
EAA Chapter 32 News

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

February, 2025



RV-12 rework in progress

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 Tuesday ahead of the scheduled meeting. Send contributions to newsletter@eaa32.org.

Notes from around EAA Chapter 32

Submitted by Jim Hall, EAA32, President

Each day since joining EAA Chapter 32, it has been an honor being associated with such a friendly group of aviation enthusiasts who joyfully share their love and expertise willingly with everyone around them.

During many past EAA gatherings, an often mentioned term was talk about the EAA three-legged stool. I went looking for the physical stool so that I could sit on it and find out what made it so special. The three legs of the EAA stool represent aviation, education, and social. When I first joined the chapter I quickly found out that all of my fellow EAA members are what make up this representational icon through their positive attitudes and actions. It's always fun to be a part of an organization that shares these common goals. Thank you to all of you for making everyone welcome and our chapter so very successful.

The EAA Homebuilders Week Webinars were just completed in the last few days of January. The presentations were always informative and are available online. One of the common refrains I heard in more than half of the presentations was the praise for the EAA Technical Counselor as a free resource.

We're fortunate to have Bob Clarke, as a Chapter 32 member, and also an EAA Technical Counselor. On February 15th he will share some of the lessons he learned along the way completing his own Zenith 750. Bob will also talk about meeting the expectations from EAA to become a Technical Counselor.

During our last gathering, we were joined by a young man, Justus Solomon, who came to the meeting to find out about learning to fly. He definitely came to the right place, as many members helpfully shared ideas with him. Another guest, Jordan Bryant, chief flight instructor at St. Charles Flying Service shared information with him and Justus was set-up for an introductory flight this past Saturday. Because of the weather it was rescheduled; however he did stop by the ARC, and Ken Derks and I were able to answer more of his questions and, of course, invite him to return to explore his interests in aviation.

It just so happened that the RV-12 crew were also there working on the upgrade to their aircraft. It's pretty impressive to see them at work and realize that the aircraft that has already flown around 1500 hours since they built it about 7 years ago will be even better once the new parts are installed and it's reassembled. We're all looking forward to seeing it in the air again making Young Eagles flights. Could this be another example of the RV-Grin at work?



Once again this year, many of us will be attending the Ultralight & Light Sport Aviation Safety Symposium at SWIC in

Granite City, IL held on Saturday, February 22nd. We are looking forward to the presentations. Chapter 32 member Frank Dressel will also be presenting a talk about his beautiful Vans RV-14 build. It's

just been a little over four years from start to finish and he's now starting to fly his fantastic aircraft. His persistence and dedication certainly paid off.

On March 8th we are co-hosting the EAA Chapter Leadership Boot Camp, along with Chapter 1675, at the Wings of Hope facility at Spirit of St. Louis Airport. The dinner is on the 7th and Saturday will be the presentations from EAA's Charlie Becker and Chris Gauger. We're coordinating with everyone to make final arrangements and looking forward to it.

Chapter 32 has also been asked to host the 1929 EAA Ford Tri-Motor which will be in St. Louis from April 11-13 while on its Midwest tour.

The Tri-Motor needs to be hangered and has a 74 foot wingspan, a length of 49 feet 10 inches and a height of 12 feet 8 inches. It won't fit in the available spaces at Smartt Field. Bill Doherty has received permission from Signature Aviation to use the hangars at Spirit Airport.

We'll need to provide for marshalling passengers around the Tri-Motor and staffing any other requirements. Chapter 32 will receive a percentage of the proceeds and benefit from the attention that the event will generate. If you've not flown it yet, here's your opportunity to be aboard an airplane that started the 'golden' age of passenger aviation.

April 12th is our first Young Eagles event of the year. If we host it at Spirit, coinciding with the Tri-Motor, we will have to modify our normal process, but all our volunteers will be at the same airport.

This looks to be another busy year for requests to host Young Eagles events. In addition to our regular YE events we've been requested by the Gateway Youth Aeronautical Foundation to see if we can do a private Young Eagle event on June 7th at Creve Coeur during their large airport Open House.

In the time since our January gathering we've answered two requests to provide written recommendations for applicants to Aviation Scholarships. We've included a guideline from an AOPA article designed to help scholarship applicants.

Jon Crackel, Ken Derks and I have met with and approved a request to be the beneficiary of an Eagle Scout Service Project at the ARC. Logan Hanquet chose our chapter for his project because he wanted to fill a need of something he observed during his visits to our Young Eagles events. He has drafted a professional proposal and established a timeline for his completion. It's impressive how organized he is in approaching the project.



Next time you happen to go inside the ARC you'll notice that Ken has been busy upgrading the interior doors with new handles, locking mechanisms and even windows on the office doors to keep us from swinging one open on someone. Thanks Ken – the ARC is really looking great and it's nice to see the 'EAA32' minivan spreading the name around town...

Well, it certainly looks like we're off to an exciting and busy new year. We're looking forward to gathering with all our chapter family whenever we can!

5 tips for a winning scholarship application from a 2019 AOPA article quoting Táz Thomas, scholarship program manager at that time.



- 1. Complete the application.** OK, you might be thinking that sounds like a no-brainer, but you'd be surprised by the number of applications we receive that are incomplete. And incomplete applications are dismissed. Make sure to read and respond to each item carefully. For example, the application asks if you are related to an "AOPA employee." Many applicants incorrectly read that as "AOPA member" and incorrectly select "yes." This automatically disqualifies them, because the scholarships aren't open to family members of employees. That's a mistake Thomas has seen frequently. So, if you're going to take time to apply, take the time to complete every aspect of the application carefully.
- 2. Make your bio shine.** This is the area to showcase your passion for aviation, including your aviation goals. We know you want to live, eat, and sleep aviation, but we also know there's more to you than flying. So, highlight how well-rounded you are through your extracurricular and volunteer activities, for example.
- 3. Make sure your references turn their recommendations in on time.** Put a lot of thought into who you want to ask to be references, and follow up with them to make sure they submit their recommendations on time. The deadline is April 2, and no material will be accepted after that point. Recommendations that aren't in by the deadline will automatically disqualify an applicant. While we are on the topic of references—make sure you pick individuals who will provide a passionate recommendation for you! Oh, and give them enough time to write that glowing recommendation. They won't be notified by AOPA to submit a recommendation until you have submitted your application, so don't wait until the last minute.
- 4. Tell us what you will do to learn to fly if you don't earn a scholarship or if you need to supplement your scholarship to complete training.** You might be thinking that sharing other avenues of funding available for your flight training could hurt your chances of earning a scholarship. That couldn't be further from the truth. Explaining other funds that you have available for learning to fly, whether other scholarships, money you have saved, or extra jobs you would work, shows us an important aspect of your character that is important in aviation: having a plan. "People who have a plan show that they are organized and plan for the future," says Thomas. Simply answering, "I don't know," won't cut it.
- 5. Explain your long-term aviation goals.** Here's a hint: This should be longer than one sentence! "We need to see their passion through their application," Thomas says. If you want to be a professional pilot or fly for fun and share the love of flight with others, great—just explain why and let us see the excitement inside you.

Announcement: EAA Chapter Leadership Training - Boot Camp will be co-hosted by Greater St. Louis

The EAA Chapter Leadership Training Boot Camp is coming to St. Louis on March 8th, 2025. EAA Chapters 32 and 1675 will co-host the event which will be held at the Wings of Hope Facility at Spirit of St. Louis Airport. EAA Chapters 64, 864 & 1387 have also expressed interest in helping to partner for the EAA training event.

After discussions with EAA's Christopher Gauger (Chapter Field Representative) and local STL chapters, March 8th, 2025 is the best fit for the greater St. Louis area EAA Chapters to have a Leadership Boot camp. In addition, EAA Director of Chapters, Charlie Becker, is a native of St. Louis and will be available to attend the boot camp on this date.

Thanks to John Heilmann, President of Chapter 1675, who confirmed that we can use the Wings of Hope facility at the Spirit of St. Louis Airport for the Saturday leadership boot camp. We'll likely have a catered dinner and speaker on Friday night in the Wings of Hope facility.

EAA Chapters 32, 64, 864, 1387 & 1675 have let us know that there are no other scheduling conflicts on that date. Thanks for working with us to select the best date. We're all looking forward to the leadership camp!

Another “Wonder Weapon” That Wasn’t: Bachem Ba 349 Natter

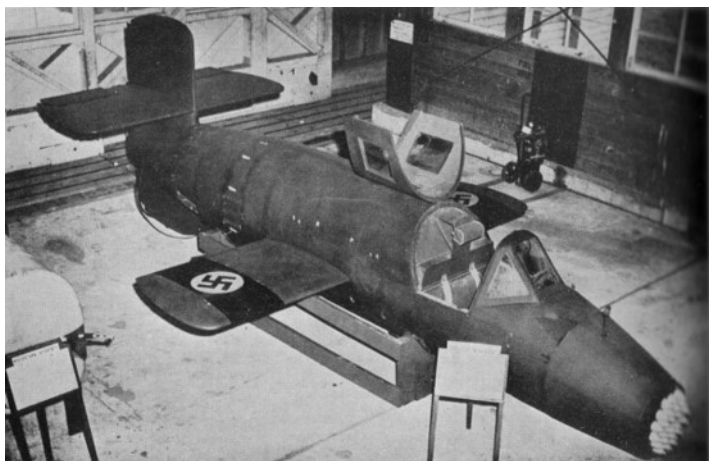
From Wikipedia

The Bachem Ba 349 Natter (English: Colubrid, grass-snake) is a World War II German point-defense rocket-powered interceptor, which was to be used in a very similar way to a manned surface-to-air missile. After a vertical take-off, which eliminated the need for airfields, most of the flight to the Allied bombers was to be controlled by an autopilot. The primary role of the relatively untrained pilot was to aim the aircraft at its target bomber and fire its armament of rockets. The pilot and the fuselage containing the rocket engine would then land using separate parachutes, while the nose section was disposable.

The first and only manned vertical take-off flight, on 1 March 1945, ended in the death of the test pilot, Lothar Sieber.

Check out a video here:

<https://www.youtube.com/watch?v=6GliT1Ltvcs>



January Meeting Minutes

Jennifer Skikas, EAA Chapter 32 Secretary

-Meeting called to order: 10:08am

- Pledge

- Welcome visitors/ new members

Jordan Bryant, chief flight instructor at St. Charles Flying service, would like to get involved with chapter

One young man, Justus Solomon, is interested in becoming a pilot and was told 32 was a great place to start

- Attendance sheet

- Guest Speaker: Dennis Wiss, Manager of St. Charles County Regional Airport; Presentation of the history and future plans for Smartt Field. Topics Dennis covered were the history of the airport, facilities and maintenance, flight operations, annual events, and the master plan. [See the .pdf file accompanying this newsletter for the slides Dennis used during his presentation.](#)

Some points covered in the presentation: It began as an airport in the early 1940s, 92 T hangars are presently full with a 35 person wait list, longer than a year. Three fixed base companies, St. Charles Flying Service, Skylink and the CAF. Tied with Branson airport for 5th in number of annual flight operations in the state at 63,000+. Has been under the St. Charles county parks department for the past 2 years. Master plan involves a general outlook to make it a gateway to St. Charles county and make it more attractive to corporate/business activity. Flood mitigation is difficult due to flatness, a variety of measures are being looked at to lessen flooding. Average annual revenue is \$16,000.

Jim Hall mentioned ideas brainstormed for fundraisers to bring attention to the airport, specifically family friendly ideas, such as Santa arriving in a helicopter. Other ideas are welcome.

A combo anniversary event is going to be held on Saturday, April 26. Between the airport and groups housed on the airport grounds such as the chapter, CAF, and flying school, there are 300+ years combined in aviation.

- Young Eagles report - Jon Crackel & Jennifer Skikas, YE Coordinators

Chapter 32 total Young Eagles in 2024 (April-October) 6 YE events were held at Smartt Field; but 1 public and 2 private YE events (OBAP & Home Schooled group) were cancelled by weather. 381 Young Eagles were flown in 2024; 50 more than 2023

Over 200 flights by 18 pilots (including 5 pilots who flew with chapter 32 for the first time) and many more than 35 ground crew who had signed in to help at events

Chapter 32 has flown Young Eagles every year since the program launched in 1992 for a total of 9805. More than 116 pilots have flown Young Eagles with Chapter 32.

Thanks to Jon Crackel, YE Coordinator for tabulating the numbers!

Total Young Eagles Flown: 2,419,174 — Stats as of January 17, 2025

Jim H. asked if the chapter is still in favor of proceeding in the same routine of the second Saturday of the month April-October. All in favor.

- Scouting Aviation Merit Badge classes offered at each event by Frank Dressel. Dave Doherty is going to help in 2025 season. Others are always welcome.

- Ray Scholarship Foundation Report – Ken Derks, Coordinator

Former Ray scholar Vassili: has made CFII

Anna is preparing for her written test, and has received a headset.

Caleb soloed December 9, Ken shared videos of his take off and landing. 3 take offs and landings, still working on his written test.

Lauren: flew with Bill J. recently

The chapter will only have one new Ray scholar next year.

There was a lengthy discussion by various members about flight students, how learning styles have changed and adjusting to meet their needs and communication between the students and instructors. A point noted by St. Charles Flying Service representatives is that new students are struggling with learning the instruments. Many moving parts make it difficult and more challenging to instruct students. Others have noticed the attention span is much shorter, they are better with smaller bits of information. Have to actually see parts live, not just videos. Would like to take written before flying to understand information before flying to scaffold info as flying progresses. Bill J., Jim Hann and Jordan gave

advice to the young man who was visiting who wants to get started.

May 17 Flying Start/meeting: This is during EAAs Learn to Fly week. There will be an open house that day. Last year had 6 (12 signed up) participants. 5 participants earned the chapter two wristbands for AirVenture. Ken will organize the event.

- **Aviation Explorers Post 9032** – Jim Hall/ Libby Yunger

This past Wednesday about 15 kids toured Elite Aviation's maintenance hangar and simulator.

Cathy Babis is speaking at next month's meeting.

- **Treasurer's report (Checking/ Savings)** - Bob Murray, Treasurer

Checking/savings/PayPal, Ray scholarship

Ended 2024 down about \$1000 due to Ray scholarship splits. Will correct itself when some of the current paperwork goes through.

Made \$190 on 50/50 at the banquet.

Dues due by the end of February.

Old business:

- EAA Chapter 32 Annual Renewal & Insurance Application Completed & Submitted: payed and up to date

- EAA Chapter 32 Recognition Application Submitted: Bill D. submitted info and is waiting to hear back

-Approved the renewal of Aviation Explorers Post 9032 with Greater St. Louis Area Council: it is chartered through Greater St. Louis Area Council, EAA 32 members help provide advisors, contacts and mentors.

Coming up:

- EAA Chapter Leadership Academy Boot Camp on March 8 (includes Mar 7 evening) co-host w/ EAA Chapter 1675, 64, 864 & 1387. To be held at Wings of Hope - SUS

- Possible Opportunity to host EAA Ford Tri-Motor: Bill D. is working on it

- EAA Chapter 32 Board Meetings: would like feedback on making board meetings open to everyone. Before or after a chapter meeting, stand alone, etc?

- New chair for Membership Committee: Dave Doherty would like to have someone else take over.

- Movie nights and BBQ: Website needs to updated information on events of this type

- Birthday/ Anniversary celebration for stakeholders at St. Charles County Regional Airport (Smartt Field)

- Scott Air Force Base Open House & STEM event June 14: We have been invited but conflicts for multiple reasons. Any individuals interested are welcome to attend.

Jim Hann: recommended to visit the EAA museum in Oshkosh as he has recently visited, also mentioned Green Bay is hosting NFL draft and EAA has opened up only the electric campsites on grounds for people attending the draft.

Next meeting: Saturday, February 15 at 10:00am in the St. Charles Co. Regional Airport terminal/administration building. We also have scheduled an EAA Technical Counselor (our own Bob Clarke) for our February gathering to discuss what it takes to become a counselor and how it can help aircraft builders to include this free EAA members benefit into their build.

11:55am Motion made to adjourn, second, all approved.



Learners as We Go “In My Humble Opinion Where Flight Training is These Days”

mr. bill



The words I write now are things that have been shared with me from various people, at various flight schools, and various airports, across this great country.

I mean **NO HARM** by this article **BUT** it is obvious to many that there is a **SITUATION** in the process of certifying pilots.

During the last two years I have visited several flight schools and flown several types of Category and Class of aircraft. It seems to me that the “Old pilots from the Old School” take the time and effort to ensure that the pilots they are training are proficient and polished in the machine that they are flying and have them ready for the check rides for the certificate they are seeking.



Currency checkout in April

After my three landings I was current and as the Seasoned Instructor said, “I feel good with you flying SOLO if you want to do that.” Thank you, sir!

The same went for the next aero machine I sat in. “Do **NOT** let me solo until you are **SURE** that I am in a

good way.” (Remember airline pilots are crummy little airplane pilots.) Well, after some air work and 5 landings I was officially signed off for flying this aero machine.

Today I watched a flight student who was taking their



The 2024 Season Gyro checkout

multi engine checkride. The pilot applicant was grinding away on the starter of the airplane while there was a puddle of fuel under the engine. **WHY?** Because the pilot flooded the engine. A mechanic had to “assist” the pilot to start the engine.

This aircraft is a Complex aircraft that has a controllable pitched propeller. That is the **BLUE control knob** for adjusting the pitch of the propeller for maximum efficiency of the engine. (The throttle is the **BLACK knob** and is on the left. **BLUE is the propeller**, and is in the middle. The **Mixture Control, RED**, is on the right.) The pilot during the runup pulls the **BLUE knob** aft to force the propeller into **HIGH PITCH** low rpm’s (Revolutions per minute).

This day during the runup, the pilot candidate kept pulling back on the BLACK throttle and NOT the BLUE PROP knob for the runup PROPELLER check. The pilot applicant FAILED the



Typical Throttle Quadrant

(\$1,000) check ride because HE LACKED THE KNOWLEDGE OF AIRCRAFT SYSTEMS.

So.... who is at fault? Student?.... Instructor?

The student demanded to take the check ride! He was told by his instructor that he was NOT ready.

“I AM?” Alrighty then!

One of the things that happen with SOME students is they are Bobbleheads. Nodding their heads up and down, indicating they believe or claim they know the answer.

The only way to know a subject is to be tested and be asked some questions. That is why there is a written exam. The questions that YOU miss on the FAA written exam WILL be the ones that you will be asked on your flight test TO ASSURE THE FLIGHT TEST EXAMINER (DPE), THAT YOU KNOW YOUR STUFF.

Speaking of flight test examiners, who actually are called DPE's, Designated Pilot Examiners, there are 695 registered in the US of A. BUT about 200 or so are active and are giving exams. The powers that are in control have heard the cries of the pilot applicants and 100 more DPE's have been requested by the government. Hopefully this helps.

A new term was learned this weekend:

“DPE JAIL” -the place where you have to wait for up to three months (and that is a short time) to wait for your FAA (Federal Aviation Admin-

istration) designated pilot examiner to give you the Check ride for your pilot certificate.

What would really help is if we could get these pilot applicants to READ, STUDY, COMPREHEND, and TAKE some practice exams over these subjects.

It is all too easy to “watch a You tube video” and SAY YOU UNDERSTAND IT!”

At our last EAA 32 meeting, (and I am sorry I did not get the man's name) a man stated that he taught an Industrial Arts class, and he said the KEY words to this issue.

“The kids do not want to LEARN HOW TO DO THE SKILL. THEY JUST WANT TO BE SHOWN HOW TO DO IT!”

There are volumes more material these days (than in 1976) and unless we spend the TIME reviewing ALL THE MATERIAL, these students, pilot applicants, young and mature, will not be as thoroughly equipped for the check rides of today.

In the current Cessna C-172 manual, there are several pages of engine failures. Engine failure:

On take off roll, On Climb out, in Cruise, during descent, on roll out. All have different steps.

The SPORT AVIATION articles by Steve Krog in the past year's issues have enlightened us on how these low time newly minted instructors are NOT as knowledgeable as the seasoned ones. They also are not thoroughly training, testing, or practicing with their students. It could be easy for the instructor to say, “Well that student of mine did NOT study and that is why they failed.” Is that something you want to say out loud about someone who is paying \$150/hour for a plane and \$85.00 and hour for your flight/ ground instruction?

Q? Recently this place had its first aircraft accident?

A: The planet Mars when the NASA Ingenuity Mars Helicopter crashed.

NC-85862 1946 Aeronca Chief 11AC-256 Rescue and Restoration

Mike Benne EAA 1371240

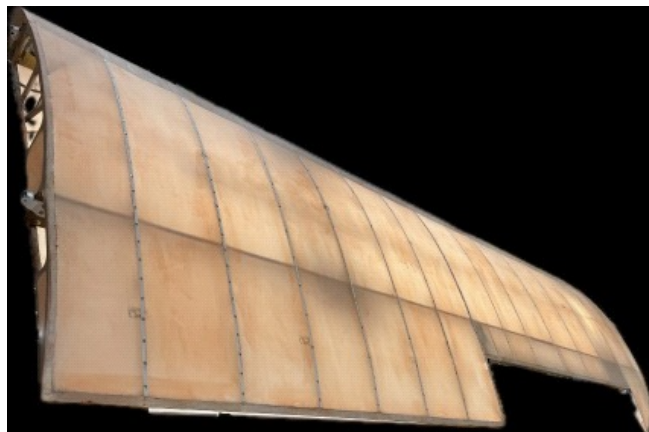
Jon Benne EAA

February 2025 Project Update Part 7

The Power of Pink

Valentine's Day is upon us, and over time, pink became a staple color for Valentine's Day cards, gifts, and candies, reinforcing its connection to love and the holiday's theme. How does the color pink impact the aviation community? You may be surprised.

The pink color of the Poly-Fiber aircraft fabric covering system comes from Poly-Brush, which is a primer used in the covering system. Poly-Brush is applied to the fabric to penetrate and bond the fibers, sealing and protecting them while providing a good base for further coatings. The pink color helps ensure even coverage and allows inspectors to verify that the fabric has been properly coated. It also enhances the adhesion of subsequent layers, such as silver UV-blocking coatings and final paint layers.



Our Pink Poly-Brushed Aeronca Chief wing

We have started attaching the wing ribs to the external fabric covering using reinforcing tape and rivets to the wing ribs, an extensive process using over 800 rivets. On the Aeronca Chief we are using Bill Pancake's STC which allows rivets instead of PK-4 sheet metal screws.

The spar attachment rivets will then be covered with fabric tape, covered in Poly-Brush. After completing this task, we will apply gussets and patches at all of the penetrations on the wings and fuselage. Two spray coats of pink Poly-Brush will follow to prepare the aircraft for the UV and finish color coatings. But for a time, everything will be very pink!

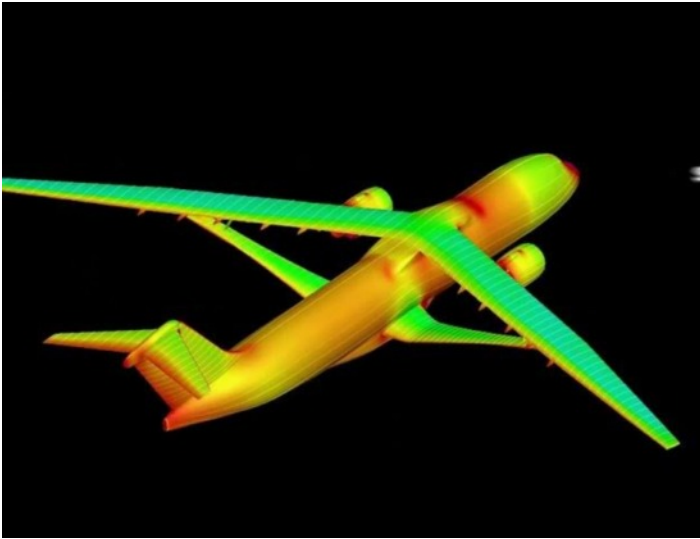
As a wind tunnel test engineer at McDonnell-Douglas and then Boeing for 43 years, my primary function was to conduct tests and gather performance data on wind tunnel models. During my career, I followed and supported wind tunnel tests of many different aircraft configurations including the F/A-18 E/F using Pressure-sensitive paint.



X-66A wind tunnel model with pink PSP (NASA)

Pressure-sensitive paint (PSP) is a specialized coating used in wind tunnel tests to measure surface pressure distribution on aerodynamic models. The special coating is a bright pink after application. It contains luminescent molecules that fluoresce when exposed to UV or dark blue light. When the wind tunnel is running, and as air pressure changes on the model's surface, the emitted light intensity varies due to oxygen quenching. High-pressure areas reduce luminescence, while low-pressure areas increase it. Cameras capture these

ariations, allowing researchers to map the surface pressure distribution with high spatial resolution, making PSP a valuable tool for aerodynamic analysis.



Dryden Flight Research Center ECN-1751 Photographed 1967
X-15 #2 full scale ablation (NASA photo)

would help the #2 aircraft reach the record speed of 4,520 mph (Mach 6.7).

I hope you enjoyed this pink aviation-related trivia. Have a wonderful Valentine's Day!

X-66A wind tunnel model with pressure-distribution computed from PSP images acquired at Mach = 0.9 and AOA = 6 degrees. The green color indicates the low-pressure regions on the top of the wing at these conditions, creating lift.

Our final entry for pink is the beautiful X-15. In June 1967, the X-15A-2 rocket-powered research aircraft received a full-scale ablative coating to protect the craft from the high temperatures associated with hypersonic flight above Mach 5. This pink eraser-like substance, applied to the X-15A-2 aircraft, was then covered with a white sealant coat before flight. This coating



Aviation Explorer Post 9032 Activities Update for February, 2025

Jim Hall, AE Advisor

Note: Chrissy Kujawa, the Lead Advisor of Aviation Explorers Post 9032, will be stepping down as lead post advisor at the start of summer. She has excelled in her leadership position as the AE lead advisor and will be wrapping up through July by coordinating the AirVenture AE Post 9032 attendance for all youth members going to the EAA event.

“We are looking for someone else to be lead post advisor! This role is mostly about coordinating our existing and awesome advisor team to help officers plan events. If you are interested in this leadership role or know someone who is interested, please let me know!

It would be great to have someone in place before the start of June for an easy transition. It has been a lot of fun working with this group of advisors and students the last 3 years.”

– Chrissy Kujawa Email: ckujawa@aepost9032.org

Thanks Chrissy for all you’ve done to lead and inspire our many aviation explorers. We all wish you the best in your future endeavors! – AE Post 9032 Advisors

The February 5th Aviation Explorer Post 9032 meeting was held at Signature Aviation:

The **guest speaker was Cathy Babbis**, who talked of her experiences circumnavigating Australia in a seaplane! She grew up in an aviation family, joined CAP at 13, soloed at 16 and got her PPL at 17. She has been a commercial pilot, ground instructor, formerly a flight instructor, aviation weather observer, air traffic controller, was in the army, and managed a group at the NGA that created safety of navigation charts and approach plates for instrument flight worldwide, and she is currently a mentor for the aviation STEM programs at Wings of Hope.

Cathy presented a great amount of information to the aviation exploration youth about her career paths and her adventures. She initially made connection with the Australian seaplane pilots planning the trip when she responded to an online article about an opening for another pilot for the journey. The circumnavigation took 117.6 flight hours to travel 10,330 miles and was spread across 58 days. They consumed 760 gallons of automotive fuel that was needed for their aircraft and sometimes hard to find in remote areas.

Among the facts she shared was a bit of history that Australia was attacked by the Japanese 114 times during WWII.

She also shared that in 1970 only 2.54% of the licensed pilots were female and that more than 50 years later only 8% of the licensed pilots are female.

It was a great talk and our thanks go to Libby Yunger who made the connection with Cathy and to Bill Doherty who has arranged for AE meetings to be held at Signature Aviation.

2025 Proposed Schedule:

- February 19** Visit to St Louis University; wind tunnel & aviation program information
- February 22** Ultralight and Light Sport Safety Symposium @ SWIC Granite City – Open attendance
- March 5** Visit to EAA 32 Aviation Resource Center (ARC) – proposed presentation re: Vans RV 12 aircraft upgrade project located at St. Charles County Regional Airport (Smartt Field)
- March 8** 9:30 AM visit to Florissant Valley Community College - Sheet Metal/Composite Programs Advanced Manufacturing Center
- Date TBD** Pre-AirVenture Virtual planning meeting
- March 19** TBD - Spirit of St. Louis tower tour? Or TRACON? TBD
- April 2** 4:45 PM Boeing Augmented/Virtual Reality Lab Tour
- April 17** Gateway Youth Aviation Foundation – Simulators Creve Coeur Airport
- May 3** Soar into STEM Career Fair at Wings of Hope at SUS
- May 7** Speaker + AE Officers Elections (+ Aviation Jeopardy) Signature Aviation at SUS
- May 21** Metro Police helicopter pilot + tour? TBD at SUS?
- June 7** Youth in Aviation Event at Creve Coeur Airport; sponsored by GYAF
- June 14** Scott Air Force Base STEM Expo being held at Scott AFB – open attendance
- July 21-27** EAA AirVenture - Aviation Explorer Posts Camp

Completed activities in the last few months:

- February 5th Cathy Babbis - guest speaker SUS held in the Signature Aviation Meeting room
- January 15th 6:00 PM visit to Elite Aviation Flight School at Spirit of St Louis Airport (SUS)
- December 18th, Wednesday Movie Night at Signature Aviation
- December 4th, Wednesday SWA Commercial Pilot Stephanie Maugham at Signature Aviation
- November 9th, **Grissom Space Museum Tour**; 118 E School St, Bonne Terre, MO 63628
- **November 9th, Aviation Explorer Post 9032 at the Wings of Hope 'Soar into STEM' Career Fair**
- **November 6th at Gulfstream Completions Center Tour**
- **October 26th St. Charles County Regional Airport (Smartt Field) Open House**
- **October 23rd Pre-flight Check and Airplane Familiarization: first event of the year; a pre-flight check on an Piper Saratoga aircraft @ Spirit of St. Louis Airport**
- **October 16th Aviation Explorer Post 9032 Kick off and Open House in the Signature Aviation FBO (Fixed Base Operator) facility at Sprit of St. louis Airport (SUS). 50 people attended!**

Aviation Explorer Post 9032 Activities Update for February, 2025 (Continued)

Jim Hall, AE Advisor

(Note: see previous EAA Chapter 32 archived monthly Newsletters for detailed past AE activities)

ABOUT POST 9032

Aviation Explorer Post 9032 is an established career exploration program based in St. Louis, MO. Part of the Greater St. Louis Area Council, 'Learning for Life' program. AE Post 9032 is a chartered youth group with advisors and support from Chapter 32 of the Experimental Aircraft Association and additional advisors with aviation related interests. Virtual Advisor and Post Officer Meetings each month go over event planning.

General Meetings are held in the Signature Aviation FBO (Fixed Base Operator) facility at Sprit of St. Louis Airport (SUS) 18250 Edison Avenue; Chesterfield, MO. 63005

Additional links to AE Post activities are listed below:

<https://www.facebook.com/aepost9032/>

<https://www.instagram.com/aepost9032/>

Tentative dates for Aviation Explorer Post 9032 meetings and activities are on the website calendar:

<https://www.aepost9032.org/>

The AE post officers once again have a lot of great ideas and activities lined up for the future.

Proposed Agenda: Each month the usual schedule (flexible around other activities with some events being held on another day or in a different location):

- 1st Wednesday; 6-7pm **General Meeting in the Signature Aviation FBO (Fixed Base Operator) facility at Sprit of St. Louis Airport (SUS) 18250 Edison Avenue; Chesterfield, MO. 63005**
- 2nd Wednesday; 6:30 & 7pm Post Officers and Advisors Virtual Online Meetings
- 3rd Wednesday; 6-7pm Guest Speaker or offsite Activity (day/ date subject to changes)

Lindbergh Relay Station

Jim Hall



Charles A. Lindbergh, renowned Air Mail Pilot, handpicked a 40-acre plot on Airport Road to serve as an emergency landing field during his mail flights between Chicago and St. Louis. In August 1926, this flat parcel of land was leased by the United States Government from William L. Waters, who owned the Benjamin (Godfrey) residence at 6808 Godfrey Rd.

The landing strip was clearly visible, thanks to floodlights stationed 200 feet apart and a striking beacon with a brightness of 1250 candlepower, mounted on a 60-foot steel tower. This strip was used by mail pilots when factors such as weather, visibility, or mechanical issues made a safe landing at Lambert Field in St. Louis, Missouri, unfeasible for mail delivery.

A small, timber-framed station was constructed on the field, featuring a telephone line for communications. It served multiple purposes: storage for airplane supplies like oil, fuel, and parts; accommodation with a cot for pilots to stay overnight; and a designated area for mail storage.

The Lindbergh Relay Station, now located at the Godfrey Village Hall, was originally located at the Godfrey Relay Station, one of nine relay stations that Charles Lindbergh established along the Chicago-St Louis air mail route.

Lindbergh Relay Station
6810 Godfrey Rd
Godfrey, IL 62035

EAA Chapter 32 – Updated 2025 Calendar of Aviation Events

Jim Hall, EAA Chapter 32, President

January

- 18 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field - St. Charles County Airport Terminal (Administration) building; Dennis Wiss (Airport Manager) will talk about the St. Charles County Regional Airport Master Plan
- 27–31 EAA Ηομεβυιλδερσ Ωεεκ Ωεβιναρσ

February

- 15 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field - St. Charles County Airport Terminal (Administration) building – speaker Bob Clarke, EAA Technical Advisor
 - Chapter 32 Board meeting after gathering
- 18-20 EAA Virtual Ultralight Days (Webinars each day)
- 22 44th Annual Ultralight & Light Sport Aviation Safety Symposium; at SWIC, Granite City, IL event is open to all and breakfast/ lunch is sold by EAA Chapter 64

March

- 8 EAA Chapter Leadership Boot Camp hosted by Chapters 32 & 1675 @ Spirit of STL Airport in the Wings of Hope facility (dinner banquet & speaker for Friday evening on 3/7/25)
- 15 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field - St. Charles County Airport Terminal (Administration) building; Pete Seddon (TRACON) will be guest speaker

April

- 1-6 Sun 'n Fun; Lakeland, FL
- 11-13 EAA Ford Tri-Motor Tour hosted at Spirit of St Louis Airport by Chapter 32
- 12 EAA Chapter 32 Young Eagles event at 9am – location TBD
- 19 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC)
- 26 St. Charles County Regional Airport Stakeholders Birthday Celebration - 300+ years Cupcakes & Coffee; Aircraft on Display

May

- 10 EAA Chapter 32 Young Eagles event at 9am
- 17 EAA Flying Start event after meeting, during EAA Learn to Fly Week (May 13-18)
- 17 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC)

June

- 7 Gateway Youth Aeronautical Foundation event at Creve Coeur Airport – EAA Chapter 32 invited to participate (Private Young Eagles – TBD)
- 14 EAA Chapter 32 Young Eagles event at 9am (EAA International Young Eagles Day)
- 14 Scott Air Force Base Open House & STEM expo
- 21 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC)

July

- 12 EAA Chapter 32 Young Eagles event at 9am
- 19 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC)
- 21-27 * EAA AirVenture; Oshkosh, WI

August

- 9 EAA Chapter 32 Young Eagles event at 9am
- 16 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC)
- 30-31 Wings of Pride Airshow w/ Blue Angels; Branson, MO

September

- 4-6 17th Annual Midwest Aviation Expo; Mt. Vernon, IL
- 13 EAA Chapter 32 Young Eagles event at 9am
- 10-14 National Championship Air Races & Air Show; Roswell, New Mexico
- 20 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC)
- 27 CAF Hangar Dance; Smartt Field

October

- 11 EAA Chapter 32 Young Eagles event at 9am
- 18 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC)
- 25 St. Charles County Regional Airport Open House & Pumpkin Drop
- EAA Chapter 32 Open House

November

- 15 EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC)

December

- 6 EAA Chapter 32 Holiday Banquet - TBD

About “YOUR” EAA Chapter 32 and Smartt Field

- Jim Hall

The 1st three EAA Chapter 32 general gathering/ meetings are scheduled to be held in the St. Charles County Regional Airport Terminal (Administration) building for February, February & March @ 10 am on the third Saturday of each month. We'll enjoy the auditorium setting as we think about how we want to best continue to use and enjoy the Aviation Resource Center (ARC).

On February 18, Dennis Wiss (Airport Manager) will talk about the St. Charles County Regional Airport Master Plan. We'll have a brief business meeting following the presentation for those who want to stay a little longer.

We're in the midst of planning a birthday party at Smartt Field – date to be decided upon. Stakeholders at the airport have exhibited an interest in celebrating the anniversary of the airport. While we're at it, we'll acknowledge other aviation birthdays: Records indicate that EAA Chapter 32 was formed in February, 1956 and the CAF's B-25 recently turned 80 years old as well. It'll be fun to celebrate this kind of longevity.

History of St. Charles County Regional Airport – Smartt Field:

In February 1941, the Navy at St. Louis's Lambert Field began full primary training. Since Lambert was a very busy airport, also being used by the Army and the manufacturers, inexperienced student pilots were not allowed to solo. The Navy traveled 11 miles north and eventually purchased several hundred acres from Ruth Neubeiser. An initial \$250,000 was spent building a 2,000 ft. octagonal mat, a hangar, and barracks. Navy flight training students were organized into two units - the port and starboard wings. In the morning, one wing would fly while the other attended classes and other activities. In the afternoon, it was the opposite. Students were bused to and from Neubeiser for their solos. A considerable number of aircraft were kept at Neubeiser as well as ground crewmen who serviced the aircraft and lived there. The facility was later renamed **Smartt Field** in honor of Ensign Joseph Smartt, who was killed in the Japanese attack on NAS Kaneohe Bay, Hawaii on December 7, 1941. He was the first St. Charles County resident to be killed in the conflict.

In 1957, the federal government deeded the airport grounds, then consisting of 184 acres, to the City of St. Charles and St. Charles County. The City subsequently released their portion in 1976 to the County.

Today, the airfield is approximately 312 acres with over 1.5 million square feet of paved surface. In 2020, the airport's name was changed to St. Charles County Regional Airport – Smartt Field Airport to reflect both the [Federal Aviation Administration \(FAA\)](#)'s and the State of Missouri's designation of SCCRA as a regional airport.

Some early History of EAA Chapter 32 and the Aviation Resource Center from the archives of “EAA Chapter 32 News.

All of the excerpts are from the [Current-Archived Newsletters](#) off the EAA Chapter 32 Website. To see the photos and more good info take a look online and enjoy.

October, 2001

“The hangar keeps on getting better! Maybe next year we will be having our meetings here! Meanwhile, don't miss the October meeting on Sunday the 28th. This will very probably be the last meeting of the year at Smartt.”

Note: this newsletter includes a great photo of the steel framework of the ARC before covering.

May, 2002

“Windblown, Soggy, and Undaunted.”

“Here's a recent photo of our Aviation Resource Center (ARC - not ARK). Last month's meeting was cool and windy, and it's been raining almost in Biblical proportions, but our building keeps growing. Join us on Sunday, May 26 at 2:00 for another meeting in our new facility. Hopefully, we can leave our jackets at home!”

Note: the article shows another great photo of the ARC partially covered with siding.

March, 2003

“ARC is moving along. The steel holding tank will have to be removed and a concrete septic system will replace it. Work on the system will resume when the weather warms and the ground is not so soft. There was some discussion about creating walkways to the ramp area and from the parking lot using paving bricks and landscaping the ARC. More discussion on that when the weather cooperates.”

“B-17 COMES TO ST. LOUIS Chapter 32 will host the B-17 "Aluminum Overcast" July 3rd-6th at Spirit of St. Louis Airport in Chesterfield. Bob Rockford will be in charge of the event and as usual, volunteers will be needed. Watch the newsletter and website for further information.”

Note: no ARC photo this time, but the ‘volunteerism’ and camaraderie that is shown in these archived articles must have been just as exciting then as it is every time we get together today.

Looking at the calendar for 2025; we've got a pretty busy season coming up this year. It'll be great to spend time together as we share our common interests in aviation and having fun.

One more reminder about signing up for the **EAA Chapter Leadership Boot Camp** coming up on Saturday, March 8 (actually includes a banquet & speaker for March 7, Friday evening as well). This is a condensed version of the extended EAA chapter leadership and informational course offered in Oshkosh.

EAA Chapter 32 is co-hosting this event with EAA Chapter 1675, including participants from EAA Chapters 64, 864 & 1387. It will be held in the Wings of Hope facility at Spirit of St. Louis Airport. It's a great way to learn more about the inner workings of EAA and how they help chapters to organize themselves and the events they host.



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