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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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**March, 2024**

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**Post 9032 Members got a tour of the Historic Aircraft Restoration Museum  
at Creve Coeur Airport**

## 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@caa32.org](mailto:newsletter@caa32.org).

# President's Corner

by Bill Doherty

When the National Air and Space Museum in Washington DC first opened, they debuted one of the first IMAX format films titled simply "To Fly." The opening scene had a balloon pilot at a carnival set in either the late 1800s or early 1900s. I was reminded of this as I drove home this evening from a meeting at the Chapter 32 ARC (Aviation Resource Center) where I'd met with our Scholarship Committee and Caleb Vega, one of our Ray Foundation Scholarship candidates along with his parents. Our other candidate, Anna Berkbighler, visited and helped at some of our Young Eagle events last year and is looking at Elite Aviation for her flight school. She's playing in a volleyball tournament right now, so we'll sit down with her and her parents when they get back to town. Go, Anna! Bring home a trophy!

During the evening's conversation someone mentioned in passing a friend of theirs has a commercial balloon pilot license. Of course, my mind took an immediate detour as I quickly pondered commercial balloon charter operations and fractional ownership organizations like NetJets and FlexJet. I'm sure I'm way off target on that one. Not likely a good business model for Balloon operations. The scenic tours and recreational balloons are probably a better fit. And if it's for compensation then, obviously one would need a commercial balloon pilot license.

What does this have to do with Scholarships? Well, nothing! After a long day at work, sometimes my mind just goes off into the weeds in search of amusement.

Sorry about that diversion...

Caleb really impressed me. He's already obtained a First-Class Medical! That alone speaks to his level of commitment and he's looking at the ATP Flight School at Spirit. Wow, no small challenge there. It's full time at ATP. He's been flying with Bill Jagust, and Bill likes what he sees in him.

Our discussion about various topics relating to flight training, what to expect, and what resources are available returned me to what we have in our

chapter family and how we help each other out. I could describe us as a social, learning, family-oriented support group on steroids for anyone with any interest in aviation.

History buffs like me will find others with similar interests and vast knowledge, eager to talk about any era of aviation. Engineers, designers, and builders can dive into deep discussions about real or "what-if" challenges and design features of past, present, or future aircraft design.

Pilots, student pilots, and prospective members will all find an enormous resource of knowledge from fellow members willing to share their experiences and lessons they've learned. One of the things discussed that really struck me is how much we're willing to help one another. I'll use Bill Jagust as an example. Five months ago, he retired from American Airlines with over 23,000 hours of flight time. That number just boggles my mind. He could easily relax a bit, sit back, and enjoy pursuing all those things we want to do but never have time.

Bill told me he wants to give back and is actively helping these young candidates get started on their own journeys. What an advantage to have someone like that helping you along! And that IS how he relaxes!

Thank you, Bill! You're one of my heroes!

One of my own philosophies is to never stop learning. I still consider myself a student pilot and I always will. A key to learning is to never stop asking questions or asking for help when you get stuck. As we talked about tonight, we often learn on plateaus. We make big strides until we find a point where we level off for a bit. Then, I think once we've absorbed and internally analyzed the information we're seeing, our skills start building again.

This can happen at any time in our experience in any aspect of life, not just flying skills. I see it at work when I'm teaching coworkers to tow airplanes. You can see those moments when they internally figure something out. Often, they don't even notice when a task they've been struggling with clicks and they start doing it without having to really concentrate on it.

Pushing an airplane is often a challenge for new tug operators. It's really not difficult, but at first most will focus on the nosewheel of the airplane. I teach them to steer the tail by asking them to push an airplane along one of the seams of the concrete on the ramp. Inevitably, they'll get the nosewheel on the spot indicated but the tail will start wandering off to one side. Some will get stuck on this for a while, maybe even frustrated, but then, after enough attempts, they'll have that Ah Ha moment, start seeing the whole movement of the plane, and steer the tail exactly where they intend. They got it and from that moment on their skills and confidence noticeably improve. Then, on to more complex challenges and bigger airplanes.

I call this their magic number. It's different for everybody and is the moment we have enough opportunities to see a challenge to finally internalize the solution. Personally, I have a large magic number on some things and smaller magic numbers on others. The key is to understand this concept and patiently work to get that Ah Ha.

You may have noticed flying can get expensive so getting enough repetitions can be challenging for any of us. Don't be shy about utilizing our chapter family. We have several who are instructors. Bill Jagust is great about helping chapter members and coaching them with flight skills.

Personally, there are some areas I feel I could use a coach to get to that Ah Ha moment a little more firmly planted. I haven't flown in a while, so my skills are getting rusty. The rustier my skills get, the less confident I am to go flying. Sound familiar? It happens to all of us. I was a little shy myself, but I asked Bill to be my coach. I know he'll challenge me, but that's how we move off that plateau. Plus, I know it'll be a whole lot of fun too. We have resources with EAA too. Do you know about the Pilot Proficiency Center?

Good flying weather is here. If you can, get out there and take advantage of it. Knock the rust off. If you need coaching, ask. If you're interested in learning to fly, EAA has Learn to Fly Week coming up in May and we'll have a Flying Start Program at the ARC.

With winter behind us, the afterburners are igniting, and events will start coming up fast. In April we start our Young Eagle Events, and the Salt River Car Show will be Saturday, April 27. Movie night at the ARC returns this year. April Date to be determined.

Well, that's about all I have this time around.

Until then, I'll see you at the ARC or maybe around the pattern. Stay vigilant and always fly safe.

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



# February Meeting Minutes

Dave Deweese

February's meeting began with the Pledge, Bill Doherty presiding.

New members/visitors: (My apologies for missing the names.) Our first visitor to introduce himself has no plane yet but does have a hang glider. The other worked at Boeing training mechanics, has a pilots and instrument license, he has owned several planes including a Cessna 175, has also been to Airventure several times. He's considering a Zenith Cruzer kit.

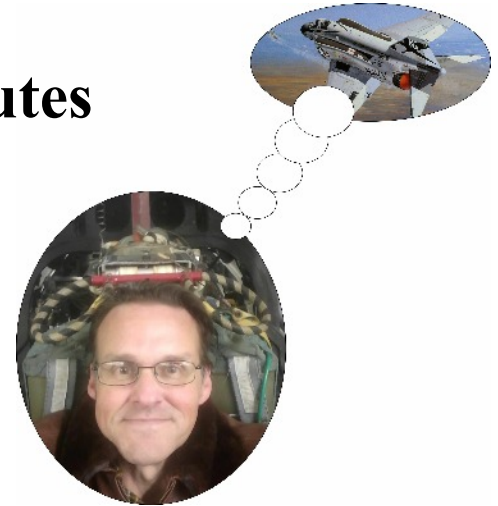
Lee Lambert brought some flyers for a meetup held in Creve Coeur where they discuss flying scenarios. (1st and 3rd Tuesdays at 6:30).

Friends of Tim Dempsey from EAA 1402, Sebastian (instructor, captain of the SLU navigation team) and Chloe, a student, invite us to a VFR navigation contest (April 20) similar to one the SLU flight team participates in. You're given a destination (100 mile cross-country) and list of checkpoints, and have to calculate, as close as possible (down to the second) how long it'll take: do everything with a paper sectional, stopwatch and E6B - team of two, pilot and planner/navigator. Matt and Sebastian described how the contest works and provided flyers for interested pilots.

Bob gave the Treasurer's report including checking, savings, Ray: total around 33K. We also just received a \$1,500 donation from Bill's manager (Signature Aviation), Doug Drescher. That will go towards scholarship funding.

Jim mentioned an opportunity around a monitor/projection screen. We're looking to purchase a new one for the chapter. Don made a motion, Ken seconded, we voted to make the expenditure.

Ray Foundation: Lauren reports that she's been flying 3 times per week since the weather cleared. She passed solo cross-country check and is planning on flying to Jefferson City next week. Marco has also been fighting the weather but is done with cross countries and is ready for check rides and solo. Chris Ward reports that we've been approved for scholarships and is ready for interviews. This time around we've got a group of witnesses. Gateway High School: three derelict airplanes went to Geanovea. The chapter needs to get in there and see if any older equipment is of interest before it gets thrown away. He reports that there's going to be a focus on drones going forward. EAA32 chapter members are welcome to sign up to volunteer, Chris is working with other companies (like Zenith) for further support. The



group goes from one to twelve students at a time. Get in touch with Chris if you're interested. Jim suggests Friday, 10am: anyone who's interested can meet up at Gateway High School.

Jim continues with plans on networking with other local chapters. Ken donated and installed a big white board near the west door, we'll be posting flyers for other events there. Chapter 64 is planning an auction of tools formerly owned by a member who passed recently. We've coordinated with other chapters to host a local leadership boot camp. Chapter 1675 plans to offer their location at Spirit. Mt. Vernon and Cape will have fly-ins for the eclipse. We'll be doing a pancake breakfast and lunch for the Wings and Wheels event in April/May. We printed new nametags, there are some still to hand out, let Jim know if you need a nametag (or t-shirt). Brian Peets is here if you need a door code. Jim reminds us of AeroEducate, we may do an event in the future, possibly during a Young Eagles event.

The Sonerai is back in the ARC. We've had it available at events for kids to climb in and take the controls. The scouts got to check it out after last weekend's blue and gold event.

Geanovea thanks Chris for the airplanes. MIA will be working with SWIC - she may take our big, defunct monitor off our hands. She's been working with around 8 local schools.

Jon Crackel RE scout Eagle project email, would like to work with us for his project. Bill has responded, our scout mentioned picnic tables and we need those. Considering the possibility of future eagle projects we should think of other possibilities, that way we could present a list for future scouts. Brian Peets offers to help out.

Young Eagles reports we just got our certificate of insurance, in March he'll post our first event on YEDay.org. He'll also be building this year's list of pilots and ground volunteers. Bill reminds volunteers of Youth

Protection on the EAA website - it only takes 20-30 minutes to watch a video and 5 more for a quiz. It's mandatory for pilots and great if all our ground crew can also take the training.

Looking for options for storing an Italian light sport aircraft: displaying at Sun & Fun then to Oshkosh, where can it stay in the interim.

Bob asks if everyone got the newsletter: one did not - he'll check the email list. Note: hangar rent is going up. Food cards available: \$100 Dierbergs.

We're planning on rebooting movie nights in May. Any opposition? We'll barbecue.

Nick Beliz and Everett Morning visitors.

## Dave McGougan's Kitfox Project

The picture is of my radio installation. This was one of the last things to do. The brakes are 90% done and I have to install the ELT yet, then the doors. By the way I had to test it so I sat in the cockpit with my headset on and listened to the traffic for a half an hour. FUN!



# Learners as We Go

## “The Learners of EAA 32 and Spring Break

mr. bill

As March usually comes in as a LION, we here in the Midwest are surely enjoying some decent weather.

So, after some paperwork and a Chapter newsletter article (which you are reading now) I will start some retirement fun. BUT FIRST:



**The three students and the Goofy professor**

Mr. Jon S. GFI-Gyro

Here are some of the EAA 32 Brainiacs at the SWIC-Southwestern Illinois College for the SWIC-Ultra-light Flying Symposium. If you have never attended one, they are very informative. Like,

- Now the FAA now has a question on the FAA Medical Application:

History of (1) any arrest(s) and or/conviction(s) involving driving while intoxicated by, or while under the influence of alcohol or a drug; it continues BUT it previously was written strictly as a conviction. By adding the **DRUG ARREST**, some folks in a previous life had these situations. Those NOW need to be list-



ed. The FAA doctor stated this was done 3 years ago! Always SOMETHING NEW!

EAA RAY SCHOLARSHIP candidates for EAA 32 have come forward and they are truly impressive people.

Miss Anna B is a super volleyball player and is already enrolled working on her Private Pilot Certificate at Elite Aviation. We had a chance to catch a flight with her and this young lady is truly a joy to be around. As she has been around our EAA chapter functions the last year. Her mentor is Ms. Lauren from EAA 32. How cool is that!



**GOOD LUCK Lady Anna.**



Another candidate is Caleb Vega. This young man is an awesome wrestler, musician, and pilot who after finishing the wrestling season is set up to start his Private Pilot training at the ATP Flight Academy at the Spirit of St. Louis, MO airport. Just down the road from Elite Aviation.



### **BEST OF LUCK AND SKILL TO YOU |CALEB**

These aviation schools are expanding, and the flight training is NOT slowing down at any time at these schools. In fact, ATP Flight School just bought the whole building they are renting, to utilize the lower and upper level of the building for more training space.

PISTON AVIATION just bought the old restaurant at the Alton, IL airport for more training space.

Well gang Spring Break (or a big break from winter) is straight ahead. Time to check those airplanes of ours and get them ready for flying again. Then we need to check out our personal skills for flying. Three take-offs and landings in the last 90 days? Have you brushed up on your crosswind landings? The other

day while flying with a student and his lady friend in the backseat (which balanced the load with an aft center of gravity) we were flying down the runway, two inches over the surface and the airplane would NOT land because of the 35 knot (40 mph) wind flowing over the wing keeping it flying in ground effect. A quick flip up of the wing flap lever allowed us to smoothly touchdown. This is like flying the Piper Cub backwards, into the wind, on a windy day. Remember that fun trick? Line up with a road and put the Piper Cub in SLOW flight into the wind and the Piper Cub WOULD be passed by cars on the road!

Well with five months of retirement behind me I am looking forward to Spring Break in the next 30 days.

Lots of FUN things planned.

Tomorrow is an early get up so we can launch the hot air balloon “Sugar Mama” into the skies and see where the wind takes her.

Q? The average age of someone starting flight training?

A: 31 years of age.

Q? The average age of a Private Pilot?

A: 48 years of age.

  
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## SCHEDULE

7AM - Vehicles/Planes Can Begin Arriving For Setup

8AM - DYNO \$20 (First Come, First Served)

8AM - 1PM - Free Bounce House

1PM - Awards

2PM - Show Ends

Food and Drinks Available for Purchase



**PRE REGISTRATION IS FREE WITH THE PURCHASE OF A  
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## Editor's Corner

I was extremely happy with the amount of material I got to cram into last month's newsletter. Not only did I get a whole lot of content from our members, but there were several items that Headquarters wanted us to publish as well. Naturally, there was a downside to all of this. The newsletter .pdf file was about three to four times its usual size, and this caused several members' e-mail to divert it to their spam folder (if they got it at all). I did let everybody know that this might happen, and to let me know if they never got the newsletter. So please keep this fact in mind. I plan to send a notice out (with no attachment) whenever I'm publishing the newsletter so you all will know to look for it.

Again, thanks for the great amount of material. All I do is put everything together, so I need your contributions for that.

*Jim Bower*

*EAA Chapter 32 Newsletter Editor*



# Membership Opportunity

## Spirits of Aviation Flying Club, LLC



This flying club is an economical way to own and fly a Vans Aircraft RV-12. Ownership shares are purchased to become a part of the “Club”. Costs are shared among its owner members. Fixed costs such as hangar rent and insurance are evenly divided between its members and paid on a quarterly basis. Flight hours are expensed on a per hour cost (currently set at \$15/hr.), which is used to purchase consumable items, such as tires, oil, incorporating any service requirements and an eventual engine rebuild or replacement when the time comes. An online calendar is used to reserve the plane with dates and times by members. With a limited number of owners, the plane is readily available most of the time.

As time goes by, a member wishes to sell their ownership in the club for various reasons. Over the six years the club has been in existence, members have bought shares, and members have sold their ownership shares.

The Spirits of Aviation Flying Club, LLC originally had six owner/members. It presently has five. One of them wishes to sell their share of the club. As a result, the Spirits of Aviation Flying club has an opening for one or two new members. We are looking for someone who has some flying experience, is willing to assist with maintenance when it is needed and has some applicable skills they can use to help with maintaining the plane, and/or is willing to learn skills as required to help keep the plane in good airworthy condition.

If interested in becoming an owner/member of the Spirits of Aviation Flying Club, please contact the club for further information.

**Contact info:**

**Dave Doherty**

[dwdoherty@aol.com](mailto:dwdoherty@aol.com)

Cell: (636) 240-5983

# Aviation Explorer Post 9032 Activities Update for March, 2024

Jim Hall, AE Advisor

Early in March a dozen Aviation Explorers and Advisors spent an enjoyable evening at the Historic Aircraft Restoration Museum located at [Creve Coeur Airport](#).

Mr. Albert Stix Jr. led the tour of over fifty aircraft on display in four hangers with just one warning before opening the door; “This is what happens when a hobby gets out of control”. It was great to see the amazing restorations and admire the painstaking work that has been done to preserve them. Even better than just seeing the aircraft, was hearing the history of where each aircraft was found in different locations around the country (and the world), how they were built and the characteristics of each when flying.

Although most of the aircraft have been flown since becoming part of the collection, it’s usually not possible to keep more than four or five in airworthy condition and actually flyable each year. Mr. Stix shared information about the operational requirements of many and described their strengths and weaknesses, and even noted a couple that would be better off not being flown.

Among the many aircraft the explorers learned about from Albert were:

- “John Cournoyer's Wonderful Wacos” it was noted that the annual WACO fly-in conventions were held at Creve Coeur Airport until just a few years ago when they were moved closer to where they were built.
- The St.Louis Built, Missouri Built, and Local Interest Collection includes a St. Louis Aircraft Corp. Cardinal; Curtiss Robertson Robin; Laister Kauffman LK-10A Glider; D-145 Monocoupe; Curtiss Wright St Louis CW-15C Air Sedan and a Missouri Built Nicholas Beazley NB-8.

- Among the foreign built aircraft was a British designed DeHavilland Dragon Rapide DH-89A. A couple of unique Russian aircraft included a Shavrov Sh-2 Amphibian USSR and AN-2 1971 Aeroflot Airliner Northern Fleet that has the distinction of being unintentionally stealthy because of the design profile of the huge biplane wing structure.
- Included in the Diverse Collection of Antiques and Classics are: Pietenpol Air Camper Model A Ford Engine; Rearwin Sportster; Aeronca K; Fairchild C8A; Piper PA-15 Vagabond; Culver LCA Cadet.
- Special Collections include: Fokker Atlantic DH-4M2A; Canadian Aeroplanes Ltd Cannuck JN-4C (Curtiss Jenny); Standard J-1 with Hisso V-8; Sopwith Pup Replica with Original Rotary Engine.

A few of the planes in the collection have an extensive motion picture and TV background and some have been used in the filming of: The Rocketeer; The Great Waldo Pepper; The Adventures of Young Indiana Jones; the movie Titanic; Gilligan's Island.

If it’s been a while since you’ve been to the Historic Aircraft Restoration Museum; it’s time to go back for a scheduled visit to ‘see’ and ‘hear’ what you’ve missed.

## Upcoming Plans:

- March 20, 6pm - Proposed Navy Recruiter Speaker re: Nuclear Engineering at Boeing Prologue Auditorium
- March 23, time TBD on Saturday - Proposed St. Louis Astronomical Society (SLAS) program on solar eclipse held at STL Gateway Arch

- April 3, time TBD - Proposed Air Evac Helicopter Facility Tour
- April 17, 7pm on Wednesday evening - Proposed SLAS Stargazing at Francis Park. Note: Alternate Plan to visit GYAF Simulators
- May 1, 6pm AE Post Officer Elections & Aviation Jeopardy at Boeing Prologue Auditorium
- May 4, on Saturday Proposed visit to Bonne Terre, MO Space Museum & Mine Tour
- May 15, Proposed rocket making with St. Louis Rocketry Association  
<https://www.stlouisrocketry.com/> Date: TBD maintains two insured launch sites. The model rocket launches are held at Buder Park. High power launches are held at Elsberry, Missouri site. AE have been invited to attend
- June 8 & 9, 2024 Spirit of St. Louis Air Show & STEM Expo; details to come
- July 22-28, attend Aviation Explorer Camp at EAA AirVenture 2024

### Recently Completed Activities:

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

- March 6, 6pm Creve Coeur Airport; Historic Aircraft Restoration Museum tour
- February 24, on Saturday - Open Attendance at IUAC Ultralight/Light Sport Symposium held at SWIC; Granite City, IL
- February 21, 4:45pm - Boeing Polysonic Wind Tunnel Tour (limit of 15 participants) meet at Boeing Building 100
- February 7, 6pm – Panel discussion on flying by Pilots/Aircraft Owner/CFI/Airline Captain and Student Pilot speak on Flying held at Boeing Prologue Auditorium
- January 24, 6pm - Pete Seddon of STL “Gateway” TRACON (Terminal Radar Approach Control) speaks at Boeing Prologue Auditorium

- January 10, 6:30-8:00pm Aviation Explorer Post 9032 Officers & Advisors Virtual Meeting

### 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 Boeing and Chapter 32 of the Experimental Aircraft Association. Meetings are held in the Boeing Prologue Auditorium located in Building 100 @ 6300 James S. McDonnell Blvd, Berkeley, MO 63134, USA.

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 have a lot of great activities lined up for 2024.

**Proposed Agenda: Each month the usual schedule (flexible around other activities with some events being held on a Saturday):**

1<sup>st</sup> Wednesday; 6-7pm General Meeting in Boeing Bldg. 100 Auditorium

2<sup>nd</sup> Wednesday; 6:30 & 7pm Post Officers and Advisors Virtual Online Meetings

3<sup>rd</sup> Wednesday; 6-7pm Guest Speaker or offsite Activity (day/ date subject to changes)



EAA CHAPTER 32 NEWS  
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