

**What have I been doing to my Europa and Christmas Wishes**  
**By**  
**Anita and Bud Yerly**

I hope this 2024 holiday season finds you healthy, comfortable in your lifestyle, still flying and enjoying life.

Finally, this late summer and fall have N12AY repaired from the wing and flap damage from three years ago at Sun 'n Fun. The plane had a complete nose to tail rebuild while I puttered with the delamination and flap repair. The plane looks terrific but in my lack of patience with cutting and buffing paint, I still see small swirl marks in the paint. But it is slick as a whistle.



I haven't got the wing completely trimmed up yet as she has a nasty left break at the deep stall with flaps extended fully. I can fix it, but it takes time and frankly some luck to get it fixed in a timely manner.

In the photo I have N12AY sporting the Airmaster Three Blade AP332 rather than my customary Airmaster two blade AP420. I like the 420 because it is light at 19 pounds with everything, easy to take the cowl off, but is a bit louder and is slightly rougher which is common with wide chord two blades vs. a three blade.

I have a tail pipe extension experiment which is made from quite heavy automotive exhaust pipe, which allows the NACA vent to be clear of exhaust. I'll find some thin wall stainless and we'll weld up a more sophisticated looking one. I'll fit it in with the shop building repairs, and the standard home chores. My avionics are working well and my home made digital fuel gauge works flawlessly as does my voice stall warning system. No more fuel reading issues like  $\frac{1}{4}$  is actually about half the main gas available. No homebuilt aircraft is truly finished. We can always find a way to tinker. That was an interesting project and quite satisfying but not completely finished as it isn't labeled and the USB plugs for updates on my GRT and gas gauge are exposed. More time on CAD and my 3D printers should solve that.



Anita and I are healthy and stay active with the family and in our community, but travel via light airplane is out of the question for Anita unless I can get a stewardess on board and can meet her schedule. At 73 I can see my 50+ years of flying will come to an end. It's time to think about selling the plane. You can't beat the odds father time piles on us. I fly often with my local FBO and enjoy my flights with the young instructors and help them improve their inflight teaching skills.

Have a Happy and productive New Year. Maintain your airplane and fly it more often health permitting. Airplanes fly reliably when exercised frequently, and frankly so do we.

Bud and Anita Yerly