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# CAA Chapter 32 News

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

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**January, 2021**

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## Happy New Year, everybody!

Here's hoping Santa brought you everything you ever wanted for Christmas. Let's all think good thoughts about 2021 bringing us better days. **Be sure and look for your invitation to this month's Zoom meeting...coming to an inbox near you.**



Isn't this the worst-looking propeller you've ever seen? I bet many of you know what this is all about, but maybe you don't know the whole story behind the revolutionary jet engine that was gifted to us by our ally, Great Britain. See *The Story of the First Jet Engine* in this issue.

### Newsletter Contributions and Deadlines

Anyone wishing to submit articles, advertisements, rants, etc. to the newsletter should send them to your friendly editor on or before the Saturday before the scheduled meeting. Send contributions to [newsletter@caa32.org](mailto:newsletter@caa32.org).



Happy New Year!  
Well, 2020 is behind us  
and 2021 has already  
thrown down its own  
gauntlet of challenges

for us but we'll get through it. Perhaps buy stock in  
whoever makes Maalox.

We managed to have our first chapter meeting via Zoom last month. Generally, it seemed to go okay although there were a few hiccups. I was able to record most of it once I remembered to click on the record button on my screen. Only missed a few minutes at the beginning. Once I figure out how to share the recording where members can view it, we'll get it posted. Going forward, we'll try to get the meeting recordings available as soon as possible so those who aren't available at meeting time can catch up at their leisure. I understand the email invitation may have missed some people and I do apologize for that. It went to the same distribution list as the newsletter.

This month EAA is having a virtual Homebuilders Week starting January 26. Check [EAA.org](http://EAA.org) for details. This should be pretty interesting. I plan to tune in each day after work as much as I can.

With the COVID lockdown it's hard to have a lot of material for the monthly chapter meeting so if you have something fun to share (**NOT POLITICS!**) we'd love to hear about it. I've been enjoying the Facebook posts from Chris Ward showing the progress of his Zenith project. One of the best parts is seeing the growing number of chapter members appearing in these as the team seems to be growing and momentum builds!

Rusty and Art Graves will soon be bringing their Zenith project to the ARC for final assembly too! We'll make room. Former Pres. Dave and I relocated the Sonerai to his hangar to clear some room. We need to move Burt's project over there as well. I'll look into borrowing a trailer from work unless a chapter member has one available. He gave us permission to move it as he's unable to work on it at this time. Seems like a Zenith squadron is forming in Chapter 32! Cool!

# President's Corner

by Bill Doherty

I recently saw a posting in the I Fly St. Louis Facebook group about the Monocoupe once owned by Charles Lindbergh. This is the black and orange plane that hung next to the Spirit of St. Louis replica in the Lambert terminal. The Spirit replica was used in the filming of "The Spirit of St. Louis" starring Jimmy Stewart. I believe he flew the replica at some point during the filming. As many of you probably know, Stewart was a Bomber pilot in WWII and was quite skilled at flying.

Anyway, the Monocoupe was restored for display by Chapter 32 during 1976 and early 1977. For me it was the first time I worked on an airplane. Our dad (Bill Doherty) and I were at every work session at Howard Henderson's house. I was 12 and assisted with applying dope to the many fabric patches along with wet sanding them. Lots and lots of wet sanding. We weren't allowed to restore the plane to flying condition as we wanted, only patch the existing fabric and ready it for display. It had been stored in a warehouse and suffered a lot of damage including being skewered by a forklift as some point. The fabric was 100% cotton and was so fragile from age that you could easily poke your finger through it. When the plane was hung in the terminal one of the technicians accidentally bumped his foot against one of the landing gear legs and it went right through it. They wrapped black electrician's tape around it, and it stayed like that the entire time it was displayed. In 2011 it was taken down for another restoration. After that I lost track of its whereabouts or status. I'll look into getting together some photos of this project and having a presentation for the chapter at a later date. I also want to put something together about another project Chapter 32 had that involved a record setting flight, a spaceship landing in St. Louis, and astronauts. What early aviation memories can you share with our chapter?

Please keep an eye on your email box for this month's chapter meeting on Zoom. I'm still a fragile novice at this online meeting host thing so please...be gentle.

Lastly, please consider joining one of our committees. We always need assistance with Membership, Fundraising, Facilities, and of course Young Eagles. If you're interested, please email me with your name and which committee you want to assist. I've received a few already. I'll set up Zoom meetings for these committees so we can get going.

As always, check out the [EAA.org](https://eaa.org) website for upcoming webinars and other programs. Here's a link where you can find this month's Chapter Video with Charlie Becker, a Chapter 32 Alum.

<https://eaa.org/videos/chapters>

That's all I have this time. I'll see you on Zoom or maybe around the pattern!

Until then stay vigilant and fly safe!

*Blue Skies!*  
*Bill Doherty,*  
*President*  
*EAA Spirit of St. Louis Chapter 32*



**I just thought I would throw in a photo from the wild and wooly days of 2019 when we could go out in public without a piece of cloth over our face. Good times, good times! Let's all hope and pray for better days to come and a return to normalcy.**



# The Story Of The 1st US Jet Engine:

## The Hush-Hush Boys Wanted to Win the War But Ended Up Shrinking the World

by Tomas Kellner, August 05, 2020

From the General Electric website

### The Plot

The year was 1941. World War II was raging in Europe and Nazi bombers over London were as common as rain. It was also when a group of GE engineers in Lynn, Massachusetts, received a secret present from His Majesty King George VI. Stacked inside several crates were parts of the first jet engine successfully built and flown by the Allies. The engineers' job was to improve on the handmade machine, bring it to mass production and help England win the war.

There were more than a thousand people working on the project, but few knew what they were building. One of them was Joseph Sorota, who became part of the inner circle as employee No. 5. "Our colleagues called us the Hush-Hush Boys," Sorota told GE Reports during a visit at his retirement home in Florida in 2016, 10 months before he passed away at the age of 96. "We couldn't talk to anyone about our work. They told us that we could be shot."

Sorota was likely the last living member of the select group.

### The Last Of The Hush-Hush Boys

Sorota's parents came to the U.S. from Rivne, now part of Ukraine. "My mother was 12 years old when her brother in America bought her a steerage ticket on the Titanic," he said. "But the weather was bad in England and she missed the ship by two hours."



Joseph Sorota was likely the last living member of the Hush-Hush Boys, a group of GE engineers who helped launch America into the jet age. He was 96 years old when he died in 2017. **Image credit: GE Reports**

Sorota wanted to study engineering at Massachusetts Institute of Technology, but when he and his mother took the streetcar there, they realized they couldn't afford the fees. He settled for evening engineering courses offered by Northeastern University.

Sorota was still a student in 1941 when he joined GE's factory in Lynn, 10 miles north of Boston. He soon became part of the industrial war effort.

Like many Jewish immigrants, the Sorotas settled in the Boston neighborhood of Dorchester. Joseph showed a knack for all things mechanical from an early age, fixing machines and appliances for family and neighbors. "When he was 7 years old, he repaired a doctor's cuckoo clock to settle a medical bill," said his son Alan Sorota.

### A Knock On The Door

After a few months on the job, Sorota got called into the main office. "There was a man I never met who asked me what I did on the way home, did I have a girlfriend, did I have a drink at a bar," he said. "When he identified himself as a man from the FBI, I almost died. I didn't do anything wrong, but I thought he was there maybe to arrest me. It was the war."

The man told Sorota to follow another stranger to a small building with a tall brick smokestack at the back of Lynn River's industrial lot that would serve as a workshop and a test cell for the engine. "They told me that this was where I was going to work," Sorota said.

The U.S. War Department and Army Air Corps had commissioned GE to rebuild and commercialize a British jet engine, known as the Whittle engine after its designer, Royal Air Force officer Frank Whittle.

The government selected GE for the project because of its knowledge of high-temperature metals needed to withstand the heat inside the engine and for its expertise in building turbines for power plants and turbosuperchargers for high-altitude bombers.

**Editor's Note:** From years of reading, I learned that the reason the Brits gave us the jet engine is that they were worried about being overrun by the Germans, who would have certainly halted production of that piece of equipment. By the time the first U.S. jets were ready, we had achieved air superiority in Europe and it was deemed counterproductive to introduce a totally new aircraft with new technology. The British had, by that time, flown the Gloster Meteor, which used two of the Whittle engines.

## The Jackhammer And The Metric System

The project was so secret that team members had to pick up jackhammers, knock down walls and modify their workshop by themselves. Problems quickly popped up after they unpacked the engine from its box. “We didn’t have the right tools,” Sorota said. “Our wrenches didn’t fit the nuts and bolts because they were on the metric system. We had to grind them open a little more to get inside.”

GE had just six months to redesign the engine, and the team worked nonstop, guided by Whittle’s blueprints and a handful of British engineers. There were 15 people on Sorota’s shift. His job was to help design the chambers that channeled air inside the engine. “The FBI man warned me that if I gave away any secrets, the penalty was death,” Sorota said.

### First Fire

In March 1942, just five months into the project, the Hush-Hush Boys wheeled their prototype inside a concrete bunker attached to the workshop and nicknamed “Fort Knox” for a test. The cell opened into an old brick smokestack to channel exhaust and mask the tests. But the engine stalled. “We could only run it for a short while,” Sorota said.



Some of the Hush-Hush Boys with the I-A engine, the first American jet engine. It generated 1,300 pounds of thrusts. The GE90-115B, the world's largest and most powerful jet engine, can produce 127,900 pounds of thrust. **Image**

They went back to their drawings, redesigned the compressor and started achieving higher thrust. Fort Knox, as well as the smokestack, still stands. Today, a small bronze plaque commemorates the feat.

### The End Of The World As We Knew It

In the summer of 1942, 10 months after they started, the engineers loaded the first pair of working jet engines, each producing 1,300 pounds of thrust, onto a railcar and shipped them to the Muroc Army Air Field, in California’s Mojave Desert. The aircraft designer Larry Bell was working in parallel with the GE team and building America’s first jet plane, the XP-59. On Oct. 2, 1942, the plane soared to 6,000



**Bell XP-59**

feet, a small first step for a technology that ended up shrinking the world. The engine, called I-A, is now part of the Smithsonian collection in Washington, D.C.

### The Axis Of Progress

The first GE engines used a radial — also called centrifugal — turbine to compress air streaming inside the engine and help it generate thrust. It was similar in design to older technology GE was using for turbosuperchargers that gave American long-distance bombers and other planes extra power. Back at Lynn, Sorota started working on an engine with an axial turbine that pushed air through the engine along its axis. “The Whittle engine, when we took apart the compressor, was like a vacuum cleaner compressor,” Sorota said. “It had a two-sided impeller that was very inefficient. Our engineers developed what now is known as the axial flow compressor.” This compressor is being used in practically every modern jet engine and gas turbine today.

### Welcome To The Jet Age

The axial compressor went to work inside the J47 engine, which became the first jet engine certified for commercial aviation. GE made 35,000 J47s, making it the most produced jet engine in history. But Sorota wasn’t there to see it. His father died and he left the company to take over a handful of apartment buildings the family owned in the Boston area. “I didn’t want to go, but I had four siblings,” he said. “I was the oldest and had to take care of business.”

GE kept working on jet engines, powering many of the latest military and passenger jets. The business makes the world’s most powerful jet engine the GE9X. This engine is more than 100 times more powerful than Sorota’s original. Said Sorota: “It never dawned on me it was going to turn over the entire aircraft industry like it did.”

In the 1950s, GE made a documentary about the making of the first American jet engine. Take a look:

[The Jet Story - 1952](#)

# Learning as we Go

“Learners As We Go”

mr. bill

Hello 2021. PLEASE be better than 2020.

Well, the biggest question I have received these last few weeks is... “Are you flying the Boeing 737 8MAX?” Yes I am trained to fly it.



From the attached Boeing 737 MAX poster you can see that the -8 MAX rolled out on December 08, 2015. Before we begin this journey let us take a GENERAL stroll down memory lane.

Back in the day, there was the four engine Boeing jet called the B-707. That aircraft was great but, there was a need for a smaller jet for the short range markets. The Boeing 737-100 was developed and first flew in Delta Airline colors in December 1967. The plane was 93 feet long and carried 107 passengers. Boeing won favor among the competition because their engines were mounted under the wing for easy access unlike the DC-9 and the BAC 111. Because plane manufactures keep stretching airplanes so they can carry more passengers, several versions of the plane were created.

In November 1993 Boeing re-engined the 737 airframe with CFM56 engines and lengthen the fuselage to 110 feet to carry 126 to 149 passengers. These CFM56 engines had the strange oval cowlings for clearance above the ground. It was designated the B 737-700.

The Boeing competition at the time was the Airbus 320. In April 1996, the Airbus 318/319 was developed for shorter routes. A situation came when the Airbus 321 arrived in 1994. Because the flight decks for the Airbus 318, A319, A320, and now the stretched A321 all looked the same, they require only one type rating or really ONE training event. The only difference between the planes was that the longer A-321 had a RED sticker on the instrument panel that states:

**CAUTION TAILSTRIKE**



With airlines it is all about the training time with the crews. With the new engines on the B 737-700 it was determined that because there were automatic engine start switches and no aircraft systems that were changed, it could have the same type rating as the Boeing 737-300. (The key point here is when the engines were started, the newly started engine electrical generator would automatically come online. Whoa! Wait! For years on the B737-100/200 the pilots **MANUALLY PUT THOSE GENERATORS ONLINE**. If it is now AUTOMATIC that was considered to be a BIG, MAJOR change, and would require MORE training if they were automatically to go online. So, as I do today in the Boeing 737-800 NG, (and the MAX) after engine start, I MANUALLY put the engine generators on the electrical buss. One airplane, ONE type rating, less training!) That electrical panel was shown to y'all in the last newsletter. It is an FAA thing.

In December 2010 Airbus said, (because the stretched A 321 was so stretched that it could not climb to higher altitudes) that the Airbus 321NEO (New Engine Option) was developed.

At that time (and I saw the announcement) AA ordered 100 B-737-800NGs and 100 of the NEW

B 737-NEO! Yeah! (What NEO?) This put Boeing in a situation. New design or....re engine the -800???

So, they decided to put bigger engines on the 737 airframe (which shifted the plane's center of gravity forward, increased the chance of the aircraft nose to pitch up after takeoff with the 28,000 pound thrust engines.) With the newer, bigger engines the main gear was made longer which made the nose gear up front, 8 inches higher. Boeing then changed the 5 panel glass cockpit of the -800 to the 4 glass panel of the B 787 instrumentations. (This saves money too because those panels were already approved.) And yes class, “We will put the engine driven electric generators



on the Aircraft Electrical System, MANUALLY! Same Aircraft Type Rating. OK gang here is the new plane,

<https://youtu.be/RyeqeqSNSgQ>

How is this for a rollout video?

Did you see the **EXPERIMENTAL** sticker above the door?

Pretty impressive huh! Could I do that in my MAX? Yep! The engines are quite powerful with 28,000 pounds of thrust, and with minimal fuel in the wings, and nobody on board the 193 seat airplane, just apply FULL thrust and pull back and keep an eye on the (best Lift over Drag) airspeed bug and zingo bingo, we be climbing just like the video. Pretty cool until.....

So, the Boeing 737-800 NG Next Generation I fly has a Stabilator Trim System (STS). Because I could do that 737-8MAX max performance take off like in the video, an MCAS system was installed on the 737-8MAX. The new and somewhat unknown system MCAS- Maneuvering Characteristics Augmentation System assisted the Stabilator Trim System. Hey pilot, your aircraft nose is so high, the MCAS system is going to give you 4 units of nose down trim, that is 60 revolutions of the trim wheel, in 1 second, because your aircraft is so nose high. (OK. Normal trim movement is one to two revolutions.) And IF YOU the PILOT DO NOT HIT THE TRIM SWITCH or DISCONNECT THE AUTOPILOT in 10 seconds, MCAS will give you another 4 units nose DOWN! And again, IF YOU DO NOT ACTIVATE THE TRIM SWITCH or DISCONNECT THE AUTOPILOT in 10 seconds, MCAS will give you another 4 units of NOSE down trim! (This surprised the test pilots too! Wow, 4 units of nose down trim when you take off with 5 units Nose UP to start could go bad in about one minute!) Hits...every 10 seconds. The "hits" kept coming until you trimmed nose down (letting the computer know that you are in control) or you turned off the two trim switches.) Most people would have disconnected the autopilot after the first HIT! The test pilots came back and said...when do the trim hits stop? It has been corrected to only ONE Nose Down Hit now with the MAX.

All photos from mr. bill's article



American Airline flew the 737-8MAX airplane 40,000 hours without a hitch. Many airlines did. We also bought the AOA (Angle of Attack) Instrument Comparator. (I hear it

was an \$80,000 dollar option.) With it (all airplanes have this corrected version now) the two AOA vanes talk to a flight computer. If one AOA "thinks" it is at 45° nose up, and the other one is at the normal 15° nose up, the COMPARATOR KNOWS that 45° is not normal and cuts out the 45° AOA and lets the 15° AOA rule the roost. BUT if you did NOT get the comparator well....You could have one pilots instruments saying STALL and the other side saying ALL IS OK. (Ethiopian Airlines).

If a bird (or a jet bridge) hits the Captains AOA vane and bends it up 45°, the AOA tells the captain's instruments that his side is STALLING. The dilemma was all the captain's indications were saying "STALL," and the First Officers side is saying, ALL IS OK HERE, and he has NO warnings. One of the fatal flight decks let MCAS go 5 times and never pulled the thrust levers back from full power. After 5 MCAS hits they finally turned the aircraft trim switches off. This will disconnect ALL Stabilizing systems, the trim systems, and the MCAS systems in the aircraft. Unfortunately, after 7 minutes, (the aircraft was pointed well below the horizon by this time) with the thrust levers still at FULL power and the crew trying to pull the nose up after the plane was trimmed nose down (because of the 5 MCAS hits) the crew turned the aircraft TRIM (MCAS) switches back on and.....MCAS hit again putting the nose further toward the ground. Again, the throttles were at FULL thrust.

So here we are several months later, and we now have instrument comparators on all the aircraft. If MCAS "hits" it will do so only once. I have had 1.5 hours of iPad training along with 1.5 hours of ground school and 1.5 hours of B 737-8MAX simulator time. During that simulator time I witnessed the two "situations" of the fatal airlines. It was easy for this 21,300 hour pilot (300 in the Boeing 737-800 NG) to see the troubles. To disconnect the

CONTINUED...

# Learning As We Go

(Continued)

TRIM Switches is the easy part. The new memory items are:

Autopilot.....Disengage  
Autothrottle.....Disengage  
Flight Director switches (both) ....OFF-(one may be giving you bad information)  
Aircraft Pitch Flaps UP- .10° up and thrust 80% N1  
Flaps down.....- 4° up a thrust 75% N1  
PROBE HEAT (Pitot).....Check ON

Determine the reliable indications and proceed to that checklist.

Basically, fly with the reliable instruments.

So the MAX is flying and people like it because it is quieter. They probably like the cheap ticket prices right now. We are trying to get people back in the planes flying places.

Q? What was the Boeing 737-100's nickname?

A: The “squared” aircraft. It was 93 feet long with a 93 foot wingspan.

Q? What product did Boeing make that sold 100 units?

A: Boeing made a BBJ-Boeing Business (Corporate) Jet out of the B 737-700. I sold over 100 copies.



# Blast From the Past

**Steve Stegen**

As a soldier in the U. S. Army in the early 60's, I was assigned to the American Embassy in Taipei, as a military advisor to the Nationalist Chinese Army (now Taiwan). During that period in life, I had developed an interest in learning to fly.

As I rode or walked past the Flying Tiger Airline office each day, back and forth to my office, I often wondered if any of those pilots were WW2 veterans?

For the course of that period, Nationalist China (free China or NC) was under martial law (including machine gun emplacements on City streets) and foreigners were extremely limited in their activities, especially off duty behavior. One of those limitations, I learned from the embassy, was for those wanting to take flying lessons, their law required that a student must take lessons from either a native Taiwanese person or a current or retired NC military instructor. The chief reason was the Government in Taiwan (the Kuomintang Party, run by Chiang Kai-shek) feared that some of their former mainland citizens might attempt to escape, back to their home province, in China (despite the Communists). Such an attempt was also a hanging offense.

Sometime after that and out of nowhere, our Chinese liaison officer approached and handed me a business card, with the name and telephone number of a gentleman, with an office at the airport. I don't recall the name of the company, but it was a private flying service. I called and the man who answered, and identified himself as, I believe, Major Chang, retired. He said, he had heard that I was looking for flying lessons and advised that he was the person with the airplane that could provide that service. It all seemed very mysterious, as I had only mentioned it once, at the embassy, no less, and suddenly I was drawing attention from the Chinese. In any case, I made an appointment to meet the Major the next weekend, at his office (that I found to be in a hangar).

On Saturday morning, I arrived at the hangar, that included 3 aircraft, and we met. He seemed taller than the average Chinese person, thin, balding, much older than I (I was only in my early 20s and everybody seemed older to me) and I immediately noted his strong speaking ability with English and one other item that really stood out. He was wearing a old leather flight jacket with Flying Tiger painted on it. At first, I said nothing about the jacket, and he led me over to an old biplane of some kind that appeared to be in pretty rough shape (the old bailing wire and chewing gum story). Then he said, I know it's not the prettiest aircraft on the field, but this our trainer, when do you want to start? Nervous about the "trainer", I made an excuse and advised I would call him back upon return from a temporary duty assignment in Japan. I wanted to check this guy out more. It was at that point, I asked about his jacket. "Where did you get that", and he replied with "The Chinese Air Force". I was one of the Chinese pilots of the Flying Tigers, (something I didn't know before!) It was then I left, with a 2d appointment "up in the air".

Well, as it turned out, I was almost trained by a real Flying Tiger, but being new at it, I just could not make myself, get into the that old biplane, so I called him back and declined the training. Oh yea, the embassy advised he was real.

By the way, shortly thereafter, I was advised that all of us, assigned there, were being watched, at all times, which has since made me wonder, if the bailing wire and chewing gum biplane was just a diplomatic way of telling me, NO, China doesn't want you (foreign military) flying around its country "as a hobby".

====Steve Stegen

# Chapter 32 Fundraising

by Mike Schwarzkopf

During the December Zoom meeting I was given approval to pursue a new fundraising program, and I am excited to announce that Chapter 32 is now partnered with ShopWithScrip (SWS).

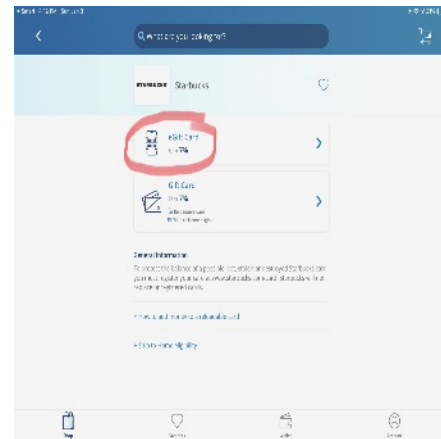
SWS sells gift cards from over 750 national brands to partner organizations such as schools, sports teams, scouts, etc. The brand retailers give a portion of the gift card sales back to the organization. Each retailer specifies the amount they will give back, typically between 4% and 8% of each gift card sold.

The process is pretty simple:

1. Download the “RaiseRight” app to your phone
2. Create a secure account
3. Link your account to EAA Chapter 32 (see code below)
4. Link your account to a debit or credit account

That’s it. The next step is to browse through the retailers on the app and find some stores that you shop or eat at on a regular basis. You can then purchase a gift card in 1 of 3 different ways.

1. The easiest, and preferred, method is to purchase an **eGift** card. Once the purchase is completed, the card amount is immediately placed in the “Wallet” in the RaiseRight app. You are given a barcode or multi-digit code to provide to the retailer during your checkout. Each eGift card transaction incurs a \$0.15 charge, so bundle those purchases instead of ordering one card at a time. **Be sure you select eCard when purchasing!** It is easy to mis-select on a normal gift card - in which case, you will not have immediate access to the funds until the physical card is received. Also, be aware that some retailers do not offer eGift cards.



2. If you would like a **physical** gift card, some retailers offer a ship-to-home option. In this case, you choose your retailers and card amounts and the cards will be shipped to you according to your shipping preferences. Cheapest is USPS with a \$0.50 flat rate fee and \$0.50 per card charge, i.e. \$1.00 to ship one card, \$1.50 for two.
3. Physical cards can also be purchased in bulk through the chapter. I don't foresee using this method, but if we had a large enough order we could take member orders who pay by cash or check and then have cards handed out after receiving them. An \$8.50 UPS shipping fee is charged for this method

With your purchase, Chapter 32 will receive the rebate percentage allocated for that retailer. For example, a \$100 card purchase from Home Depot (4%) or Lowes (4%) will net \$4 for the chapter.

Each week, certain retailers are spotlighted with greater earnings potential. Panera/St. Louis Bread Co. just ran a special - instead of their normal 8% earnings, they were offering 11%. The offers change weekly, so check them out!

The philosophy behind this program is this: we all shop at retailers and restaurants every day. We walk into Lowe's or Home Depot, spend a hundred dollars and go home with our stuff. You spent your money and all of it went to the retailer. With SWS, you can tally up your purchases, buy an eGift card on your phone (if offered by the retailer) and use it immediately at the checkout. In the process, Chapter 32 gets a little back.

The enrollment code listed below is critical to linking your SWS account with Chapter 32. Feel free to share the code with family and friends, they can help the chapter earn as well. The code is:

**739E47FC77L14**

Hopefully you have all received an email invitation from me and a second from ShopWithScrip to help get signed up. Please let me know if you have any questions about the program and I'll do my best to answer them. If you'd like, you can take a look at the SWS website: [www.shopwithscrip.com](http://www.shopwithscrip.com)

Thanks for supporting EAA Chapter32!

**Download the RaiseRight mobile app**



## **A2Z Aircraft**

Do you need something from Aircraft Spruce? Would you like to support EAA32 and save some money at the same time? Of course you would!

Just go to <https://a2zaircraft.com/> to place your order for anything that Aircraft Spruce sells. You will get a discount and EAA32 will get a donation.



**EAA** Homebuilders Week

**LEARN. BUILD. FLY.**

**EAA.org/HomebuildersWeek**



## Homebuilders Week – Online Event Starts January 26

*An online opportunity to learn about all aspects of building your own aircraft*

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders:

([www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel

planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek) to review the schedule and sign up for a session.

# Good Golly...!

The members of EAA Chapter 1402 would like to thank the members of EAA Chapter 32 for their support of our fundraiser. We raised over \$850. The winner was American Legion post 297. They are donating the \$500 gift card back with the request that we purchase a Blackstone griddle for future pancake breakfasts and other events.

On another subject I have started to recover N5744D Miss Molly. Many members of Chapter 32 have flown and has flown many Young Eagles in it over the years. The fabric is 46 years old and the paint was cracking. The tail feathers and control surfaces are covered and primed. Working on the wings, I hope to be finished before summer.

Chapter 1402 now has a home. We have a rented hangar at KUUV Sullivan. We are looking forward to having some fun events this year.

Thank you,

*Blue Skies  
Tim Dempsey  
President EAA Chapter 1402*

## Editor's Note:

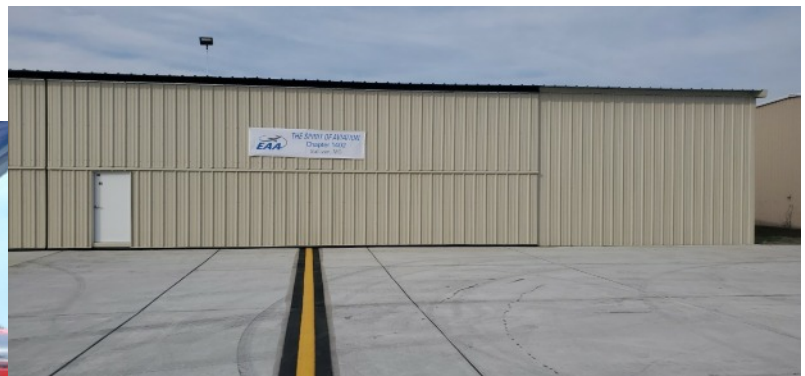
I wrote back to Tim and asked him to refresh my memory about who owned "Miss Molly". Here's his reply:

*Al Donaldson, Vince Morris and James Mcaffee had Molly in the early 90's. James and Vince sold their parts to Al and I. Al and I had it until early 2000's until I moved to St Clair. Al is the person who named Miss Molly after molly the milk stool from the 50's. I am repainting it white with Red leading Edges and scalloped wings. Miss Molly will always remain on her nose as long as I own her. Al was the greatest person I have ever flown with. When someone flew with Al it was always a lesson. Al has probably flown with more people in Chapter 32 than anyone. Many members of Chapter 32 have flown her over the years. Molly has flown hundreds of Young Eagles from the very beginning in 1994. I am looking forward to her new look and flying Young Eagles once again.*



I, along with many others, have fond memories of Al and the other elder statesmen of Chapter 32. We all miss them.

*Jim Bower  
Newsletter Editor, Chapter 32*



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Check out our fantastic Web Pages at

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Laura Million, Web Designer

While you're there, take time to join the  
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