where I was and asked for clearance. Are ATC folks getting kinder and gentler? I sure got a lot of help on this trip from some mighty patient and friendly controllers. The next morning Bravo! flew me home to KSET thus ending my great westward adventure.



View from a lookout of the Los Alamos National Lab today - across the canyon from the original lab which is now either mainly demolished and most of the remaining buildings repurposed.

Learning as we Go

“The Paper Checklist or CIGARTIP & GUMPS”

mr. bill



Well class, I hope we all got to the end of the runway with our paper checklist. If we were in a Boeing Stearman we would run the mental checklist:

CIGARTIPS

C: Controls CHECKED

I: Instruments CHECKED

G: Gas tank CHECKED

A: Altimeter SET

R: Runup- COMPLETE, Radios- SET

T: Trims Elevator, Aileron, & Rudder

I: Interior scan- Doors, passenger seat belts

P: Propeller, Primer Locked, Pitot Heat

S: Switches: x-ponder, lights, seat belts

At the end of the runway we will assure the **BRAKES** are off, **X-PONDER** is ON, **PITOT HEAT** is on for icing conditions, check the **TAKE-OFF** time, the **WIND DIRECTION** in case we turn back, **HEADING INDICATOR** to assure we are on the correct runway and to assure the correct heading.

After adding full power: check the **OIL PRESSURE** gauge and the **TACHOMETER** for take-off RPMs, and away we go!

A GREAT flight occurs because of GREAT planning and PROPER actions. If you rush through these steps of the checklist STUFF HAPPENS. Over the years as a CFI I have seen brakes left on, transponders off, and headings indicators..... The best was a man who after refueling his aircraft manually lowered the tail and turned his airplane around 180 degrees. After engine startup we taxied out and took off on runway 22 with 040 on the heading indicator. After ten miles and a lot of encouraging from me to get him to LOOK out the window to see that we were NOT flying towards the Gateway Arch, he finally check the “wet” compass and turned 180 degrees around and started HEADING the correct direction! CHECK and then CHECK again.

At the end of this writing is the back side of the pre-flight check list. Again this info is for you to at least have a base to start and make a checklist and tailor it to your own airplane and situation. Some people and airlines move the switches per the (TO DO) checklist and some people DO the task, and use the checklist to assure things are done.

Now to prepare for the LANDING checklist. It is not the speed of the jet but the speed in which the pilot can get ALL the information before landing. ASAP (as soon as possible) after takeoff get the landing airports ATIS (airport weather) determine the runway approach, brief it, set up for it, landing speeds, and then run the landing checklist.

LANDING

G: Gas on the fullest tank

U: Undercarriage. Do not let go of the gear handle until you see three green lights for your wheels down.

M: mixture is pushed in before decent and CARB HEAT is on for the descent.

P: Prop Control on short final, full in for go around

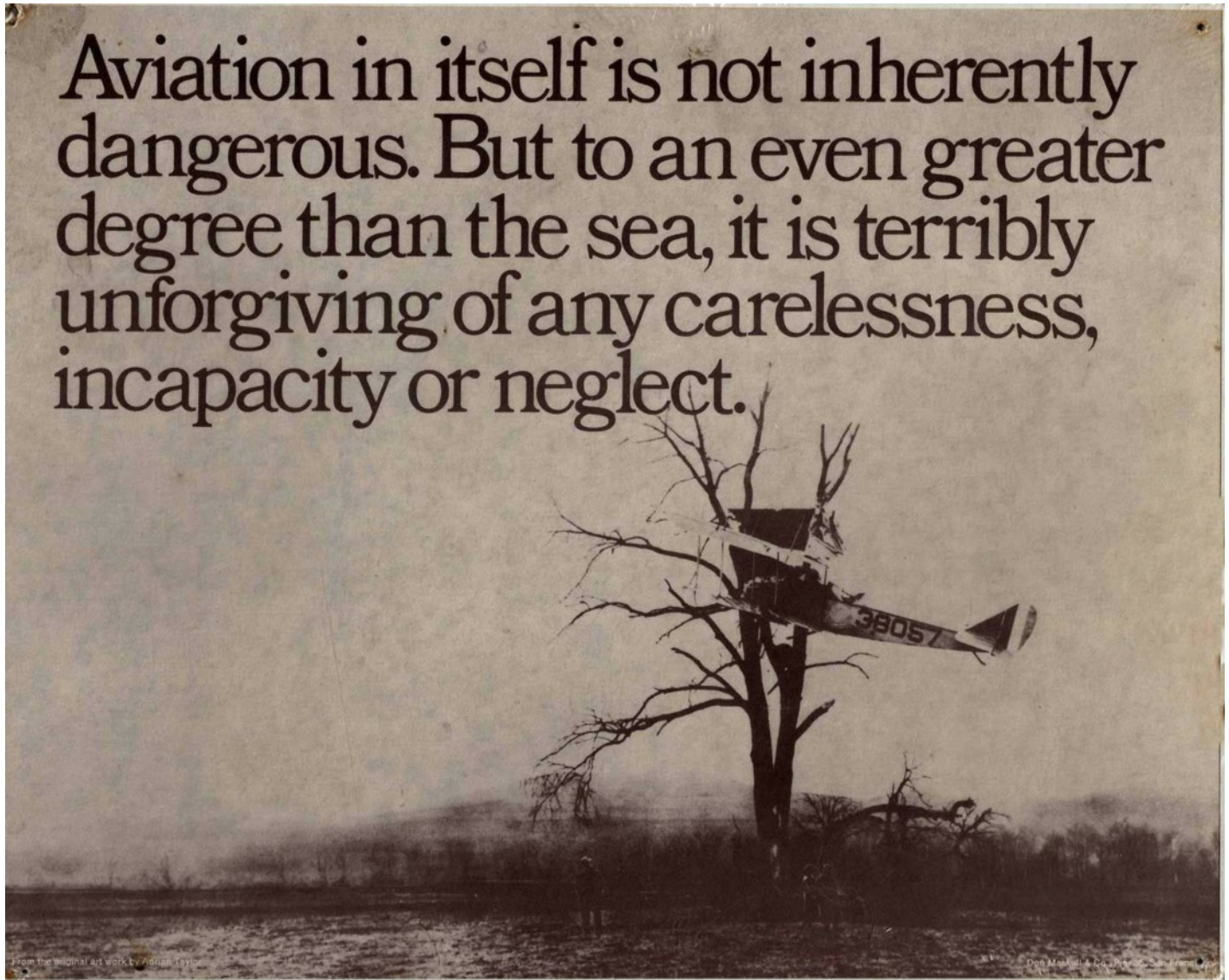
S: Switches (fuel pumps, landing lights, passenger briefing on the seat belt, and your seat belts.

AFTER LANDING

LANDING		SHUT DOWN	
ATIS		ELECTRICAL	
APPROACH		MASTER	
G GAS		MIXTURE	
U UNDERCARRIAGE		MAGNETO	
M MIXTURE		FLIGHT PLAN	
P PROP			
S SWITCHES			
• FUEL PUMP			
• LAND LITE			
• SEAT BELTS			
AFTER LANDING			
FLAPS			
• WING			
• COWL			
FLASHES			
• ATC			
• STROBES			
FUEL PUMP			
FAN			
KSET	437'	122.7	
STL APP	1H0	463'	122.8
KSUS	463'	ATIS	134BT 24.75
NORTH	124.2	KCPs	413' ATIS 21.45 I 19.925
KALN	544'		28.0 I 126.0
SOUTH	126.5	KSTL	618' 25.02 I 118.5

Do not touch ANYTHING until you have cleared the runway and are at a taxi speed on the taxiway so you can VISUALLY touch the FLAP handle and raise the flaps, open the cowl flaps and turn off your strobes, fuel pumps and possibly turn on the interior fan for cooling. At some major airports they will want you to keep your transponder on so they can track you via ground radar.

Flying airplanes is cool and gives one a great feeling of accomplishment. As the sign states:



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



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Check out our fantastic Web Pages at

WWW.EAA32.ORG

Laura Million, Web Designer

While you're there, take time to join the
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