
EAA Chapter 32 News

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

July, 2018



Another successful Chapter 32 Young Eagle rally

Unless otherwise noted, all
photos courtesy of Lisa Miano

NOTE: NO July meeting due to Oshkosh. We hope to see you there.



Friends and fellow aviation enthusiasts,

President's Corner

by Dave Doherty

a box brake, but it passed before we took action on it. We also discussed getting a large air mover fan to help keep people from overheating on those hot days. And we need new flags and banners for Young Eagles and other events.

AIRVENTURE!!! What started out as a small gathering of planes and people in 1953 has become the largest gathering of planes, pilots, vendors, and all things aviation. I'm flying up there for my third time. This is my second time going while the Oshkosh NOTAM is in effect and my first time solo. I look forward with great anticipation to this great convention of aviation enthusiasts, the airshows, camaraderie, and on and on... If this is your first time going, I'd like to hear your thoughts about it.

As in the past, our chapter will have a CHAPTER PICTURE taken at AirVenture. This year, we'll do it at the following date, time and location:

Chapter Photo Op
Thursday, July 26, 2018
Time: 12:30 PM

Location: In Front of the Brown Arch
Please try and attend.

I could go on and on about this event, but you just have to be there to understand. If possible, try and get there. A lot of our chapter members will be there. Many will volunteer to do some of the myriad of tasks that need attending.

Meanwhile, back at Chapter 32 – we had a Board of Directors meeting this month. Among things we discussed were the Display Board with Membership pics and names. It has been favorably received, and a number of new photos are about to be added. Our Chapter's growing! We also discussed a need for a Chapter IT Administrator to enhance our database(s) and integrate them better. There will be more about that in the future. Regarding safety, we're looking into obtaining some marshalling wands, cones, ropes, etc. We'll be making chocks to secure planes from rolling away. There is interest in converting our flight simulator on the two wheel cart to inside the Polliwagon fuselage section. This will require some work, and we're looking for volunteers to help. We had an opportunity to obtain

The July Young Eagles event appears to have been a success! We had nearly forty kids come out and get rides. It was a very hot day, and all our volunteers should be commended for the work they did. Special thanks to Rick May, who came out the day before to set up, and who stayed after the event to put everything back in its place. Nice job, Rick! Thanks. I think we all had a good time and met a lot of people.

NOTE!!!

THERE WILL BE NO JULY CHAPTER MEETING OR MOVIE DUE TO AIRVENTURE STARTING ON JULY 23RD.

Our next Young Eagles Rally will be on August 11. The next Chapter 32 meeting will be on August 18.

I hope to see you at Oshkosh.

Blue Skies,

Dave Doherty



June Meeting Minutes

Dave Deweese

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

Minutes approved as published in the newsletter.

Don gave the Treasurer's Report including checking and savings account balances.

Visitors: Ed Ruthbeck's here to make a presentation, he's a Pink Shirt at AirVenture.

The sheet metal shear we got from St. Charles Flying Service has been repaired and is awaiting final adjustments. CAF will take the old one.

CAF's Wings over Missouri was last month. The public didn't show up in large numbers due to lack of advertising. EAA32 was present and flew a few young eagles.

Rick May reports we're sending a student to Youth Camp this year for the first session (starting July 8 or 9). We've got just enough points worth of Young Eagles credits. We're not sending anyone to the advanced camps. Rick notes that these fill up early, so let him know now if you're aware of a candidate. He debriefed us on 6/9's event. We started out well and then rain began, we stuck it out for about 45 minutes, we started up again and then another round of storms put a stop to the proceedings. Dave and Rick are working to fly the kids who were left on the ground by weather. So far this year we've flown 76 Young Eagles over 63 flights.

Rick noted the I Fly St. Louis online group for tracking events, including Young Eagles, around the area.

Dave notes that as Young Eagles Coordinator, Rick May puts in a lot of work including preparation and setup for our events.

On Saturday, September 15 Gale Derosier reports that 1387 will be flying Young Eagles, they welcome any volunteers from 32.

If your picture is not in our display case see Lisa Miano.

Bert Bierman's CX-5 is progressing, control linkages and pedals.

Art Zemon's engine oil issue came down to a plug, once removed all was well. The fuselage is in the ARC with the propeller mounted. He won't make Oshkosh this year as he's dealing with a new job which has slowed down the BD project.

Dave presented a Chapter 32 lifetime member jacket to Jim Hann. He won't need it today thanks to our mid-June heat wave.

We've got an opening in the chapter hangar: a powered parachute and BD-4 project

Dave got an email from New Zealand regarding Chuck Maggart's 601 project.

This months (June) movie is Dunkirk.

Our next Young Eagles is July 14, September's event will take place in Washington, Mo.

No meeting in July due to Oshkosh. We'll have a group of campsites this year, 4 of 6 are filled, \$243 if you're interested in a spot. We always have a chapter picture taken and need to decide where and when. Bill suggested we try and get a picture in front of the twin Mustang, provided we can push the crowd out of the way. Thursday around 12:30, we'll decide by July exactly where.

Bill's taking care of food cards in Ron's absence.

We've been invited to the Spirit Air Show where we'll display some aircraft and do presentations. This will happen October 13 and 14. Note that our October 6 Young Eagles will be at Creve Coeur for their open house event. The third Saturday in October is our meeting and the fourth will be the Pumpkin Drop. October's going to be busy.

We're not going to participate in the downtown event around July 4.

Dave looked for members' personal reasons to attend Oshkosh. Rick: it's good to spend time with friends. Dave goes for the world's biggest air show, and in the past for t-shirts. Bill Doherty also mentioned hundreds and thousands of his best friends. We had a half-dozen in the meeting who have volunteered in the past. Gale goes to support aviation. It's an opportunity to bring family members up and introduce them to aviation in a safe, family-friendly environment.

Jon Thayer found two sheet metal brakes available, a 3 and a 4 foot brake. He'll investigate further. Motion made to pursue the 4 foot brake, voted and approved.

Gale: on 8/3 1387 will be going to Boeing for a presentation on designing aircraft for carrier landings followed by a tour of the prologue room. Time 1 to 3pm to beat traffic. There's room for 50 and Gale believes there will be about 20 to 25 from 1387.

Motion made and seconded to adjourn. We had a brief intermission before Ed's presentation.



Let's Fly Together!

by Dave Doherty

A lot of my life has been revolving around aviation these days. Not too long ago, my son Dave moved from Cincinnati Oh to Greensboro NC. He took my Taylorcraft with him (on loan, I hope). I had the opportunity to meet him in Cincy in our RV-12 and escort him there.

It was a lot of fun. Skies were broken with big cumulus clusters billowing up to around 10,000 feet. We worked our way around them, eventually reaching an altitude of 10,000 ft. I didn't know the old BC-12 would get that high. Density altitude up there was 14,400 ft. Quite impressive. Don't ask how long it took to get there. Suffice it to say it took a while. The differences in performance between the



planes was really noticeable. Most of the way, I was throttled way back in the RV-12 and the stall warning would intermittently go on and off. It took four hours for the 300 mile flight. At that speed, I was burning 3.5 GPH. The T-Craft was at about 4.5 GPH. Every now and then, I'd get ahead of Dave, and make a big 360 degree turn to get us back together. Formation flying, even in loose formation is much easier when planes are of comparable performance.

Then one day, I got an email from a friend who owns a 1944 Boeing Stearman PT-17. It was Rod Hightower, asking if I'd like to go fly with him. My instant reply was "Of Course! When should I be there?". We arranged to meet on Saturday, July 7. On the appointed morning, I got there early, full of excitement and anticipation. Rod asked of I had any flying time in the Stearman, and I told him I'd flown with Bob Kraemer for about an hour, shooting some landings and having some fun.

Rod said we've got to give you some stick time. Then a big smile crossed my lips and stayed there. We rolled his plane out to the ramp, did the preflight inspection, took a picture or two, and climbed in. I got to fly his big beautiful open cockpit plane that day. After showing me the ropes in the pattern, we landed and he said 'You try it'. I did. The first time around the pattern was ok until we got to base to final. Rod took over and landed, telling me what I did wrong. We tried again. This time, I made what I think was a nice circuit around the pattern, and had a smooth landing on the turf runway. We did this a couple more times. At this point a friend of Rod appeared in another Stearman, and we did some formation flying. I flew as the lead plane. The whole experience was one I won't forget. We flew over my house in O'Fallon Mo then headed back. Even though it was a hot day, the open cockpit of the Stearman was very comfortable.

What I found out was there was more flying to do that day. The Stearman guys had a gig to do some fly-by's at an event and they were going to practice their routine. I got to sit in on their preflight briefing, then ride along. They discussed the planned routine, radio frequency they'd be on and where it was being held.





Three of us went up and gathered into a formation. We went over to the spot and performed the set routine. It included a fly-by in a finger four formation, turn around, then go into a lufberry circle with smoke on around the grounds. After a couple circuits, we went out and reformed in an echelon formation and did a fly-by, changing into a diamond. We then returned to Creve Coeur airport. After everyone got back on the ground, there was a post flight debrief, where everyone participated in critiquing the flight and maneuvers. It was all very professional and very enlightening for me. I'd never done such a thing. My thanks go out to Rod for his generosity and confidence that I wouldn't bend his Warbird while I flew it.

What I took away from the flight is this:
Formation flying is very serious

business. A person must be trained to do it right. In addition to radio communications, there are also hand signals that are used to send messages to other pilots. Training is available to those who would like to fly formation with another, and I highly recommend one get trained before endeavoring to fly close or even loose formation with another (or others). I'm looking into training for myself to learn the ins and outs of formation flying. It's so much fun when done properly.

My next flying adventure will be flying to AirVenture in the Spirits of Aviation Flying Club's RV-12. After that, who knows? The fun is out there! Let's Fly and Go Find It!

Blue Skies and Smiles,

Dave Doherty

Editor's Corner (Advertisement)

On a recent flight I noticed fuel spraying out past the fuel cap on the starboard wing. This is not good on many levels, so I attempted to adjust the fit of the cap. I was unable to do this, and I actually ended up breaking a small roll pin that attached the release tab to the actuating mechanism.

Not having any luck finding exact replacements, I decided to bite the bullet and buy new caps. I needed to get them engraved like my original caps, so I started looking for somebody to do that. I found Aircraft Engravers online (www.engravers.net). See their flyer at right.

It didn't take them long to do the job, EXACTLY how I asked them to! I highly recommend their service, and they're not paying me to say this!

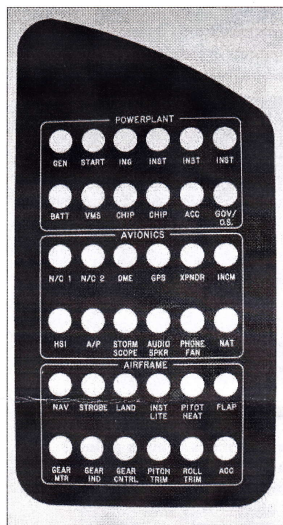
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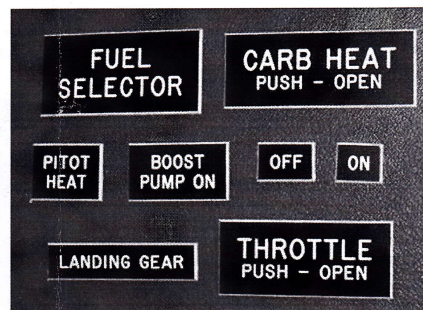
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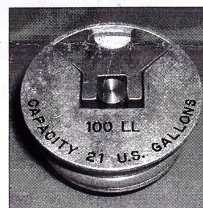
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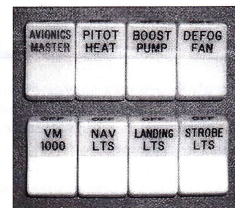
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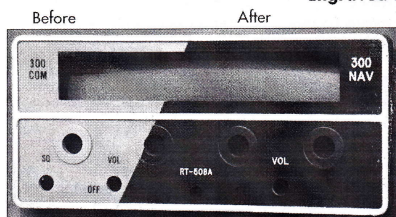
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www.engravers.net e-mail: info@engravers.net

Dave McGougan's Kitfox Project

I am in the middle of doping my project and it is going pretty well. Here are two photos of the fuselage, just have to do the bottom and it is done. I still have to do the wings, but I need to make a trip to Wicks soon to replenish my dope! It is actually called Polybrush. Hope to spray the wings, may-



Photos by Dave McGougan



From Dennis Wiss, Airport Director

Good morning to all:

We have received an updated schedule from our lighting project contractor which goes as follows:

Phase I – Removal and replacement of all lights along 9-27: Start date July 16, runway closure at 0800L. Runway 18-36 remains open.

Phase I is scheduled to take 20 calendar days, through August 4th. This Phase is subdivided into three sub-phases with each being 5 to 6 days in length, starting on Mondays and ending on Fridays or Saturdays, as the work progresses.

The contractor has stated that he will attempt to reopen any closed areas on weekends when work is not underway however this will have to be reviewed on a weekly basis, depending on open trenches or excavations in the runway safety areas. If we are able to reopen the runway during non-work times, you can expect the runway to close again the following Monday at 0800L.

Please note that even if the runway is reopened, the edge lights will still be out of service. The Runway 18-36 lights will still be operational.

Phase II – Removal and replacement of all lights in the intersection of 9-27 and 18-36. Full airport closure of six days tentatively scheduled for August 6th at 0800L through August 11th 1700L.

Upon completion of this work we will reopen the airport. 9-27 lights should be returned to service at this time and 18-36 lights will be operational.

Phase III – Removal and replacement of all lights along 18-36. Start date tentatively scheduled for August 13th with an end date of September 1st, 20 calendar days. Runway 9-27 remains open and lights functional.

As in Phase I, this Phase is subdivided into three weekly sub-phases with work being done Monday through Friday or Saturday. Again, we will attempt to reopen the runway on weekend days when work is not underway subject to a weekly review of the runway safety area status.

All of the above dates are tentative and subject to change. We have stressed to the contractor the need to finish this work in a timely manner and he is on board with this.

During all of this work you will notice barricades on the various taxiways to prevent inadvertent runway access and to protect the contractor as they work along the runways. Please use caution when taxiing.

NOTAMs will be issued for the respective closures so be sure to check them if you fly. I will also keep everyone apprised of our progress as we move through it.

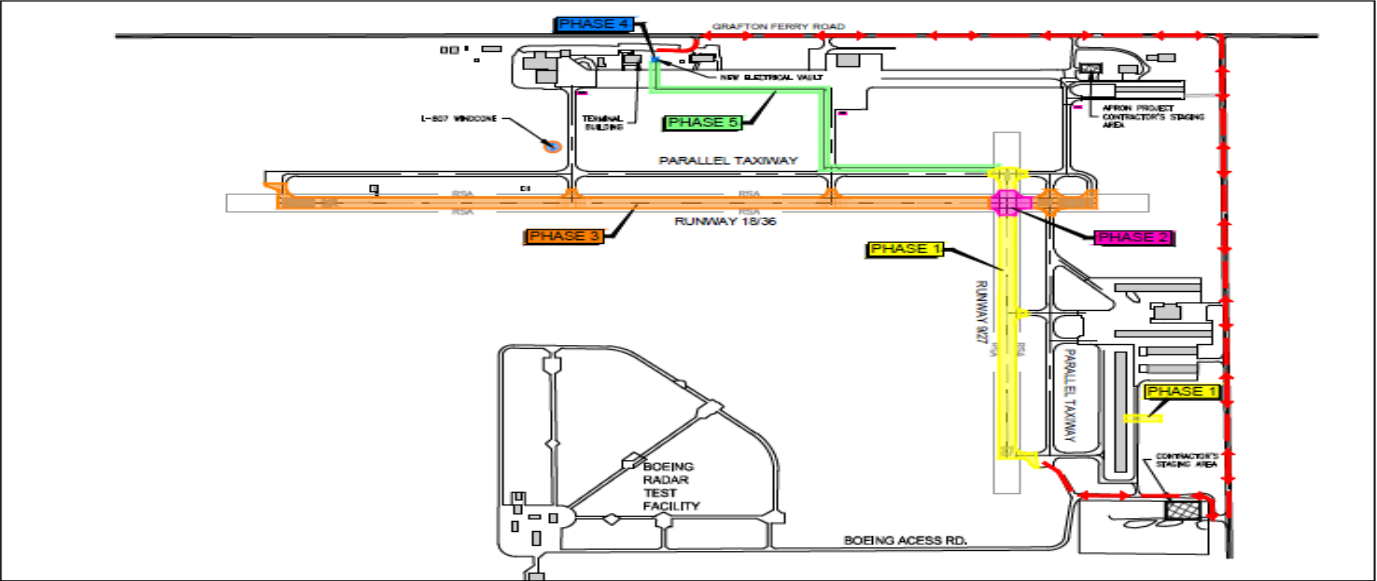
Everyone's patience will be appreciated during this project and the end results will be a much newer and more reliable runway lighting system.

As always, feel free to contact me with any questions or comments.

Thanks again to all for your continued use and support of this airport.

Dennis Wiss, A.A.E
Airport Director
(636) 949-1893
(636) 949-1827 – fax
dwiss@sccmo.org

AIRFIELD LIGHTING RENOVATION



PHASING LEGEND	
	PHASE 1
	PHASE 2
	PHASE 3
	PHASE 4
	PHASE 5
	CONTRACTOR STAGING AREA
	TRUCK/HAUL ROUTE
	CLOSED RUNWAY "X" SEE DETAIL 2 ON THIS SHEET

PHASING INFORMATION TABLE		2017 TIMELINE				
PHASE	DURATION	0	10	20	30	40
PHASE 1	30 CALENDAR DAYS					
PHASE 2	5 CALENDAR DAYS					
PHASE 3	25 CALENDAR DAYS					
PHASE 4	45 CALENDAR DAYS					
PHASE 5	45 CALENDAR DAYS					



Young Eagles Event

Saturday July 14th At Smartt Field

Rick May

This past Saturday chapter #32 had their 4th Young Eagles Event for 2018. While it was definitely a hot one it was also well attended by both guests and volunteers. We flew 41 kids plus several adults. Laura, Libby and Mr. Bill had both a boy scout and girl scout merit badge class going on as well as other participants in the various topics of discussion regarding aviation. There was a total of 25 volunteers on hand and while we only flew some 40 kids I am quite sure we had close to 100 guests in and out of the building for the day. Nine pilots showed up with their planes which made for a pretty early quit time just after 11 AM. Thanks to all that made it happen.

A short story of a great event that occurred. David Brickhaus is a fairly new member with our chapter and upon joining earlier this year he became a Lifetime Member. He also has taken a great interest in the Young Eagle program. He has attended the last 2 events and has flown over 20 kids plus several adults already, of course that can be fairly easy with a beautiful place Piper Saratoga.

Saturday David took up a Mom & Dad plus their 2 kids, 1 in the back with Mom & Dad and the other up front with him, this young man was a high functioning 14-year-old who will probably never forget this special day he had at the airport. Sunday morning reviewing my e-mails and messages revealed the below letter from Ivan which I thought I would share with all of you. This is just one of the many typical stories that all of you can be proud to share in as volunteers with Young Eagles and being a part of making sometimes very special and life changing moments for thousands of kids. A Special well done to David Brickhaus and one of his probably, first special times with Young Eagles. Enjoy!!

Rick May
Young Eagles Coordinator

Dear (miss/mister)

Thank you for letting pilot (David Brickhaus) fly passengers and half pilot (*Ivan, Bruce, Erin, and Brandy Miller) in a plane (Piper PA32-301 N83433N) on the date July 14, 2018, at KSET St Charles County Airport. I (Ivan Miller) had a good time on the plane, and I sat in the cockpit with the instructor. I steered the plane and it was exciting, I would recommend this to many others. It was FREE which is insane! It usually costs 80\$ to fly and 800\$ to sit in the cockpit! It was and still is FREE every second Saturday of the month. My brothers and I (might/will) come next time on August 11, 2018 (depending on plans). I also sent this email to say sorry, because my brother Erin was acting disrespectfully on the plane by beatboxing and walking away on the ground when the pilot was trying to tell him something, He will not do it again, and he is even sending a letter saying sorry to Mr. Brickhaus.

Anyways the real point is to get slides from you (Mam/Sir) so, can you send those to me?

Ivan Miller

P.S Thank You very much and have a very wonderful day.

From David Brickhaus:

Hi Rick,

I am more than fine using the note. It made me smile.

You probably already have the background. The Millers are from Indianapolis and they came to STL on Saturday specifically for the Young Eagles flights -- according to the mom, this was the closest (to them) regularly scheduled flights. Of the three boys, Ivan is the oldest (14) and is autistic. The three boys did "rock, paper, scissors" before the flight to determine who would be in front -- Ivan won. After everyone was in the plane and we were taxing out, Ivan said he was afraid of heights. I told him that at any time, if he was uncomfortable, we would come right back and land. I asked him if he was ok with that and if he would trust me to make the flight enjoyable. It was pretty awesome - he said he trusted me but that he was still scared. I was explaining everything to him (and to his brothers -- they were asking questions -- and yeah, beatboxing but it was not any issue at all (smile)). Ivan had no experience with any kind of a vehicle or steering. As we were going north, I showed him and then had him fly and aim us toward Jerseyville. We then turned and aimed toward the Portage des Sioux power plant -- all the while he was doing the flying. I took the plane as we crossed the river and headed to the airport and asked his brothers to congratulate Ivan on the flying. It really seemed to make him happy. The heat and the few bumps were getting to him as we entered the pattern so it was definitely time to be on the ground, but overall, it really was a special flight -- for me. :)

Thanks for all that you do for the program. It really is great working with you!

David



Learning as we Go

“Keeping the Blue Side Up”

mr. bill

Good day EAA chapters! I hope my last article has left the nugget of “Let’s not do this” in the back of your brains so when the weather gets iffy you WILL keep yourself in VFR conditions and LIVE TO FLY ANOTHER DAY! It is that nugget and your credit card that will save you and let you fly another day. Just land, get a room, and a big steak or a \$100 hamburger some place where there is good weather.

Last December while I was attempting to fly the Tri-Pacer out of Florida, the situation required the \$100 hangar bill for weather protection and warmth on that cold (18°F.) Florida night. Well worth it when the next morning the weather was clear and the winds were calm. The battery charger that used the hangar’s electricity juiced up the battery overnight and the (warm) starter was able to spin the (warm) engine to life.

Last month we talked being VFR rated but wandering into IFR conditions and paying the ultimate price of falling out of the sky. EAA Sport Aviation magazine writer Lauran Paine Jr. purposely did NOT put an artificial horizon instrument in his RV-8 so he would not be tempted to try to fly in the Instrument Flight Conditions. This from a high time military and airline guy. What a healthy respect for the clouds. I like it. The other thing is flying instruments is a required skill and needs to be practiced all the time for currency.



RV-12 Glass panel with all the info

Also in last month’s photo you saw some of my “pilot skill honing” methods of covering of the instruments or the whole glass panel of the Flight Reviews I give. It is really a confidence builder after that landing. Ex-Boeing

Engineer Ken Blackburn leaned over on his BFR in the 1990’s and stated that he always wanted to do this, I am glad you are here Bill. Afterwards he did like most of the others, his approach to landing was 5 miles per hour faster which caused us to float in the airplane another 500 feet down the runway. Not bad at all with no instruments. Think they call that “seat of the pants” flying.



**Mr. Stinson, Tom Sparr,
and his digital Tachometer**

One gentleman during his BFR ripped me because he did not believe I knew how fast we were flying the final approach at. I placed the yellow soap dish cover in a way so I can see the airspeed needle from the right seat. The irony was that a month later he thanked me because his pitot tube got clogged and he had to land with his airspeed indicator at zero because mud daubers got in his pitot tube. There are reasons for the things we CFIs do.

The airspeed problem is not limited to small planes.

A Boeing B-727 took off from JFK in New York (NWA 12/01/1974 Theills, New York) one night in ice conditions and started its climb to altitude. Normal climb power (86% of full power) and a pitch up of 15 degrees on the artificial horizon will do it. This night though the crew noticed the airspeed was UNUSUALLY high and kept pulling back on the control wheel. The crew kept commenting about the HIGH airspeed and kept pulling back on the control wheel until they had an excessive pitch on the Artificial Horizon. Can you see where this is going?

What instrument is on the Pitot System?

AIRSPEED indicator

Your pitot tube measures "ram pressure," which is a combination of dynamic and static pressure. If you're parked on the ramp, your ram pressure only includes the static component. As you start to move forward, ram pressure includes both static and dynamic pressure.

Open

What happens if your pitot tube ices over, but your static ports remain open? There's actually a couple of different scenarios to consider, depending on what parts of the tube ice over.

In this case, the ram pressure is trapped. As long as you stay at the same altitude, your airspeed freezes as well.

What happens if you climb? Since your static ports are still open, the static pressure will start to decrease. The trapped static pressure in the pitot tube is now greater than the actual static pressure, and your airspeed indicator starts to speed up. *You're now flying slower than your indicated airspeed.* The opposite happens if you descend.

If the pitot tube was clogged or iced over at low altitude where there is HIGH pressure and the plane climbs with that HIGH pressure locked in pitot tube the airspeed indicator will continue to show a HIGH INDICATION.

The airspeed kept climbing as the B 727 was climbing and the aircraft pitch was way above the usual 20 degrees when the airplane stalled.

The pilots forgot to turn on the PITOT heat which warms the pitot tube so it does not ice over.

Instrument failures may be one of the toughest parts of instrument training, and they can quickly spark confusion if they happen when you're in the clouds. In fact, an airspeed indication failure brought down [Air France flight 447](#) - most likely caused by ice crystals blocking the pitot tubes.

What instrument is on the Static System?

Altimeter & Vertical Speed Indicator

What happens if the static system is blocked? (Can occur after the plane is washed. They used to tape over the static ports.)

Scenario 1: Your Static Ports Clog And Your Pitot Tube Is Open

This could happen if your static ports ice over. Your airspeed indicator receives accurate ram pressure, but it compares the ram pressure to the trapped, and unchanging, static pressure.

As long as the barometric pressure doesn't change, and you stay at the same altitude, your airspeed indicator indicates correctly. However, things get wonky if you climb or descend.

If you climb at a constant airspeed, your ram pressure's static component decreases. Since your static ports are clogged, they have too much static pressure. They're stuck at a lower altitude. The difference between ram and static pressure is smaller, and your indicated airspeed decreases. *Now you're flying faster than your indicated airspeed.* The opposite is true if you descend.

The vertical speed indicator will become frozen at zero and will not change at all, even if vertical speed increases or decreases. The airspeed indicator will reverse the error that **occurs** with a clogged pitot tube and cause the airspeed to be read less than it actually is as the aircraft climbs.

I do not mean to sound like a broken record but I like having you guyz and GIRRLS around in the EAA Chapters. While flying a Cessna 310 bank run in 1986 in Columbus, OH I was saddened to learn the next morning that one of the nicest guys at the airport pushed the weather that night and did NOT make it back to the airport. Just like JFK Jr., the airplane had all the high tech stuff: HSI, autopilot, and CFIs available to fly with him, but THE PILOT got disorientated in the skies, and sometimes those skies are NOT friendly.

Continued on the next page...

All photos from mr. bill's article

Learning as we Go (continued)

Alrighty then, on a happy note OSHKOSH 2018 is looking like it will be another BIGGY! The OSH dorms are booked and the surrounding hotels are booked outwards of 150 miles so.....

FLYING TO OSHKOSH: EAA 32 had a great guest speaker last month who was an OSHKOSH controller from past years. His advice was to get the NOTAMS (Notice To Airman) that shows you the procedures for arriving and exiting OSHKOSH. Big thing is keep your head on a swivel, eyes outside looking for traffic, and do what it takes to be SAFE. That intersection at RIPON is a busy one and you just keep circling about until you can find a SAFE place to enter the line going to FISKE intersection.

REMEMBER!!! Have those tanks full of fuel because you never know when the controllers will put you in a holding pattern because of something that is happening.....like the Bonanza Flight of 200 airplanes landing. That takes 30 minutes. FUEL is brains.

Any questions about flying in there do not hesitate an e-mail me at bsarj@cs.com. Been going there since 1981 and still having fun!

Be safe out there! mr. bill

Q? What famous pilot said, "I do not have time for both a wife and an airplane."

A: Wilbur Wright



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



Check out our fantastic Web Pages at

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Laura Million, Web Designer

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Officers and Committees

President

Dave Doherty

636-240-5982

president@eaa32.org

Vice President

Bill Doherty

314-378-1229

vicepresident@eaa32.org

Secretary

Dave Deweese

636-939-3974

secretary@eaa32.org

Treasurer

Don Doherty

636-397-4713

treasurer@eaa32.org

Flight Advisors

Bill Jagust

314-494-3987

vp2boy@gmail.com

Tim Finley

314-606-7501

tfinley@semkeconsulting.com

Tech Counselors

Gale Derosier

636-578-3856

kgderosier@gmail.com

Tim Finley

314-606-7501

tfinley@semkeconsulting.com

Communications

Newsletter: Jim Bower

314-869-8971

newsletter@eaa32.org

Webpage: Laura Million

webmaster@eaa32.org

EAA Hotline:

Safety

Joe Miano

314-895-1754

lmiano24@sbcglobal.net