
CAA Chapter 32 News

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

September, 2016

News Flash: RV-12 Flies; Other RV Builders Not Jealous of Short Construction Time (Much)



mr. Bill, Chuck, and the RV-12

We will see YOU at the ARC for the September meeting. September 17, 2016 at 10:00 am.



President's Corner

by Dave Doherty

As we transition from the hot summer days into cooler fall weather, I can't help but look back on what was a tremendous year for Chapter

32. We participated in the Spirit sir Show, and had a very nice display. All through the year, the RV-12 project progressed steadily, and was completed. It received a Certificate of Airworthiness on Aug 25, and had its first flight later that same day. Over the past several weeks, flight testing proceeded. There were a few minor issues that cropped up, and we have completed our testing. The plane flies well. All six of the Spirits of Aviation Flying Club have flown the plane, and all have time in our logbooks with RV-12 entries. It really is a fun plane to fly. I couldn't write this paragraph without mentioning the EAA convention this year at Oshkosh. Quite a few chapter members either flew or drove to AirVenture and enjoyed the convention. Our chapter picture had 13 members posed for the shot. There were others who couldn't make it to the photo shoot. More than half the chapter members who attended also volunteered their time to help make it a successful event through multiple venues. We had volunteers at KidVenture on Pioneer Airport, people marshalling planes arriving and departing, a judge for homebuilt aircraft, and even a participant in one of the many seminars. It was a fun event. I flew to the show and parked my Taylorcraft BC-12D in the Vintage area. It was my longest solo cross-country flight, and first time flying in to the show. That trip will last long in my memory.

We still have a number of things to accomplish this year. There are two more Young Eagle events. On September 10, our rally at St. Charles County Airport should prove to be rewarding to everyone who participates. It takes a lot of effort to have a successful event. Chapter 32 has a lot of experience doing these. The more volunteers we get, the better the event. We need pilots, ground crew, safety personnel, food service help, and more. This is an opportunity to give today's youth some exposure to aviation. Come on out and help. You'll feel rewarded (and perhaps a little tired) by the end of the event. It's fun. We'll see you there.

Chapter elections are coming up in a couple months. This year, we'll elect a Chapter President and Chapter Secretary. For each position, we currently have one person accepting candidacy. They are both incumbents. Nominations for the election are open through the October meeting, at which point they will be closed. The November newsletter will include a proxy ballot for absentee votes. At the election in November, results of the election will be announced, and will be posted in the next newsletter. The term for elected officials starts on January 1 of 2017.

The Holiday and Awards Banquet will be on Dec 10, 2016 at the main terminal building this year. Formerly the Fly-Girls Restaurant, the area inside the building has been reserved by our Holiday Banquet Chairman and committee. The All Occasion Banquet Center was a good venue, but was pretty expensive. Holding it at the Airport Terminal building should prove to be just as good. We have a great guest speaking engagement for the Banquet. They call themselves the "Mercury 6", headed up by Robert Schepp. A group of 6 will address the chapter in a semi-interview format. They'll talk about the work they did in support of the early Mercury space program. It should be very informative, interesting and entertaining for us to learn about parts of the early space program that aren't well known. I look forward to this event. We'll publish more information in the October newsletter.

Here are some things going on aviation-wise around the area:

- Sep 8, 9, 10 - Midwest LSA Expo at Mount Vernon, IL [Midwest LSA Expo](#) – Annual Light Sport Expo at Mount Vernon airport. They will have a number of airplane manufacturers there giving demo rides and selling their wares. There will also be indoor exhibits, seminars, and food at the restaurant. It's a fun event, and not too far from home. Last year, I had my first ride in a RV-12 LSA. If you're in the market for a LSA or other plane, here's a chance to kick the tires and maybe get a demo ride.
- Sep 10 – EAA Chapter 32 Young Eagles Event – Chapter 32 will be flying Young Eagles on a first come – first served basis (weather permitting). Come help your chapter share the experience of flying with today's youth and tomorrow's leaders. Location is at St. Charles County Airport (Smartt Field), 6410 Grafton Ferry Rd, Portage Des Sioux, Mo
- Sep 11 – St. Louis Vintage Aircraft Chapter 39 regular meeting at Creve Coeur Airport, 1:00 PM in the main terminal hangar.
- Sep 17 – EAA Chapter 32 Regular Meeting – 6410 Grafton Ferry Rd, Smartt Field - Meeting starts at 10:00 AM. Updates on several developing items will be announced, including efforts to get the Spirit of St. Louis replica in town for the 90th anniversary of Lindbergh's flight from New York to Paris and more.

- Sep 17 – Annual CAF Hangar Dance – Enjoy the sounds of big band music from the 1940s, dine and dance inside the big hangar at Smartt Field. This is the CAF’s big fundraising event of the year. They do it up right. The music is provided by the local big band “Sentimental Journey”, and brings us all back to the days of the 1940’s. On addition to the great music, there will be beer, BBQ, a silent auction, costume awards, and much more. Tickets are on sale now. I’ve been to a number of these, and always had a great time.

Check them out at www.cafmo.org

- Sep 23 & 24 – Zenith Open Hangar Days and Fly-In – Two full days of fun with Seminars, tours of the factory, demonstrations, and banquet dinners. There’s a lot of info available at the seminars, and numerous vendors will be at the event. For more info check out the website at Zenith Open Hangar and join in on the fun.
- Sep 24 – Movie at the ARC – This month’s feature film is “Murphy’s War”. This film is set in the backwaters of South America in the closing days of WWII. Murphy, a sole survivor of a merchant ship sunk by a German U-Boat, makes it his mission to sink the submarine. He comes up with various ideas to sink the sub, which he discovers hidden nearby. One of them is to use a Grumman O-12 Duck amphibian and drop Molotov cocktails at the sub. The thing is, he isn’t a pilot, but teaches himself to fly the plane and tries to sink the sub. Look for an ad elsewhere in this newsletter for more info. As usual, this is a pot-luck social event. Social time starts at around 6:00 PM, with the movie beginning around 7:00. The BBQ meat selection is provided by the chapter, and side dishes come from the attendees. It’s great fun. There’s only a couple movies left this

year, so come on out and have a little fun with us. The BBQ is great, and company is even greater. Location is at the EAA Chapter 32 ARC, 6410 Grafton Ferry Rd, (Smartt Field).

We’ve got a lot of things going on in our chapter. I’m pleased at the participation of our members. We try to have something for everyone, whether it’s building, flying, or just talking about airplanes. Camaraderie is another intangible. It’s a good place to have friends who share the same or similar interests. Our members has such a wealth of talent and experience, and I really enjoy being amongst them. If you haven’t done it, come on out to our meetings and some events and see for yourself. You’d be surprised how much fun you’ll have.

If you can make it, come to our meeting on Saturday, September 17 at our Aviation Resource Facility located at Smartt Field, 6410 Grafton Ferry Rd, Portage Des Sioux, Mo 63373. We have a lot of fun things going on, and need your help. More details of what’s coming up will be announced at our meeting. See you there!

Thanks to all our volunteers who help make EAA Spirit of St. Louis Chapter 32 as great as it is!

Blue Skies to all,

Dave Doherty



MOVIE AT THE ARC THIS MONTH

Murphy's War

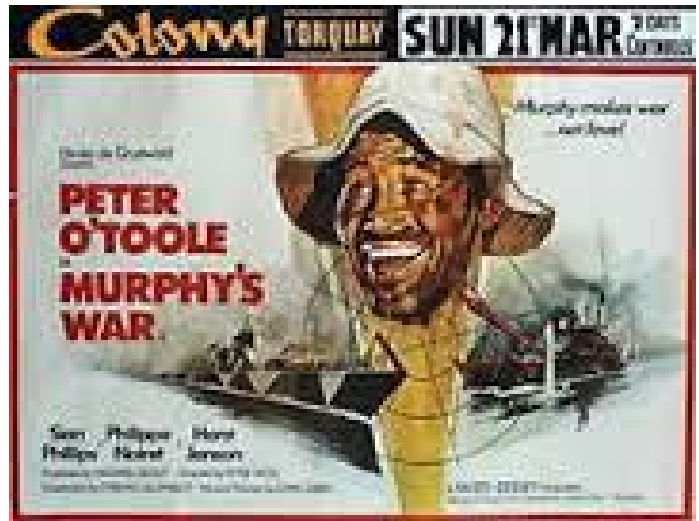
When? Saturday, Sep 24

Where? EAA Chapter 32 Aviation Resource Facility (ARC)

6410 Grafton Ferry Rd (Smartt Field), Portage Des Sioux, Mo (St. Charles County)

In the closing days of World War II, Irishman Murphy (Peter O'Toole) is the sole survivor of the crew of a merchant ship, *Mount Kyle*, which had been sunk by a German U-boat and the survivors machine-gunned in the water. Murphy makes it ashore (to a missionary settlement on the Orinoco in Venezuela) where he is treated by a pacifist Quaker doctor, Dr Hayden (Siân Phillips).

When he discovers the U-boat is hiding farther up river, under the cover of the jungle, he sets about obsessively plotting to sink it by any means, including using a surviving Grumman J2F Duck floatplane from the *Mount Kyle*. The floatplane had been recovered, the wounded pilot later being shot dead in his hospital bed by the U-boat captain, in order to preserve the secret of the sub's location and, presumably, its action in shooting survivors in the water.



Murphy learns how to fly the aircraft in the most daring way, getting it out on the choppy waters of the river and discovering how the controls work by trial and error. Murphy soon finds the U-boat's hiding place and attempts to bomb it using home-made Molotov cocktail bombs, which fails. Meanwhile, word has come that Germany has surrendered, but Murphy is obsessed with revenge and makes plans to ram the U-boat with a floating crane owned by the friendly Frenchman Louis (Philippe Noiret). This also fails as the U-boat dives under him. However, the submerged U-boat becomes stuck in a mud bank. Murphy uses the crane to recover an unexploded torpedo fired earlier from the U-boat and drops it on the trapped crew, killing them. Murphy is also killed, as the explosion from the torpedo causes the crane jib to pin him to the deck as the floating crane sinks to the river bed. Flying sequences were done by Frank Tallman.

Cast:

| | |
|----------------------------------|-----------------|
| Peter O'Toole as Murphy | Siân Phillips |
| Philippe Noiret | Horst Janson |
| John Hallam | Ingo Mogendorff |
| Harry Fielder | George Roubicek |
| Release date: 1971 | |
| Director: Peter Yates | |
| Running time: 107 minutes | |

Pot Luck dinner and social hour – 6:00 PM to 7:00 PM

Meat and Soda Provided by Chapter32.

This is a Pot Luck Dinner, Bring a side Dish.

Movie starts at 7:00 PM.

For your own comfort, bring a comfy chair.

You Want to WHAT?

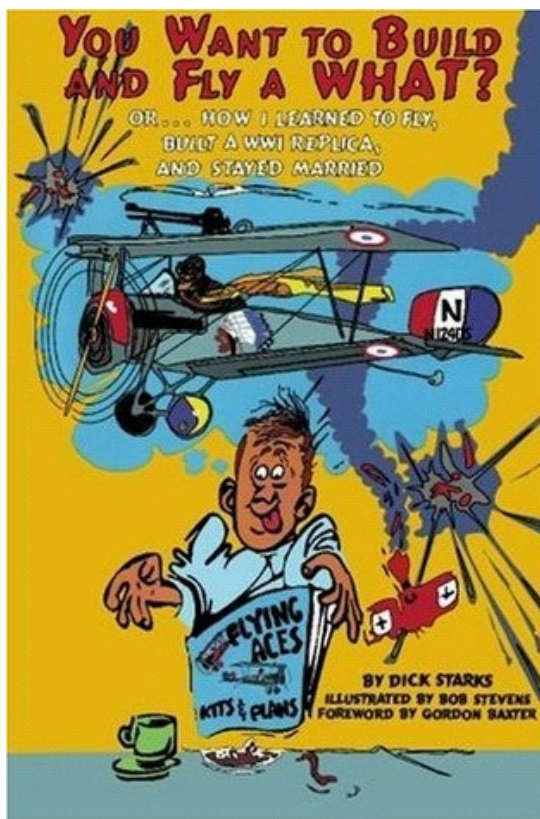
Book review by Jeff Stephenson

I knew it was trouble when Michelle willingly attended the August EAA32 meeting. That must mean she wanted me to do something with her after the meeting finished. She did. In the past, she wanted to go to knitting shops or some such crazy thing like that, and I wondered what new torture she had in store for me this time. It turned out to be something that I could really enjoy. The YMCA held their annual Bookfair at Queeny Park that weekend and she wanted me to take her there with my wallet in pocket. Okay, I could look at some used books. Maybe I might find something that might be a little interesting to read while I was there.

As Michelle perused the Sci-Fi stacks, I wandered over to the Transportation section just to see if any airplane books might be for sale. I found a couple interesting titles before stumbling on a book that had to be written by an EAA member. The title of the book was *You Want to Build and Fly a What?* The title piqued my curiosity. I read the back cover to see if the contents of the book might live up to the promise of the colorful cover. The book was written by a math teacher (hey! I am a teacher—maybe not a math teacher, but I am a teacher!) who learned to fly (hey! I learned to fly!) and bought a down-in-the-tires Cessna (I bought into an old Cessna 172) and had built a replica of a Nieuport WWI fighter plane. Okay, so I have not yet built my own plane, but the desire and daydreaming about building my own plane is there and I am green with envy that I did not have the time or money to be a part of the Spirits of Aviation RV-12 group that just finished building their beautiful plane. The covers, both front and back, were enough; I took a chance on the book and bought it.

Next thing I know I am pestering Michelle with stories straight out of the book. The author is telling MY story! Only it was not my story—it was his story. Fumbling mistakes with E6B flight computers, nearly getting lost on first solo cross country flights, and even fighting checkride jitters—it was all there! She gleefully, or was it patiently, listened to my retelling of the stories I just read and

commented back to me, “You’re really enjoying that book!” Well yes, yes I am enjoying reading this book.



The book moved into different flying experiences after the author passed his private pilot checkride. He bent a prop. Fortunately, I have not experienced that type of story yet and I hope that is one I never add to my flying tales. He went to Oshkosh and gushed about the EAA. Yep, he is one of us. He took his mother for a ride. Boy! What a ride that turned out to be! I have taken both my step-mother and mother-in-law for rides and nothing near as dramatic happened on either of those two flights as what happened in the book. He described building not just one, but two, Nieuport 11 World War I fighter bi-planes. The bi-planes were built side by side basically by the author and the author’s best friend. He talks about flying in the Midwest and in particular here in Missouri. I guess that is to be expected

knowing that he lives and flies in the North Kansas City area. I believe the author is still based at 4MO4 – Liberty Landing airport near my own alma mater of William Jewell College.

In general, the book more than lived up to the promise of its covers. It was a fun romp through a life in affordable EAA-type aviation. It praises the spirit of aviation and displays what is so infectious about flying on budget. We may be low and slow, but the fun factor is somewhere high up there among the flight levels. Perhaps other readers are not teachers, and have not yet learned to fly. Maybe others do not own their own spam-cans, or have not yet started building a dream ultralight WWI replica fighter biplane. It does not matter because if you enjoy the spirit of aviation, if you enjoy flying, or just like airplanes, you will love this book! I highly recommend *You Want to Build and Fly a What?* By Dick Starks.

Learning as we Go

“Out With the Old...In With the New”

mr. bill

The last couple of weeks have been bittersweet in the career of flying airplanes. On Sunday, August 21, 2016 as I arrived in the Dallas/Fort Worth International I was assigned a very sad flight. “We need you to take one to Roswell!” Roger, will do!



mr. bill and Brad with N 9403W

Let me back up and talk a little about the McDonnell DC-9-80. The Dash 80 was born out of stretching the Douglas DC-9-10 which had its first flight in 1965. Over the years Douglas found more powerful Pratt Whitney JT-9 engines and Douglas kept stretching the fuselage of the DC-9. McDonnell Corporation bought Douglas Commercial in 1967. In 1997, McDonnell produced the MD-80 (DC-9-80). So they went from a DC-9-10 with 76 seat airplane (12/64) to the DC-9-80, 140 seat (16/124) airliner.

American Airlines purchased 370 in 1983 and turned the “Super 80” into the workhorse of the airline’s big growth plan. And boy they did grow!

In 2001 American acquired Trans World Airlines, TWA, and with the airline American took the MD-80’s that TWA was flying. In the TWA fleet were the last 15 MD-80s produced by McDonnell Aircraft. The story was there were parts laying around for 15 more airframes and TWA said, build them and we will fly them. TWA took the first production planes too!

Well as the title says, out with the old, so I was tasked with taking N9403W, a DC-9-83G (glass artificial horizon and HSI/heading indicator) to Roswell for its last flight. It was strange to watch all the passengers get off the inbound flight and the cleaners tidy up the inside of the old girl. Yes she should go out with style. A quick call to maintenance to assure that this is not a FERRY FLIGHT which requires a sign off and a permit. No permit needed,

just fly it out there. We had a pilot on the jump seat who took pictures of the pilots up front on this flight.

The statistics on the old girl shows that she was manufactured June 30, 1993. She retired with 33,039 cycles and a total airframe time of 66,842.29 hours.

<http://www.airplaneboneyards.com/roswell-international-air-center-boneyard.htm>

Well, as the man says in the above link the airplane can turn into soda cans or maybe aluminum for another airplane.

The happy moment was watching the EAA 32 Flying club launch the NEW RV-12 for its first flight. With two of the members already checked out in the RV-12, they did the initial flights. After everything was deemed OK, we proceeded to check out the other members out in this neat little LSA. The boyz did a GREAT job with this engine and airframe. On one of the checkout flights we did a FULL power on stall and this flying machine stalled at 38 knots with two fine gentlemen and 15 gallons of fuel. The engine is the smoothest Rotax I have flown behind.

Another awesome time with this airplane was flying with its youngest pilot who was the smoothest pilot of the bunch. Excellent training showed through and a desire to do things right was refreshing to see.

Enjoy the “NEW” aluminum RV-12 gentlemen. Just remember there will be a day that she may have to put her out to an old airframe yard. I recall getting \$42.00 dollars for taking my Teenie Two airframe to the St. Peters Recycling Center when we had our straight line winds incident in the 1990’s that flattened the EAA hangar.

Q? How many DC-9, MD-80, and B-717 versions airframes were built?

A: 2,442 airframe versions

Q? How many airframes have been completed of the RV airframes as of Oshkosh?

A: 9,445 Flying!

Hmmmm! Who is the great airplane manufacturer here? WE are!

Spirits of Aviation Flying Club, LLC

Building a Vans Aircraft RV-12 E-LSA

Part FIVE

This is the FIFTH in a series of articles about Chapter 32's Spirits of Aviation Flying Club, LLC efforts to build and fly an RV-12. Funding of the kits, aircraft and logistics is accomplished by the equity members of the club. There is an option for non-equity members to participate in the building of the RV-12, but they will not have ownership rights. Their rights are defined in the club charter.



The first part of this series described fabrication of the tail cone. The second one covered the lower fuselage sections. This third article discusses additional work on the fuselage, building the wings and receiving the finish kit. Part four describes the assembly of finish kit items, and some work on the engine. Part Five describes the painting, final assembly, first flights and testing of the finished aircraft.

With the major components of the aircraft complete, we had a decision to make. Should we paint the plane ourselves, or have it professionally painted. We looked into the cost, and soon decided to paint the plane ourselves. Around this time, John joined the group as an equity member. He and his twin brother had built a Sonex, and John's expertise was greatly appreciated. Remaining work prior to painting was to get all the fiberglass parts trimmed and ready for paint. This included the nose spinner, cowling, wheel fairings, and canopy. Fiberglass layups of the canopy were done, mostly by Joe, who had

done the same for his RV-9A. It came out beautiful. Bob worked on the wheel fairings, Ron worked on installing the avionics. Chuck and Dave dived into fixing up the cowling. At least that's how it started. I think we all worked on all the fiberglass components at some point. Since John didn't have much sweat equity in the plane, his brother volunteered to paint the plane. He has some experience in painting, and the next part of the project was on! I don't know how John talked his brother into it, but it all worked out and we're grateful for Mark's efforts.

Painting the aircraft turned out to be a very labor intensive project. First we built a paint booth. Bob planned out how much area we needed, and came up with a design for the booth. It was a frame suspended in the ARC with ropes, and had uprights at the four corners & one at the midpoint against the back. The whole thing was covered with plastic sheeting, and a blower was installed to flow air outward through a window. The door contained furnace filters.

Much prep work needed to be done before any paint went on. Aluminum surfaces were scuffed to better adhere the paint, cleaned, and cleaned again. The fuselage went into the booth first, mounted front and back to a rotisserie fixture and a white primer epoxy was applied. Then the primer was scuffed and cleaned, then cleaned again. The white paint was applied and let dry. Masking was carefully done and the blue paint was applied.

Another round of masking, and the red was painted on. The fuselage was removed from the paint booth, put on wheels, and engine installation was started.

While the engine installation was in progress, the wings were attached to a fixture and painted with the same process. The paint booth was made large enough to fit both wings on the fixture. This facilitated easier painting. After wings were painted in all 3 colors, they were removed, and other components were done. This included the rudder and elevators. About this time, the



fiberglass parts entered the paint process, and after several sessions, everything had their proper colors and we started final assembly.

The Rotax engine installation included more components than many regular aircraft engines. There are two carburetors, a water cooling system for the cylinder



heads, a pressure cowl for cooling air, ducted through the cylinder fins and lots of hoses & electrical connections. It was a pretty big task to get the installation complete, and there's not a lot of room left in the engine compartment.

Ron finished the installation of the Dynon SkyView avionics. He did the first power up of the system, and to everybody's relief, there was no smoke coming out of the components. The avionics are top of the line, with most all the options. The plane has an autopilot with additional knobs for setting barometric pressure, altitude, and heading. There is also an advanced mode where one can input a while flight plan with multiple waypoints and altitudes. It should make cross country flight much easier. It's almost like cheating!

At last, we had everything in order. We had the transponder checked and certified, then made an appointment to get our inspection for the Certificate of Airworthiness. On Thursday morning, August 25, we had the inspection and got our airworthiness certificate. Then we waited for the kids who have to work for a

living to get off work and come to the airport. Two of us were qualified in our logbooks to do the first flight. John ever so politely agreed to let Dave (me) to make that flight. Joe followed in the air with his RV-9 as the chase plane.

First flight for me was really really exciting, much like the first solo. The plane performed as expected, With a light load of fuel and a 160 lb pilot, rate of climb was pretty swift. In no time, we were above the KSET pattern altitude. Staying below the 3,000 ft. Class B airspace, flight testing began. Initial flight required a lot of right rudder. Adding a trim tab was needed. Once satisfied the plane responded as expected, it was taken further out, and a power off stall was initiated, with good results. The power off stall was gentle. So it was back to the airport to check for leaks and loose connections. There is a youtube video of the first flight, and can be found by here: [Spirits of Aviation RV12](#) Right over the airport, it was noticed the battery was discharging, so it was time to

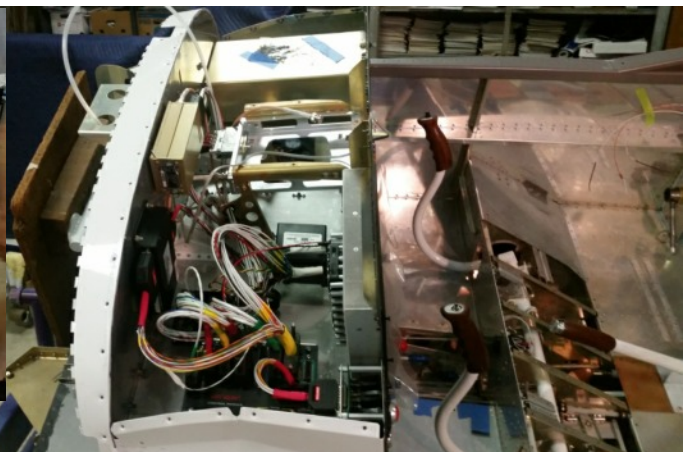
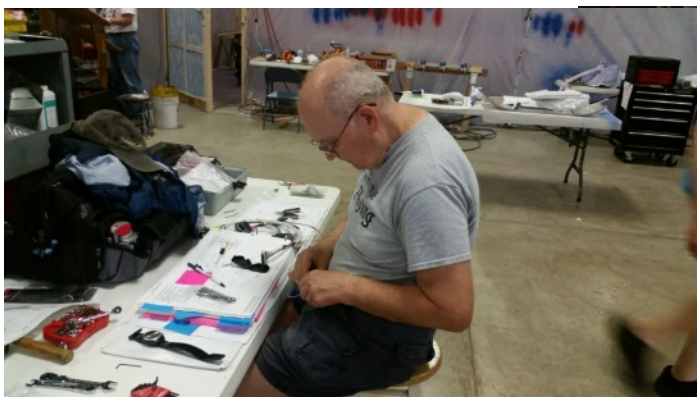
land. We went into the landing pattern, and had one of the most graceful landings, at least as far as I'm concerned. The plane was brought back to the ARC area, where a loose electrical connection was discovered, disconnecting the alternator. It was reattached with no further problems. Over the next several days, the 5 hour flight restriction time was flown off. Several glitches were discovered and corrected, all minor. A trim tab has been installed on the rudder, and is being calibrated for straight and



level flight.

As of the time of this writing, the aircraft has about 25 hr on it, and it has completed most of the extensive flight tests called out. The Rotax will have the oil changed, and a number of checks done on it. There is a 25 hour check for the aircraft and engine, and it should be complete by this weekend (Sep 10). We'd like to thank everyone for the use of the ARC during this project. The Chapter Aviation Resource Facility at Smartt Field was a great place to build and learn.

Well Done, Team!!



Plane in the Bean Field

By Dave McGougan

Once upon a time a little boy dreamed of becoming a pilot and owning his own airplane. That dream came true.

And the world was great, it wasn't a big airplane and it needed a lot of work. My friends named it the Ridgedodger and helped me make it airworthy. I learned how to fly it, but always had trouble landing it. It was my pride and joy.

Last Sunday, I decided to go to the airport and spend some time with DODGER. As usual it was difficult to start. My flight plan was to fly out to the stacks and back, keeping a close eye on the CHT. The takeoff was ok, but the usual power did not seem to be there as the climb out was sluggish, but it was a very hot, over 90'. I climbed slowly and headed towards the stacks, the takeoff was from runway nine.

As I approached the stacks, I encountered buffeting and dropped down to 1600' and started my turn back to base. At this point I lost 1000 rpms and began to lose altitude.

I grabbed the throttle and began to pump it; the engine would run good for a few then drop off, but I began to think I could make it back to the airport with enough throttle input. The big problem was I was slowly losing altitude.

As I neared the airport I began to realize that the engine was smoothing out again, so I passed up a straight in landing on 27 and got in line for niner, though I was about 300' below pattern altitude and number two in line. As I hit midpoint downwind for niner, the engine suddenly quit cold. I looked over my left shoulder and saw runway 18, so instinctively I banked left and set up for a glide, next I pushed the mic and asked all aircraft in the pattern to break off while I attempted to make 18 with no engine. I looked briefly out the windshield and watched the other planes break right, then concentrated on the runway.



Just after the engine stopped, I remember hearing myself say, "where you going to put it Dave?" This is the phrase I heard every two years during my biannual review when the instructor pulled the throttle. The other thing I remembered was a phrase I picked up somewhere stating, "if you lose your engine, fly the plane all the way down". I was lined up

nicely for 18, but there reaches a point when you accept the fact you are not going to make it and you raise your nose and prepare for a fast, bumpy landing. The field was full of bean plants, as I leveled off the plane dropped into the beans at about 45-50 mph. Things were going pretty good until the bean plants collectively, ripped my landing gear out and bent them back. The plane, caught up in the bean plants pivoted 180 degrees and came to a jolting stop. I still had my headset on, but my sunglasses were gone and I never did find them. I checked for injuries, none, checked for blood, found none. Then heard through the headset, "hurry, he's still in the plane". I pulled off the headset and tried to open the door, no go, so I crawled out the window and waved to the pilot overhead, then took out my phone and called Herman. I started walking out. Mud! Tall plants!

Three guys were coming towards me so I headed to them. One turned out to be a medic and gave me a cursory exam and we walked out.

All sorts of folks were waiting at the roadside. I refused medical attention, told the police officer to meet me at Herman's lounge and jumped into Herman's truck. I gave the policeman a statement, then he called the FAA and I talked to them, then called my wife.

On Monday I met up with 5 volunteers: four chapter members, and a friend from work. Our goal was to get my plane from the field to the road. It was 92 degrees that afternoon with high humidity. The chapter 32 members who helped me disassemble my plane and carry it out are: Ron Wright, Kim Nack, Rich Emory and Art Zemon. It was a very tough afternoon, the wings were first, then the engine and finally the fuselage.



Did I mention we were about 150 to 200 yards deep in the field and the field was muddy and the lousy beans were 3 feet high and thick? The plane is on Herman's trailer back in the hangar and I have serious doubts if it will ever fly again. I can't say enough about the guys who showed up and battled through to the end with me, it was a tough day.



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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