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# EAA Chapter 32 News

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

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**May, 2024**

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Check out our fantastic Web Pages at  
[WWW.EAA32.ORG](http://WWW.EAA32.ORG)

Laura Million, Web Designer

**Libby, Ken, and Dave goofing off...I mean taking a break...around the table that Ken donated, and Dave painted.**

## **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](mailto:newsletter@eaa32.org).

# President's Corner

by Bill Doherty

Learning to fly.

As you are reading this, we're well into EAA's Learn To Fly Week. This online program is free and available to all via eaa.org. It's the first page of the website. There's a schedule with upcoming webinars for which you can register. Missed one or more? No problem if you're an EAA member and logged onto the EAA website. Scroll down and you'll find the recorded webinars that have already been presented.

This Saturday is the culmination of Learn To Fly Week. So many chapters, ours included, will present a Flying Start program. To do this, we'll have a very abbreviated business meeting then proceed to the Flying Start program. Those who've pre-registered for Flying Start are welcome as our guests during our regular Chapter Gathering. We plan to have representatives from some local flight schools to discuss their training programs and answer questions. Perhaps we could get some Eagle Flights in for those attending the program. Want to take a prospective student pilot for a flight in your airplane? Of course, this program is geared toward adults not the Young Eagles. Parents and other adults often ask what programs we have for them.

Speaking of business, Chapter 32 knocked it out of the park during the Wings and Wheels Car Show! After an initial slow start, the pancakes started selling fast then the lunch rush started, and we were selling food like crazy! Most of our inventory sold out at just about the right time as the crowd began to thin out. I'll leave the total amount of profit we made for our Treasurer, Bob Murray, to announce this Saturday! Needless to say, we did quite well. Thank goodness the weather was great that day.

I think the slow start was due to many of the show participants arriving and then spending some time cleaning up their cars after the drive to the airport. Once they got everything wiped down and polished up it was time for them to EAT!

Although there was a food truck from a local well-known barbecue company, they were no match for our food booth! I rarely saw anyone in line at their truck. The show organizer told me later that next year they just want to have us as the food vendor because we did so well.

Everyone who was there had a good time and worked really hard. I also heard many comments of praise for what we do, and I think we generated a fair amount of interest in our organization and chapter family. Excellent job Chapter 32!

How does this chapter follow that? Easy. The May Young Eagles event! 60 Young Eagle flights this past Saturday! And that was after we had some serious discussions the day prior regarding the forecast winds. We decided to see what the next morning brought and were delighted to see calm to light winds long enough to have a great event.



I spent the day at work, but I received updates, so I knew all was going well at KSET.

The day of the car show I was able to finally take a ride in a B-25. As some of you may remember, a few years ago the EAA B-25 "Berlin Express" visited Spirit of St. Louis Airport without much planned support. Upon learning they were coming, I stepped in and volunteered Chapter 32 to assist with their ground support. Boy, were they thankful! Their tour was in some disarray, and we really bailed them out in more ways than one. The crew kept offering me a flight in "Berlin Express" whenever they had an available seat. But I kept grabbing chapter members who'd dropped what they had been doing to come out and help, letting them take the flight instead of me

out of appreciation. I kept insisting that if they could sell that last seat, sell it. I'd go once all our volunteers had a chance to fly. Well, that last seat did get sold and I'm glad, but this time I didn't fly in "Berlin Express". Maybe another time.

So, I was talking to someone in the ARC during the car show when I was informed Mike, the CAF pilot for the B-25 "Show Me" needed to speak to me. Insert raised eyebrow glance at camera here...

A little while later, Bill Jagust and I were climbing into the seats behind Mike and Charlie (copilot). We were both pretty excited and had our phones out recording as much as possible. The videos are really neat but would eat up lots of memory so here are some still pictures we took during our Arch Tour flight in "Show Me".



Somehow there's always a pic that looks like I'm getting chewed out. I'm not really. I swear!



We're ready to go!





Off with the intercom headset and on with hearing protectors to go up front to the bombardier compartment. It's really loud.

107 decibels.



Up front in the business end of "Show Me". That's an escape hatch next to my head.

The CAF B-25 and hopefully their Grumman TBM will be at Signature Aviation's ramp for the Memorial Day weekend if you or someone you know want to see them or purchase a flight in the B-25.

Coming up in June is the big airshow at Spirit featuring the US Navy Blue Angels on June 8 and 9. They are still adding aircraft to the static display area as well as some interesting flyovers. Some of the static display aircraft will be an F-15, C-17, KC-135 and just recently added is a Navy E2-Hawkeye radar and warning aircraft. Personally, I haven't seen one of these in person so I'm looking forward to that one. Keeping on that theme, an Air Force E3-Sentry AWACS aircraft is to make a flyover of the event.

Chapter 32 will be represented in the STEM displays. We signed up for a standard display and requested electric power so I hope we can have some laptops and monitors to show off what EAA does and how we excel in the STEM concepts.

I of course will be working during the airshow, helping behind the scenes to fuel and assist the flying aircraft and the teams supporting them.

Come out and enjoy the events coming up. There's much to see and much to learn about all around us.

Here's the link to the May Chapter Video Magazine with Charlie Becker:

<https://www.eaa.org/videos/chapters?playlistVideoId=6351171541112>

This month he discusses a major milestone in the Ray Foundation Scholarship Program, International Young Eagles Day, and AirVenture Chapter Pancake Breakfast fundraising opportunities among other topics.

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*



All Young Eagle photos courtesy of Lisa Miano

# April Meeting Minutes

Dave Deweese

We kicked off April's meeting with Charlie Becker's chapter video. (Bill Doherty presiding.)

The Pledge followed the video.

Dustin is visiting and has always been interested in flying. Nate is a student pilot with 27 hours. Jim called out Robbie, he's interested in the chapter and the explorer post.

Jim continues around the explorers. Last week they went to Francis park after dark to meet with the stargazing society. A friend of Libby's donated a telescope that they were able to set up and use. They're considering that same sort of thing here at Smartt (less light pollution). Upcoming activities include a rocket launch and attending Oshkosh.

Treasurer's report includes checking, savings, Paypal, and Ray foundation. We received a \$500 donation from Herring Impact Group, my (Dave Deweese's) employer. Bill's company donated \$1500 earlier this year.

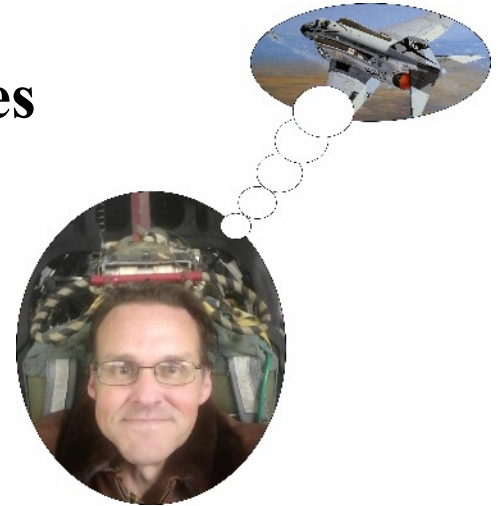
Ray Foundation: Chris is not here, but Anna Berkbigler, a new scholarship recipient, is in attendance. She's 15 hours into her PPL at Elite Aviation. She mentions Lauren Peca as her mentor. Marco news: Bob learned that Marco's instructor, Herman, broke his leg. Bill Jagust updated us on Caleb. Bill's suggesting he get his PPL at Gateway or Elite - he had considered a school that is more intended for ATP, a full-time school.

Bill had some more updates his recent flights with Sam and Isaac. He mentioned that the current crop of kids are constantly recording flights and posting to social media in real time.

Car show is next weekend. Bill found a new-used grill with a bit of hail damage. When the seller heard what we're using it for she let Bill have it for free. (Insurance bought her a brand new one.) Bill's planning to be at the ARC early, he'd like to be serving by 0600. In past years we've seen car people earlier than that.

In June the STEM and Air Show will happen at Spirit. Bill has reserved a booth with electricity. He has to work those days - Blue Angels will be there needing attention - so we'll need volunteers to man the booth.

Next month we'll hold a flying start event here in lieu of the meeting.



Ken has arranged AED/CPR training for May 4. Note that Ken is in Oshkosh this weekend for the leadership academy. Dave moved and Jim seconded investigation of acquiring an AED for the ARC.

May 24, Dubray Middle School: we're confirmed for their career event and plan to bring the Sonerai. Regarding the Sonerai, Jim had the idea of putting a ball hitch on the mower to tow the plane around, versus risking back strains by moving it manually.

Jim also suggests, around mowing, that if we could turn dandelions into a cash crop we'd have plenty of money. He notes that Don Doherty keeps the mowers well maintained, so mowing is a pleasant chore: we could use volunteers.

Bill says we need some work sessions here at the ARC. After the May 4 AED training we'll plan to work on the west wall.

Jim mentioned getting wifi at the ARC. Brian has talked to the airport and CAF around their solution. He believes that T-Mobile can provide the equivalent of a permanent hot spot. There's a discounted rate of \$20 for the first few month. Motion made and seconded to investigate. Brian also notes that this would enable us to remote-monitor the building. Voted to pursue.

Jennifer Skikas: We flew 65 kids at last week's Young Eagles event. Nine pilots moved through them efficiently. Bill reminds us of the youth protection program: make sure you're up-to-date. It's required for pilots but it's good for all of us volunteers. Jeff also notes that, these days, any activity at any organization requires this kind of training, a protection for adult volunteers as well as for the kids.

We have a card in the ARC for Tom Sparr who is in the hospital and should be out by 5/1.

Jeff brought up chapter camping at Oshkosh - we've got 5 interested. Dave is sure we'll be up to 6 by then.

Anna's dad has booked a couple of hotel rooms: Country Inn and Suites in Appleton 7/22 - 7/28. He's going to cancel one unless someone would like to use the reservation. 3148828194

Ron Burnett has Dierberg's cards.

After the meeting we're field-tripping over to CAF to see the new paint job on the B-25.



# Dave McGougan's Kitfox Project

Thanks Jim. A lot of little things have gotten done, the biggest being the installation of the ELT. Carb cables are 50% installed and the radio in and tested.

In fact, Herman and I were talking about a Weight and Balance by mid May and a first start by June. Then it's time to call the inspector. I also want to give a lot of credit to Kim Nack who has helped me from the get go. We are getting close.







# Happy Golden Anniversary, St. Charles Flying Service!

Dennis Bampton

Guys and Gals

Today is May 8th 2024 and on this day fifty years ago I walked into the office of St Charles Flying Service as a 26 year old army aviator which we thought qualified me to become the owner and operator of a company which was technically bankrupt unbeknownst to us at the time

The company my brother and I had arranged to acquire and manage was and still is one of the St Louis area's best flight schools. In that half century of operation we have seen the fuel crises of 1974 when we could not even get fuel due to the shortages experienced at that time, bank interest rates at more than 22% on loans needed to keep the business viable, Cessna Aircraft company sending a collector to our offices to repossess our fleet of Cessna aircraft as a result of the previous owners inability to pay the loans on the airplanes.

Upon realizing what we had agreed to purchase was in fact insolvent and totally bankrupt. as a result of an overzealous Chief Flight Instructor's attempt to bankrupt the company in order to acquire it for pennies on the dollar. My brother and I arranged to borrow enough money to keep the doors open and buy out the Chief Pilot who was supposed to become our partner in the operation.

We had agreed to purchase the company from the Donovan family, and upon finally doing our due diligence we found the business to be insolvent and even the woman who owned the business didn't know how bad it was.

We struggled to keep the business operational at the St Charles Municipal Airport through the 93 flood and with the help of the SBA we were able to borrow enough money to refurbish our facility there at Muni to help us make it until February of 1998 when the Federal Government agreed to grant the owners of the airport a Federal AIP grant for eleven million dollars to expand the field and lengthen the runway to 5000 feet making our facility a reliever airport for Lambert Field.

We had finally obtained our goals and we would be getting St Charles County a first class facility for the next 20 years. After months of work with the government agencies both state, local and federal I went to sign the papers and I was told by the owners of the airport that they had decided not to take the grant, and spend no more money on the facility we knew as St Charles Muni.

The facility was deteriorating at a rapid pace and no state money was available to maintain the facility. Along comes New Town and the owner Robert Baudendistle had become ill and in April of 2010 they decided to close the airport and plow it under commencing Jun 1,2010.

St Charles Flying Service had leased facilities at the St Charles County Airport for just such an occasion and although we had fallen behind on our lease payments due to the excessive cost of the facilities we were able to meet with the County Government and arrange to pay the rents up to date given an amount of time. We were able to get the rents caught up in a few years and were permitted to sign a long term lease with the county for both hangars # 6 and the Skylink hangar. We then sub leased that hangar to Herman Rae to encompass Skylink Aviation. After a few years we transferred the lease to Herman exclusively. We were able to move our entire operation to St Charles County on July 1, 2010

Since moving here to the County airport, we have experienced three major Mississippi flood events causing the evacuation of the facility three times and its complete destruction in 2019, forcing us to move our operation to Creve Coeur Airport for several months.

Then along comes 2020 and the pandemic, which created another calamity for our business. With the help of our Government and PPP loans we were once again able to survive and keep our operation viable. Throughout this period we were able to maintain our FAA approved flight school and train thousands of new students.

Then in 2021 along comes an overzealous FAA inspector bent on putting our business out of business. We fought him as best as we could considering the power he had obtained until he was promoted and one of the instructors that we had provided a place to learn to fly and build a credential to obtain a job as our Inspector was able to assist us in obtaining the credential we had had for the previous 50 years reinstated in 2023.

To say St Charles Flying Service is a survivor is an understatement to the point that we have been named the Cockroach of our industry as a result of our survivability as an FBO.

I am proud to say I have been here through it all and I want to say thanks to the many people who have helped me survive and continue to do so over those five decades of this business operation. St. Charles Flying was formed as a company in February of 1968 and for the first six years of its operation it had four owners until my brother and I took over the business in May of 1974.

My hope is that we are able to continue providing this business to the St Louis Flying Community for years to come.



***Dennis Bampton***

***President***

***St Charles Flying Service Inc.***



# Learners as We Go “This Is Not Your Grandparents’ Flight Training Program”

mr. bill



How is this Spring going for y'all???

Well, my Spring Break Flying Checklist was.....

Let's see, Hang gliding? CHECK!



**Me and Malcolm over the Florida countryside**



**Taxiing in after my “3 splash and dashes”**

How about a North American P-51 flight? CHECK!

How about some sea planing???



**Captain Marco working with mr. bill**



**Of course, had to check out the gyrocopters too!**

Well, it looks like the Spring is starting off “Fast and Furious.” Wait, that is about cars.



### Smartt Field/Salt River Car Show

Alrighty, let us get back to aeromachines!

So, as we have been working with the EAA Ray Scholarship youth and the various flight schools in the area at the local airports and it seems to be “VERY INTERESTING” and maybe NOT STUPID!

Gone are the days (maybe) of a wanna to be pilot who could go out to the country grass strip airport, sit in the back seat of a 1946 Piper Cub and have the ole boy instructor take you around the traffic pattern a few times, then practice some flight maneuvers, and then return to the traffic pattern for a few more landings. WHA LA! After 5 to 10 hours, you SOLOED!

My college roommate’s dad said it best, “Well, Bill the gifted ones they just give them a pilots license.” This was his answer to my question of “How does a 17-year-old boy, living in Mount Vernon, IL, get a private pilot certificate in 1938?” He soloed in 5 hours. He was flying B-29’s at 21! He WAS GIFTED.

Now in 2024 we are seeing flight schools:

- not letting the students attempt landings until the third of fourth flight lesson
- student does NOT solo until after all their flight training and their long cross-country flights are accomplished. (Some 50 hours into their training)
- do not take their FAA Private Written Exam until they have accomplished their SOLO Cross-country. At this point the student has seen EVERYTHING, both ground and flight wise and is ready for the test.
- the number of DPE’s -Designated Pilot Examiners has dwindled and getting a check ride is difficult.

Q? The 2024 average cost, with the average flight time of 77 hours, for the Private Pilot Certificate is:

A: \$18,000 dollars

Then back home in Missouri.....

What about those balloon people?



**Learning to take off and NOT knowing WHERE you are going to land is kinda new to me.**

# Learners as We Go (Continued)

So, the cost in 1975 for my Cessna Pilot Center flight training was \$1,134 dollars. I soloed in 9.0 hours. (Obviously I was NOT gifted.) But I blame it on my Chicago Public School Edumacation.

## NEWSFLASH

FIRST, the EAA gang had a treat at the Smartt Field Car show. The “two Bill’s” were given a chance to enjoy history and were welcomed onboard.

The Boeing B-25 was giving rides that day and here is that beautiful airplane pictured below.



**Freshly painted Boeing B-25 Bomber at KSET**

This photo just into the EAA 32 newsroom of our President in that airplane doing what??????



**(Hello, Prez Bill, the windows are up here?)**

Well one picture is worth a 1,000 words and this one tells you where Pres Bill was going in the B-25 Bomber. Up front to be the navigator, bomb dropper, and nose gunner. All in due time!



**My turn in the nose of the Boeing B-25 Bomber**

Well gang the year is off to a GREAT start! Be Safe out there!

Q? What was the sound level in the Boeing B-25?

A: President Bill measured it at 107 decibels.

Q? The Bomber just received a new paint job that cost?

A: Just under \$100,000 for cleaning, stripping, corrosion control, priming, and the final paint job.

# 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 May, 2024

Jim Hall, AE Advisor

**CONGRATULATIONS to the newly elected Aviation Explorer Post 9032 Officers!** Virtual elections were held May 8<sup>th</sup>, allowing explorers to participate in selecting a President, Vice President, Secretary and Treasurer. Incumbents expressed how this leadership opportunity would help them with scholarship and college applications and allow them to be part of selecting AE activities for the next year.

Lately, the Aviation Explorers have been reaching even higher with a number of astronomical activities. While some are exploring the skies learning to fly an aircraft; we've also been to a stargazing party at Francis Park; an Astrophotography (Astronomy Photography) presentation at the Boeing Prologue Auditorium; building our own rockets at Creve Coeur Airport and planning on launching at Buder Park.

## Upcoming Plans:

- May 15, 6-7:30pm - We plan on hosting a rocket building activity. There will be a \$15 per person expense for materials (if cost is prohibitive, don't worry about it and still come out). Please meet at the Creve Coeur Airport Office meeting room to build rockets. Depending on how many people show up, you may have to share rockets. If cost is prohibitive, please come anyway! Rocket Building Location: 14301 Creve Coeur Airport Rd, St. Louis, MO 63146

Note: We will not be launching them on Wednesday night, but are planning on May 25<sup>th</sup> at Buder Park.

- May 25<sup>th</sup>, 8:00AM - 1:00PM – Tentatively, we will be shooting rockets at Buder Park coordinated with the St. Louis Rocketry Association. SLRA maintains two insured launch sites. The model rocket launches are held at Buder Park and the high power launches are held at an Elsberry, Missouri site. AE have been invited to attend. Take a look at their website information. <https://www.stlouisrocketry.com/>
- June 8 & 9, 2024 Spirit of St. Louis Air Show & STEM Expo; Note: Explorers encouraged to attend on their own; but it's not scheduled as an AE activity
- July 22-28, Registered explorers attend Aviation Explorer Camp at EAA AirVenture 2024
- August, AE summer break scheduling

- September, Aviation Explorer Post 9032 Kick off and Open House – Date TBD

## Recently Completed Activities:

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

- May 11<sup>th</sup>, EAA Young Eagles event held at the Chapter 32 (ARC) Aviation Resource Center located in St. Charles County Regional Airport. Aviation Explorers welcome!
- May 8, 6:30pm - Rescheduled as Virtual Meeting-AE Post Officer Elections. We elected a new President, Vice President, Secretary, and Treasurer for the new upcoming season! Officers will begin their duties in autumn, 2024. Afterwards discussed Aviation Explorer Camp at AirVenture
- May 4, on a Saturday; Proposed visit to Bonne Terre, MO Space Museum & Mine Tour - Note: N/A for spring AE schedule at this time
- May 1, 6pm - Astrophotography (Astronomy Photography) presentation by Peter Seddon at Boeing Prologue Auditorium. We will be looking at deep space pictures, equipment he uses, and discuss how he captures the images. Additionally there will be Mr. Jim Roe who's an accomplished astronomer and retired scientist from McDonnell Douglas. He has personally discovered over 100 asteroids, and is a founding member of the Astronomical Society of Eastern Missouri (ASEM). Thanks to everyone who came to this week's Astrophotography meeting!
- April 17, 7:00pm – 9:30pm Star party with St. Louis Astronomical Society. Location: Francis Park Outreach Site, 5121 Tamm Ave., St. Louis, MO 63109.
- April 13, EAA Young Eagles event held at the Chapter 32 (ARC) Aviation Resource Center located in St. Charles County Regional Airport.
- April 3, 5pm - Air Evac Helicopter Headquarters and Simulator Training Facility in O'Fallon, MO
- March 23, time TBD on Saturday - Proposed St. Louis Astronomical Society (SLAS) program on solar eclipse held at STL Gateway Arch



- March 20, 6pm - Navy Recruiter Speakers at Boeing Prologue Auditorium: a Boeing P8 Poseidon Anti-submarine Warfare Aircraft Pilot and a U.S. Navy Nuclear Machinist's Mate - SS (Submarines) shared their career paths and rewards for their career pursuits.
- 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/ae9032/>

<https://www.instagram.com/ae9032/>

#### 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)



# CPR Training

Ken Derks arranged CPR training at the ARC and then the EMT personnel tried on the RV-12 Photo Board.

Libby Yunger, Ken Derks, Dave Deweese, Jim Hann, Dave Mahadev & Jim Hall received CPR familiarization training at the ARC on May 4th from Orchard Farms Fire Department and St. Charles County EMT.

It was a great refresher course for all.



# Astronomical Photography Presentation

Peter Seddon and Jim Roe made an Astronomical Photography presentation to the Aviation Explorers & Advisors at Boeing.



# What is a Lucky Number, or Perhaps, When is Your Number Up?

Ron Burnett

After my Vietnam tour of duty and final few months of active duty training A4 SkyHawk replacement pilots for combat in Vietnam was completed, I was hired by TWA on my 25th birthday, May 24, 1968. I trained initially as a B727 Flight Engineer and then after a few months re-trained as a B707 F/E so I could fly to Europe or even around the world. I remained in the USMC reserves, flew the A4 SkyHawk out of NAS Floyd Bennett in Brooklyn in VMA-131. Life was good, as TWA hostesses were all unmarried, all women and none were hired over the phone.

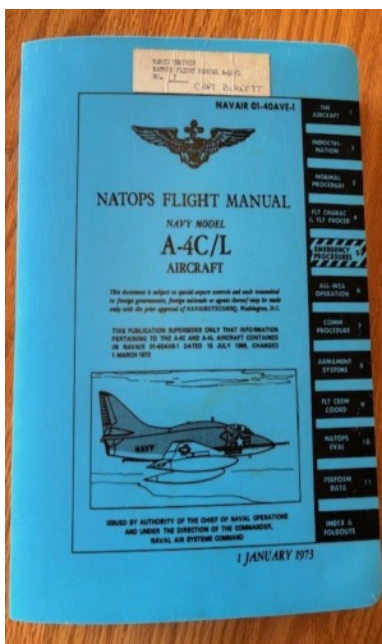
On a blind date with my apartment sharing UAL F/E, I met Gloria Waters from Mobile, a United Stewardess who definitely was not hired by phone, and I was smitten. We were married two months later at JFK Protestant Chapel on April 30th,

almost between flights for both of us, and a week later my squadron deployed to NAS Roosevelt Roads in Puerto Rico. Gloria was able to join me for a few days at the Luxury Resort El Conquistador hotel for a real honeymoon.

Early the morning of May 14, she took a Pan Am flight back to NY, and I was on a routine training mission, as the news always says. I had traded one pilot for a later 6:30 am brief, and within that flight I traded another pilot so he could have my plane which had an operational bomb sight. So fate, which if you are well read in aviation books, was the Hunter as I was assigned ship 11, Bureau number 144871, for what would become its last flight.

Once our bombing mission at Viegas was complete, an American pilot friend and I headed west beyond Rosey Roads along the coastal beach for some legal flat hatting. Turning around just off the coast by Ponce I was enjoying the cool air blowing ice crystals in my face so much, so I had my oxygen mask unhooked on one side.

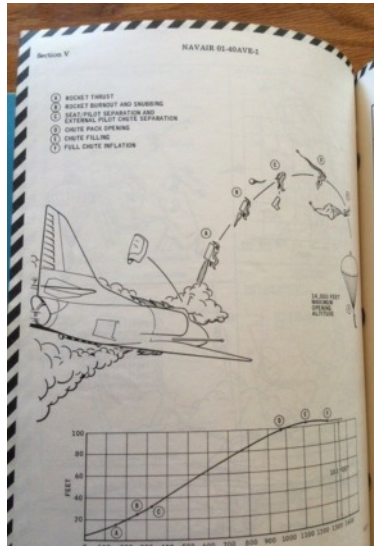
We were coasting along at 280 knots and 100 feet when a horrible grinding sound immediately consumed my attention.



**NATOPS (Naval Air Training and Operating Procedures Standardization) manual...the Bible for Naval Aviators**



I knew instinctively my plane was doomed. Mask on, zoom up to trade airspeed for altitude, called lead, “engine trouble”, trying not to have my finest falsetto voice. Meanwhile, at what was to be the peak of the apex, my TPT (tailpipe temperature) had pegged at the top of the gage, 1000 degrees centigrade, and my RPM gage began spinning down. I transmitted I am punching out, and hit the restart switch hoping for a miracle that was not to come. I had traded 100 knots of airspeed to be at 1100 feet when I reached with both hands for the ejection face curtain above my helmet. After releasing the stick my steed nosed over 30 plus degrees which at that altitude, I was seeing only ocean and soon to be coming up fast.



16. Disconnect the left seat pack rocket fastener. Pull the seat back to the right and locate the life raft lanyard snap. Connect this snap to the right torso harness lapbelt raft release or the helicopter hoist ring, if worn. If descending into water, inflate the life preserver prior to entry.

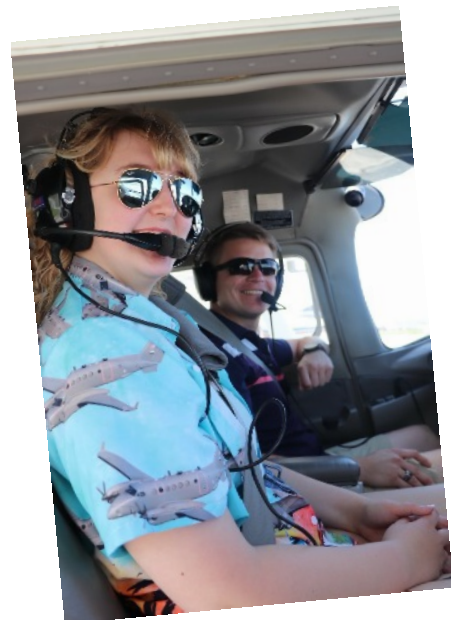


As I looked around all was peacefully silent except for the circling leader and as I looked down, seeing the tail of my crashed plane sticking at a 30 degree angle out of the water, reality struck. Stop enjoying this and prepare for water entry. I had removed my mask which was mistake number one, besides all the plane trading, but only later that will matter. Step one: memorized of course, attach clip on life raft to parachute D ring by unlatching the, is it L or R side? of the seat pack, oh crap, okay go for the right, oh crap, not there! I managed to manhandle the seat pack, turn it towards me and by lifting it above my head, I secured it, so the raft would be waiting for me after water entry.

Step two: Inflate life vest... Sploosh!

Next part, next month.

Any hesitation was gone then as I pulled with all my might. It's impossible to beat the seat although we were expected to try, as within seconds, canopy gone and I was propelled upward about 200 feet by the rocketing Escapac seat, pilot chute and drogue deployed as bladders in the seat inflated, pushing me from the soon to be tumbling to the ocean, seat. I was looking upward between my somersaulting legs when the main chute deployed providing great comfort as well as a significant whiplash on my neck, so thank you Lord!



## TWA food service trays

I have no idea how my sister in law got these, but she has 6 of them. Best Offer

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