
EAA Chapter 32 News

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

June, 2022



Another successful Young Eagle rally was held on June 11!

WE HOPE TO SEE ALL OF YOU AT THE JUNE MEETING! 10:00 AM **JUNE 18TH AT THE ARC.
MASKS ARE NOT REQUIRED IF YOU'VE BEEN VACCINATED, BUT WE'RE STILL PRACTICING SOCIAL
DISTANCING.**

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

President's Corner

by Bill Doherty

Welcome to June! It's not quite summer yet and we're already in triple digits! Yikes! There is some advantage to working on the midnight shift. At least I'm not getting fried in the sun. I just have to worry about moon burn! Stay inside in the air conditioning. Go see a movie. Go see the new Top Gun film on a big screen if possible. Good movie! And yes, I looked it up. That's Tom Cruise's P-51. But is he an EAA member?

If you recall, I had thought we might try to include a bit of a chapter picnic with the June meeting. With the temperatures this weekend expected to be in the nineties, I now think we should push that idea back to September when it's a bit more tolerable.

Well, the Spirit of St. Louis Airshow and STEM Expo is over and appears to have been a success. I personally did not attend the event but did assist with some of the static display aircraft arrivals and departures. There were two Spitfires, Two Hurricanes, and a Mosquito Bomber representing the RAF. The NASA Super Guppy was quite a sight too. It really did look like a guppy as it departed. On the ground its landing gear took up the full width of the taxiway where it was parked. Turning it around for departure was tedious. I asked the pilot how it handles in a cross wind. He dryly replied, "poorly", adding that it's not very fun. I can imagine.

In the nothing is ever easy department, the Mosquito had to turn around and land with an engine problem so it's staying a while as is one of the Hurricanes, both at undisclosed locations. I was up close and personal with the C-54 as they started it, manning the power cart. Those big round engines sound so neat that close! Really makes me start thinking about Oshkosh.

Our Aviation Explorer Post was well represented at the Expo so I'm looking forward to hearing about how things went for them and whether they got to meet any of the Blue Angels in person.



Meanwhile at St. Charles Airport we've been busy again. I finally got back in the air and made a few trips around the pattern. It felt so good to fly and I quickly discovered I was sharing the pattern with Bob Clarke and Mr. Bill in Bob's shiny new plane. 1.4 hours and a bunch of money later it was time to return the plane to SCFS. But it was money well spent and I went home with a big smile on my face.

With the cost of fuel skyrocketing like it is, I want to thank all our chapter pilots who donate their time and their hard earned funds to fly Young Eagles. It's a massive team effort to share the experience of flight but the pilots really are taking a beating with fuel costs. I'm amazed and so proud we have such a turnout of volunteers each month. This past Saturday while the airshow was drawing huge crowds, Chapter 32 flew 60 Young Eagles. Our new Young Eagles Coordinators and everybody working these rallies are doing a fabulous job! All of you make it look easy and I know it isn't.

Our list of projects is still there. First up, we're going to build a chair or two to put in the Blue Barn at AirVenture. Along with this will be a direction sign for the post outside the Blue Barn. I think we should include bearing and distance from KOSH to KSET on it.

We also need to get some of our equipment up and mounted on pallets in case we ever need to bug out again from a flood. That will also allow us to move items around easier with a pallet jack (which we need to acquire) so we can work on reinforcing the building structure against flood wave action. We have the materials. We need to move forward on it. It's hot now but it Autumn is only 3 chapter meetings away.

Another project we need to address is the sign out by the road. It's been through a lot and now looks pretty shabby. I'd like to see something a bit more attention grabbing than simply repainting it. I have some ideas but what do you think?

Looking forward into July, we usually have an even more casual meeting as many chapter members are gearing up for or already are in Oshkosh for AirVenture. I'm working on something with a friend who has an in depth presentation about Charles Lindbergh and The Spirit of St. Louis.

There might well be another big push of activities in September. I'd like us to work on a Flying Start program that month while the weather is nice. Maybe we could combine this with a chapter picnic at the ARC?



Here's a link to the June Chapter Video Magazine. Our own Dave Deweese made a big impression with Charlie Becker with a beautiful thank you letter for the Chapter Leadership Academy, complete with some of Dave's awesome artwork. Charlie had it framed, and it will be on display in EAA HQ. Well done, Dave!

<https://www.eaa.org/videos/chapters?playlistVideoId=6307064194112>

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

I'll see you at the ARC or maybe around the pattern.

Stay vigilant and fly safe!

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

May Meeting Minutes

Dave Deweese



May's (rainy) meeting began with the Pledge, Bill Doherty presiding.

We approved last month's minutes as posted.

Bob gave the Treasurer's report including checking, savings, and Ray Foundation account balances.

Cole Rhodes from Michigan is visiting, taking PPL lessons. Colton Lawson is also visiting.

Mississippi is at 16.6 feet: well below flood stage of 21 feet. (Enters the ARC at 31 feet.)

Bill got a letter from John Eagan at HQ: we've reached gold chapter status. We received a banner for the building. Bill ran down the list of criteria we've met, including growing membership, a real achievement considering both the flood and covid.

Last week's YE Event (Dave Doherty reporting). Prior Friday we flew 9 Lutheran High School students who also got to tour the CAF hangar and the B-25. On Saturday we flew 45 with 9 pilots. Bill read the thank-you card the high school aviation STEM class. Our new iPad registration is working well. Bill Jagust requests updating pilot contacts for events, none of the new coordinators were present for the meeting so we'll pass this on, Jim Hall also notes that the new online registration system is still being refined. Bill suggests a go/no-go published by 5pm on the day prior to the event.

June 4 rally at Creve Couer is canceled for now, it may happen in the fall. We plan to move our event to June 11, International YE Day. Jeff Stephenson advises we keep TFRs in mind around the big air show in Chesterfield.

Ray Foundation: 6/3 is his private pilot check ride, he's also got his cross-country scheduled. We'll be starting up with our next scholarship soon.

Jim Hall reported on the Explorer Scouts. They've elected their own board of directors and have scheduled a speaker. A recent speaker, Jason, was a top gun F-15 pilot who explained how he got his call sign, "Mongoose". (Inspired by F-16 pilots who referred to themselves as "vipers".) The scouts will have a STEM booth at the air show. On Saturday there will be a reception for the Blue Angels pilots, the scouts are invited. They've also been invited to the Science Center for a special screening of the new Top Gun movie. Last month they had a booth at the Wings of Hope open house.

The Wings and Wheels event went well, many chapter members and hundreds of cars. Our food booth made a record \$2,563. We expect the event to take place again next year. There was interest in breakfast food so we may do pancakes. He also heard that our prices were "too low": we'll bump it up next time. Bill took time to view the display cars and was impressed with the craftsmanship.

As noted in the newsletter our chapter will not have a booth at the Spirit air show. Originally this was the county fair and air show organized by a committee with deep pockets. This fizzled around 2007. The Blue Angels remembered the event, however, and agreed to show up for a future event, this led to forming a new committee to organize a new show - that was the basis for the next series of events. Without the funding that the last group had they've had to pass costs on to exhibitors. In addition to costs some prior incidents led to a requirement that exhibitors use the show's tents. This year we found out late that it would cost the chapter \$1140 to participate, in the future we'll vote on whether or not we want to take part. Bill also

notes that houses and businesses are not being built within the box the Blue Angels need for their show - this will cause a conflict. As for this year Bill notes that the Blue Angels will arrive Thursday, check their visual reference points, and do a practice session. Friday will be a full practice show, including the other teams. Doc will be there, a C-17, KC-135, NASA's Super Guppy, a Privateer (Navy B-24), Army Aviation Heritage helicopters, a B-17, the F-35 demo team.

Fundraising: Ron Burnett has food cards. \$25 and \$100 Dierbergs food cards, he also reminds us we can sign up for Raise Right and set up the app on your phone. Mike will send out another email to detail the process, Bob will contact Laura to get some of the relevant sign up info on the website.

Bob is looking into electronic pay options for food sales. PayPal is an option and one of the cheaper options around percentage of transaction taken. It would also offer a method of paying dues, for example, through our website.

Today was learn-to-fly day, the weather nixed this. We'd like to do an event in June, now that the 4th is open we'll plan on that. Participating pilots will go on to help mentor potential students through the process.

Bill's going to try and build an Adirondack chair, Jim suggests bringing supplies in and getting the chapter involved, maybe on a movie night.

Any ideas for guest speakers? Jeff Stephenson suggests Jack Pelton: we've had a number of prior HQ leaders, Rod Hightower and Charlie Becker for example. Jim Hall has identified a number of nearby leads. Jeff also suggests Chris Higgins, Bill will talk to the Cozy Girrls.

We plan to do a picnic soon, Bill would like to restart movie nights. Any movie requests? There's a newer Midway film out, and the older Top Gun.

We need to have a board meeting soon.

Elaboration on the YE Event: (John and ... Jennifer? (does the iPad @ events)) registration for 6/11 is open, 39 currently registered online. We've got a sign that explains registration and pre-registration. We discussed "first flights first", although we do encourage repeat visitors.

Bob will be sending out an updated roster this week.

Jim Bower notes that, in the Members Section of the website, there's an archive of prior newsletters.

Jim Hall says that, before last week's event, there were a couple of people mowing and trimming (Bill W and Kim). He thanks them, Don for building the wheel chocks for Wings and Wheels, several advisors show up to every explorer event: thanks to all.

Discussed potential smaller, simpler projects: new curtains, updated signage.

Motion to adjourn made and seconded.



Flying in Africa: Obstacles and Other Mean Things

Hello again from here at the tip of Africa. (*Yeah, now just the tip. The sunny skies have gone into winter hibernation. LOL*)

A little trivia: During February 2000 a rare opportunity came my way. I was going about my business as usual at the shop. (*Cop Shop*) when a call from a colleague at AIR WING graced my phone. "The Concorde is at FACT!" (*Cape Town International Airport*) Wow! What's it doing here? "Oh, they're on a world charter tour. She's leaving on Saturday again."

This brain was in overdrive. Okay, phone British Airways and find out if this is true. A nice lady answered the phone. "Yes, the Concorde is here. AND IF YOU CAN BE HERE BEFORE 12:00, I'll TAKE YOU OUT TO HER!" Double wow!

Needless to say, I was done in record time, and while getting out the door, I called home. (*Thanks for*

Motorola Brick cell phones. You guys remember those antique stuff from yesteryear. Shhhh, just now you give your age away!)



The Redhead (*my wife*) was waiting outside the apartment on the pavement, and we were "flying" out to FACT. It was 11:10 and twenty-five kilometres to go.

Arrived at FACT, parking in a "OFFICIAL" parking space and shot off to the British Airways booth, Redhead in tow. I think she was more excited than me. Well, anticlimax! There was a contingent of press people aboard, and we'll have to wait until they are done.

We waited for about forty minutes, and the nice lady from British Airways with her ever present smile took us out the Concorde, and handed us over to a charming Air Hostess. Then the tour began. Okay, I must admit, I was in my uniform and that opened doors.

The ship ain't that spacious inside. It represented a tube with two seats left, an aisle I could just squeeze through, and two seats to the right. The windows were more or less the size of my hand, but then again; what do you want to see outside from 60000 feet up top on the edge of space?

After spending about 10 minutes in the cabin, (*There's just one class on the Concorde: "EXTREMELY EXPENSIVE"*) we were ushered to the place where the fun is. The cockpit. The Redhead was not that much interested in the cockpit and elected to explore the outside of the Concorde. Ask her, she will tell you there's 22 wheel-nuts on one main-gear wheel, and that Concorde does not have flaps!

I was invited into the cockpit by a distinguished grey-haired gentleman, sporting four gold bands on his shoulders and a pair of gold wings on his chest. I was told to sit in the left seat. The Pilot Seat On The Concorde. Wow.

I spent about twenty minutes speaking to the pilot. He told me some interesting facts. Like the craft stretches 30 centimetre (*about a foot*) in flight at Mach 2.2 and at 60000 feet altitude. One must remember that the air is very thin at that altitude, yet the forces on the airframe are mind-boggling. Like the pressure on the shield over the windscreen, is 15 tonnes per square inch, while the temperature of the airframe is around 240 degrees Celsius. No wonder she stretches in flight!



When I left the cockpit, the charming Air Hostess gave me a one of a kind 1:48 scale model of the Concorde, something I still treasure today.

After the unfortunate incident where the Air France Concorde crashed, these fine aircraft were retired. G-BOAD was flown to New York and is now on display at the Intrepid Museum, New York. Whenever you get the chance to visit this fine aircraft, remember: "Dave" sat in the pilot seat!

And if you do visit the aircraft carrier at pier 86, see that you also visit the Space Shuttle Enterprise on the deck of the aircraft carrier. And, "Dave" did NOT sit in that pilot seat! LOL.

Now, on to the story of obstacles, wayward animals, and other mean things. When flying in Africa, you come to find a few things. One: Never trust a runway. Okay, I suppose in other parts of the world as well, but here in Africa, you got to CHECK the condition of the runway BEFORE you land.

Okay, sometimes before take off as well, but especially on landing. For if something is “not right,” and there might just be a pot-hole in the gravel runway. The demise of a lot of nose gear or something important, was caused by pot-holes. You can’t just pull over, park on a cloud, and wait for conditions to better themselves. Nope. Not an option. *(Ask my far off distant nephew, three times removed, about the time he struck a 400 kilogram kudu bull at 300 km/h while landing his Mirage III EZ on Hoedspruit AFB! Mirage 1, Kudu 0. But someone needed clean underpants.)*

During my time with 305th Squadron, I recall coming back from a sortie, and the pilot that time elected to land on runway 06, a grass strip. We used a Cessna 185 tail-dragger of 42nd Squadron that day. At that time 42 was under the control of the SA Army, and had 24 C185A, 12 C185D and 9 C185E aircraft on the books.

All went well with the landing. The Cessna performed her best, and as we turned at the end of the runway at Snake Valley, *(AFB Snake Valley ground crew training facility)* the observer, a Colonel in the Army, asked from the back if we had seen the rabbit next to the runway as we turned. I looked back over my shoulder and remarked; “Never mind the rabbit, did you see the gazelle grazing where we touched down?” The Colonel went pale and quiet. The Pilot smirked, and said: “Ag Man, she’s our resident ‘Rooibok,’ she’s used to us coming and going.”

There’s a nice place in the Kruger National Park called; Skukuza. The airport itself blends in with the surrounding bushveld and is nestled between the Sand River, to the north, and the Sabie River to the south. SA Airlink operates daily flights from Johannesburg to Skukuza, as the town and the Airport is considered the “Gateway to the Kruger.”

Now, to fly to Skukuza from Pretoria, one first needs to remember there’s two BIG mountain ranges in the way. *(Not like some guy that could not look out his xxxx windscreen, and SEE the xxxx mountain. SACAA reported: “Controlled flight into terrain,” on the accident report.)*

So, to circumvent the same epitaph on your gravestone, one climbs to 9500 feet MSL, and clear the mountain with ease. Okay, there’s flight following and such available, but 90% of the GA flights to Skukuza are PPLs flying VFR. Some of them can only read a map in two dimensions, and terrain height ain’t one of those dimensions.

Then after clearing the escarpment, down you go to 2000 feet AGL, because you now cleared the high ground and are over the Lowveld of Mpumalanga Province, Tsetse fly and Malaria country. Now starts the fun, and dodging Tsetse flies and mosquitos are part of it!

After clearing the two hard obstacles in your way, you are only 11 minutes from landing. Good? I think not.

Radio call to FASZ to announce your intentions, and get landing clearance.



“ZS-??? Cleared to land runway 35. Fly straight in. Wind 2 knots right on the nose at 017. Welcome to Skukuza.”

Fly straight in? Okay? I think not. I once before had this misfortune to “Fly Straight in,” and had to take power on a go around, and just about cleared the “obstacle” on the

runway! Someone in Botswana was not so lucky. He clipped the “obstacle” with his right wing, writing off his Cessna as well as killing the poor giraffe instantly.

“ZS-???, permission to do flypast of runway 35?”

“You don’t trust me? Okay, flypast authorised.”

Good call, I turned final approach, and headed towards runway 35. I told my three passengers that we are going to do a flyby first. I was met with blank stares.

Then I spotted it! Three black spots on the runway that are not supposed to be there, and out of sight of the Tower. I set power for 100 knots, and held off 50 feet above the runway.

About halfway down the runway, right in the middle of the runway, three big mud-coloured, 5-ton elephants were making their merry way down the tar runway. Their ivory tusks contrasting with their dark body colour. They were not fazed in any way by the noisy Cessna 210 going at 185 kilometres per hour, 50 feet over their heads.

CONTINUED on next page

Flying in Africa (Continued)

“ZS-??? To tower, you have three jumbos going down the runway!”

“Ag no man! I haven’t seen them. Go left circuit at 800, and I’ll have Fire clear them.”

“Rodger, ZS-??? Going left circuit at 800. Is this going to take long?”

“No, why? You need fuel?”

“Nope, but my bladder needs the toilet!” This to giggles and laughs from my three German passengers. *(The two girls, also needed the facilities but did not say anything!)*

It took the airport fire crew about ten minutes to scramble and another fifteen to clear the jumbos. We landed without further incident, and I must say; to a huge relief for me.

The moral of the story: When in Africa, look, make certain, double check, and be safe...

Well that’s it for this month. Hope you are all good and enjoy good health. Until next time. But, let me leave you with this: What do you get when you cross a traffic cop with a giraffe? --- An Air Traffic Controller! *(Sorry, ATC, I just had to get that one in...)*

***Bye 4 now!
Dave.***



African sunset at FASZ (Skukuza Airport)

G-BOAD Aircraft history

- **August 25th 1976:** G-BOAD (210) first flew from Bristol Filton Airport, after being build at the facility.
- **Concorde 210** was the only BA Concorde to have been painted in another Livery; it had a Singapore Airlines livery on one side as Singapore Airlines operated a joint service with BA in 1979. BA crews flew Concorde and the Cabin crews were a mix between the 2 airlines.
- **February 7th 1996:** G-BOAD made the fastest Atlantic crossing by any Concorde. Taking off from New York JFK and landing in London Heathrow 2 hours, 52 minutes, and 59 seconds later.
- **August 16th 2000:** Grounded when it's Certificate of Airworthiness is withdrawn as a result of the investigation into the Paris crash 3 weeks beforehand.
- **January 29th 2002:** First test flight after the post Paris crash modification programme, having been the fourth British Airways aircraft to receive the upgrades.
- **February 10th 2002:** Returns to service after the Paris crash, with a return flight to New York JFK.
- **June 4th 2002:** Flying in close formation with the Red Arrows, G-BOAD along with other aircraft, takes part in the Queen's Jubilee Flypast. At the controls of G-BOAD are Civil Aviation Authority Chief Test Pilot Jock Reid and British Airways Chief Concorde Pilot and aircraft Commander on the day — Captain Mike Bannister.
- **July 26th 2003:** Returning from Barbados, having just started the final season of flights to the Caribbean, the crew of G-BOAD have to issue a Mayday call as bad weather around Heathrow prevents them landing, and the aircraft becomes dangerously low on fuel.
- **October 8th 2003:** With the retirement of Concorde confirmed, G-BOAD takes part in the Farewell Tour programme with a visit to Boston and at the same time sets the current East to West Atlantic crossing record with a time of 3 hours 5 minutes and 34 seconds. The aircraft was piloted by Chief Concorde Pilot Captain Mike Bannister.
- **November 10th 2003:** Final flight from LHR to JFK and retirement to the Intrepid Museum, New York.
- **G-BOAD's** nose cone was knocked off by a truck at the end in June 2008. The damage was repaired and subsequently the aircraft was moved back to Pier 86 in Manhattan (*and placed on the pier, rather than on a barge*) on 20 October 2008 as part of the Intrepid Sea, Air & Space Museum. G-BOAD spent more time in the air than any other Concorde, at 23,397 hours.

https://en.wikipedia.org/wiki/Intrepid_Sea,_Air_%26_Space_Museum

Learners as We Go

The Perfect Young Eagle Event

“The Best, the Better, and Some Great Fun!”



THE BEST RALLY

I do not know how many Young Eagle flights I have given. Anytime I am with somebody in an airplane I make it an introductory flight for them. Because, IT IS ABOUT THEM.

First off, I want to say THANK YOU to everyone on the front line and to everyone behind the scenes. We pilots get to have the fun by actually flying with the Young Eagle young adult.

Something about this past event was magical because everything aligned. The marginal VFR (Visual Flight Rules) clouds and fog lying over the river restricting flight opened up to clear skies. The young adults were happy, attentive, and playful. It was a GREAT DAY and the kids had GREAT FLIGHTS.

I key to the event was SAFETY. We have a GREAT Ground crew who escort the families out to the planes. They even follow up with taking the parents out to the plane after the YOUNG EAGLE flight.

And Ms. Lisa is always around with her camera capturing the moments. (We even had “Newbie” Lisa helping out behind the scenes. Thanks for bringing her, Dave.)

A BIG thank you to Jon and Jennifer and Michelle for holding down the desk and doing the paperwork shuffle and getting the kiddos lined up for the flights.

Our GREAT pilots who, if you really think about it, have double duty of flying the airplane and also trying to “intro” that flying PILOT STUFF to the Young Eagle participant.

Then there is Ms. Laura working her magic with the Boy Scout Aviation Merit Badge.

I also know the YE Mafia as they were called, (or was that the elves) did a lot of prep works for ALL OF US EAAers to have a GREAT day and GREAT FLIGHTS!

SOME GREAT FUN!

The first young man I flew with, Mr. Emmitt had skills a flight instructor TRIES to teach a flight student. His head was on a swivel looking all around. His eyes moved across the instruments and then back outside to scan the area around the airplane. After inquiring from Mom about this 11-year old’s “skills” she told me that Dad had taught him HOW to drive their boat. BINGO! The same skills used to fly an airplane. Though we LAND an airplane.

Another young person, Lady Cambree, was just the happiest Young Lady right up to the time we started down the runway. (As they say, it is all fun and games until you add full power.) That is when the concerns grew so as we lifted off the runway, we stayed in the traffic pattern and simply completed the landing pattern, made a smooth landing, and taxied back into the ramp area. Of course, as soon as the wheels touched down, “That was the coolest thing ever!” When do we go again!” After the flight I introduced her to the Advanced Aerobatic Test for her next Young Eagle Flight. This is what that training looked like:

THE COOKS, CLEANERS, AND BOTTLE WASHERS

Momma always said, “The jobs not done until the mess is cleaned up.” THANK YOU to ALL the good people who picked up, cleaned up, cleared up, fixed up, all the things that get smashed and trashed during the event. Don D. was out days before cutting the grass and the SETTERS, were out setting up all the displays and the tables. Then

when the event is over, we put OUR awesome EAA 32 AVIATION RESOURCE CENTER, the building we have to call the ARC, (because it is NOT a hangar.



All photos from mr. bill’s article

Something to do with aircraft storage and politics) back in order.

Also, I want to thank our airport manager, Dennis Wiss, for allowing us (and me) total access to this airport of ours. There were other directors that did not take to kindly to us around the airport. I say myself, because Mr. Dennis has watched me work with some of the kids and flight students out there and he has given me a few looks. That is when I told him I would provide him an EAGLE FLIGHT so he too can experience what the YOUNG EAGLE FLIGHTS experience. The first thing you must learn is how to taxi an airplane with the rudder pedals. So doing 360° turns in front of his office with the pilot has made him wonder just what is going on in that aero machine. He WILL see the ways of the rudders.

MAKING IT A BETTER WEEKEND

What a special weekend in STL with the Blue Angels in town down at the SPIRIT OF ST. LOUIS, CHESTER-FIELD, MO Airport to show off the STL produced McDonnell-Douglas F-18.



Is that the best guy they could find to protect that jet?

SOME SAD STUFF

As you review these YouTube clips, look at the area around these airplanes that they had to make an emergency landings in. Four of them are in open and cleared areas.

<https://www.youtube.com/watch?v=yhlOwd5UWq4>

Just as in this local picture of a Aeronca Champ flown by two local guys (one trained locally in Portage de Sioux.) Look at the clear area for the landing.

This was the local picture:

<http://thepeopletribune.com/2022/06/06/plane-crash-near-curryville-mo-claims-two-lives/>

Again, another wide-open field that the airplane was put into.

This is the same type of airplane, an Aeronca Champion that flew ITSELF FOR TWO HOURS after it had been hand propped with full throttle with no pilot at the controls.

As one pilot stated, “The Piper Cub will just barely kill you!”

Q? What model F-18 are the Blue Angels flying?

A: The “New” F/A 18E Super Hornets

Q? What model designation is #7 and how many #7’s are there?

A: A pair of F/A-18Fs are the backup aircraft. Both are #7.

Q? Who was that guarding the Blue Angel #7 from the bad guys?

A: EAA 32 President Bill Doherty

Q? What EAA 32 member and his students were invited to the FIRST World Champion (Robotics Tournament) in Houston, Texas this year?

A: Dave Zilz, Team Mentor and Stem2U program director at Lutheran High School, Saint Peters, MO.

His Roboteers won the Engineering Inspiration Award at the World Championships. Dave is a member of EAA 32 and brought his students out last month for private Young Eagle rides. Those students are the Next Generation Pilots, Engineers, and Technicians of the Aerospace Industry.

Thank you all for ALL YOU DO. This is an awesome group of people to be around. Our founder, Paul H. Poberezny would have been proud of the day and all the GREAT people. Paul used to say, he was a millionaire. He had a million friends. I would like to say, YOU ALL ARE WORTH A MILLION BUCKS! YOU CAN NOT FIND GREAT TALENT LIKE WE HAVE HERE AT EAA 32. Thanks again to EVERYONE for an Awesome and SAFE event.

RaiseRight Fundraising Update

Mike Schwarzkopf

Recently, the ShopWithScrip fundraising organization has rebranded to the name RaiseRight. For those who have been participating in the fundraiser, you'll recognize that as the name of the app used to purchase eGift cards.

For those that aren't familiar, or those who are interested in joining the program, you can purchase electronic gift cards from over 700 different restaurants and retailers with a percentage of your purchase going to EAA Chapter 32. Rebates typically range from 4% to 8%, but each week they spotlight one or more retailers with even greater earnings. As I write this, they are running special deals for 95 retailers; here are just a few: Gap/Old Navy (18%), Outback (13%), Bass Pro Shop (13%), Westin Hotels (12%) and Hilton Hotels (12%).

Enrolling in the program is easy:

- Download the "RaiseRight" app to your phone or tablet
- Enter the following code to link with EAA Chapter 32

739E47FC77L14

- Link a bank debit card to your account

Using your debit card is the cheapest and easiest method to buy cards; you are only charged 15 cents for each transaction. A credit card may be used, but each transaction incurs a 2.6% fee. When you purchase eGift cards, your purchase dollars are available immediately.

We earned \$482 in 2021, and for 2022 are under that pace only having earned \$106. We can use more participants! And for those who have been participating... Thank You!! You can help our chapter earn money through your everyday purchases at retailers like Lowe's, Target, Amazon, Panera, Chipotle, Walmart, Home Depot, Macy's... The list of retailers is available on the RaiseRight app or at raiseright.com.

Please let me know if you have any questions or need help enrolling (mike.schwarzkopf@yahoo.com). To make it even easier, I can send you an invite email that includes the Chapter 32 link.



Chapter 32 Member Speaking at AirVenture 2022

One of our own EAA Chapter 32 members, Dr. Pierre J. Moeser, will be speaking at AirVenture (Oshkosh) this year. The topic of his presentation will be “Aviation Medical Implications of CBD and Marijuana.”

CBD is legal everywhere. THC is legal nowhere in Federal Airspace. Yet, THC is legal in some states. Some states allow for THC use for medical reasons (medical marijuana) and some allow THC for recreational use (“getting high”). Advertisements for both CBD and THC promise miraculous cures for everything from anxiety to seizures.

Many questions arise for pilots. Do these compounds even work? Can pilots take them and fly? Many CBD products contain THC. How much THC is okay? Will a pilot test positive for THC if drug tested, and if so, or how long?

The truth is that there are no medical or legal or safety protections built in for pilots who use these products. Pilots need a foundation of knowledge to make the correct decisions on personal use and even secondhand exposure.

The projected schedule will be:

“Aviation Medical Implications of CBD and Marijuana”

by Pierre J. Moeser, MD, FACP, FACR

- 07/26/2022 (Tuesday) – 12:00 at the FAA Safety Center
- 07/27/2022 (Wednesday) – 01:30 at the Seaplane Base

If you attend AirVenture this year, stop by the lecture and say “hi.”



Going to AirVenture This Year?

Laura Million

If you visited AirVenture in the past, you know how much walking is involved. How about taking a break and inspiring the next generation at the same time? We are always looking for volunteers for KidVenture. Take a morning or afternoon off from walking and help a kid build a wood rib or sand a wooden propeller. Like arts and crafts? Help a kid build a stomp rocket or other fun activities. If your spouse or adult child wants a break, we have volunteer positions for everyone. No experience necessary. Volunteers will get you up to speed.

Kid Venture is open from 9am – 3:30pm Monday through Saturday, and Sunday from 9am – 2pm. Shifts are typically 9am – 12:30pm and 11:30am – 3:30pm. Plenty of time to get to the afternoon airshows.

No need to register ahead of time. Come to Pioneer Airport on the day(s) you want to volunteer and look for the Volunteer Sign-in sign. Every volunteer gets a KidVenture T-shirt.

If you have any questions, please email me at laura.million21@gmail.com.

<https://www.eaa.org/airventure/place/KidVenture?id=50c6c89967c044c9a0ec7ec89e4369b7>.



Photo credit: EAA

My RV 14A Building Adventure

Frank Dressel

I know many in Chapter 32 fly aircraft you've either built or updated. I took the deep dive after my retirement from teaching and, as it so happened, at the start COVID. I'm sure everyone's experiences are unique but also sure we have many similarities. Here a brief timeline so far, some notes on my build, and thanks to all the help Chapter 32 members and resources are providing.



September 2020
Empennage Kit Arrives

The empennage kit arrived via Old Dominion Freight Terminal on Hall Street in St. Louis. All my kits—empennage, wing, fuselage, and finish kits were shipped there. And all four shipments were trouble-free, a testimony to Van's amazing crates and packing as well as the truckers' and forklift drivers' skills.



February 2021
Tail Feathers Complete and Attached

At each step, there's been a lot of learning. I certainly developed a trust in Van's instructions and their many imaginative ways parts are assembled with solid rivets. This was my first real use of these rivets and I must confess that after installing thousands, I'm still learning. As one A&P wisely told me: take each rivet, one at a time.



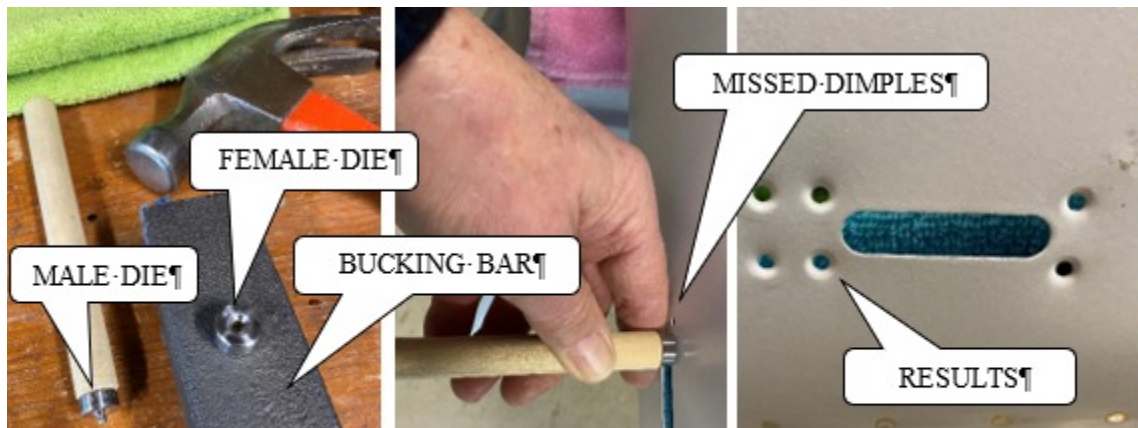
January 2022
Wings Complete



May 2022
Fuselage Halves Joined and
The Spaceship has its First
Captain

In the last eight months my progress has slowed some. I notice in my phone's photo album that a year ago, the photos was almost all airplane related. Now, with a cute guy in the house, there is probably a 4:1 ratio of grandson to airplane pics. Guess that's life and his smiles and chatter are priceless.

Here are a few notes of things I've learned and/or done.



Here's one solution for dimpling missed rivet holes in skins already assembled.

First a hole was drilled in a bucking bar to receive the female die. Then a wooden dowel, also with a hole, receives the male die. Finally, use three hands to form the missed dimples: one to hold the bucking bar with die on the inside, one to hold the wooden dowel with male die on the outside, and one to strike the dowel with a hammer. Voila, the missed holes are now dimpled.



Here is another use of Chapter 32's Cleaveland Aircraft Tools C-Frame. Their 12-inch "back rivet set" and gun fit perfectly on top and a 1-inch "mushroom set" fits in the bottom fixture. I found this to be an easy way to rivet stiffeners to the side skins without an extra set of hands. This was not my idea, but rather a British builder's solution.

Here is my method for creating the rolled leading edges for the plane's rudder, elevators, and ailerons. Most of this came from other builders, especially Garth.

I used a 3/4-inch pipe from a clamp to form the skin's curve for the leading-edge. The skin is taped to the pipe. Cheap duct tape isn't strong enough but Gorilla tape is. The idea is to hold the pipe down as you rotate the pipe, pulling the skin to form the curve. So the purpose of the C-clamps and wood blocks with a hole for the pipe is to hold it down and avoid a crease in the skin at the start of the curve by the bulkhead. There will be considerable spring-back. So, I think I went about 45 degrees beyond to get the final 90-degree bend. Anyway, this process worked well for me.



Obviously, you can see from the photos that I prime most components before they're assembled. It takes time, adds weight and costs, but I believe it's worth it. I'm using Stewart Systems two-part waterborne EkoPoxy primer that I mix up by weight. I usually spray it although I've brushed it on small parts and rolled it on skins successfully indoors when conditions weren't right to spray outside. A 4 by 1-inch foam roller works well. For any method, the benefit of the waterborne Stewart Systems is the water clean-up. I also find the epoxy, once mixed, can be kept in a refrigerator for weeks without thickening. So, mixing up just the right amount is an unnecessary worry.

I've been fortunate to be able to borrow many Chapter 32 tools. I have six different Chapter bucking bars that have all been needed for various assemblies. Admittedly, I love my one tungsten bar that works for 95 percent of the rivets but work stops if you don't have the right shape for the remaining five percent. Even with all the Chapter bars, Garth lent me his special long reach bar for between the elevator ribs. Then, just last month, I mounted the fuselage in a rotisserie and you might recognize Dave Doherty's tail stand that is working great. Thanks again.

Finally, I've got to thank the many members who have helped. Chris and Jim for all their help with dimples and rivets. Kim repeatedly asking if I really want a tail-dragger? Art and Rusty with their many lessons learned. Bob Murrey's electrical and avionics expertise. And I hope, maybe late in 2022, but certainly 2023, Bob Clark's certification expertise. And clearly, all the many Chapter members' encouragement, expertise, and friendship. Thanks!



Aviation Explorer Post 9032 Activities as of June 13, 2022 – Update

Jim Hall

Boeing is the chartering organization for 'Learning for Life', Aviation Explorer Post 9032 and EAA Chapter 32 is continuing to supply additional AE Post Advisors and Aeronautical Information contact sources.

Each month the usual schedule (flexible around other activities):

- 1st Wednesday; 6-7 pm General Meeting in Boeing Bldg. 100 Auditorium
- 2nd Wednesday; 6-7 pm Post Advisors Virtual Meeting
- 3rd Wednesday; 6-7 pm Guest Speaker or offsite Activity
- 4th Wednesday; 7-8pm AE Post Officers Virtual Meeting

Note: the AE Post Officers and the AE Post Advisors Virtual Meetings will be combined into one; to enable better synchronizations of future activities.

- 3-26-2022 AE Post 9032 Activity took a trip to Belleville to see the Southwestern Illinois College (SWIC) aviation school.
- 4-14-2022 AE Post 9032 tour, of the 126th Air Refueling Wing at Scott Air Force Base
- 4-23-2022 Salt River Automotive hosted a Fly-In and Cruise-In at St. Charles Regional Airport!
- 4-30-2022 EAA Chapter 32 was invited to present; and AE Post 9032 youth were invited to attend the Wings of Hope Career Fair
- 5-4-2022 AE Post 9032 General Meeting: Confirmed current Aviation Explorer Post 9032 Officers: President: Connor Kelley; Vice President: Jacob Garvey; Secretary: Dornell Travis; Treasurer: Lauren Peca; Marketing: Isaac Crackel
- 5-18-2022 AE Post 9032 received a presentation from Boeing F-15 Pilot, Jason Dotter who shared his experiences with everyone in Boeing Bldg. 100 by using the Prologue Room to visualize the designs and functions of various fighter aircraft which he has flown.

- 5-25-2022 AE Officers Meeting Notes: "Working on plans for what we are going to do at the air-show in June. Looking forward to Airventure July 23-31. Training for AirVenture will be at June 22 Meeting. On June 1 start of new officers meeting on Tuesday throughout summer. Implement Newsletter Updates - Andrew to write about visiting Southwest Illinois College and Elite Aviation. - Connor to write about touring Scott Airforce Base. - Issac to write about touring the F-15 Assembly Line. - Jacob or Issac to write about doing RV flight Inspection. - Articles must be submitted by May 31st. - The newsletter needs to be printed and ready by June 11th. Airshow Booth - Tickets will be handed out at the June 1st meeting. - Make sure to sign up for volunteer positions. - We'll be putting everything together for the airshow at the June 1st Meeting - We will have the newsletter and postcards for the airshow. June 11, and 12 with volunteers (AE youth, advisors or parents) working on June 11, from 8am-12pm and 12pm-4:30pm shifts.
- 5-26-22 Invitation from Post 218 for Post 9032 to join their virtual meeting. Trevor Simoneau will share his experiences with Aviation Explorer Post 747, becoming a pilot, and creating *Chart It All* (a company offering custom aeronautical chart products - <https://www.chartitall.com/>) to fund his aviation dreams. Post 218 also shared their planning process for AE youth to participate in post activities. "Remember you need to support Post 218 by your regular attendance in order to be eligible to go to Aviation Exploration Base Camp. If you are not sure if you have enough points to go, please check with us. Registration fee is non-refundable. We will help you meet the requirements with attendance at Chapter events, volunteering at the Chapter building, special projects, doing a short talk about your favorite aviation career or aircraft. If you are a newer member you should do a short talk to tell us about yourself, what you like about aviation and your future plans. Please make arrangements with us to set aside time at an upcoming meeting."

- 6/7/22 AE Post 9032 virtual meeting for Advisors. Chrissy and I will be at the Top Gun showing with the participating youth tomorrow. The event ends at 6, same as our meeting normally starts, so let's slide an hour to 7pm. The same meeting information should work. Apologies for the short notice. Respectfully, Andrew Hedlund
- 6/7/22 Top Gun: Maverick Movie Event at the St. Louis Science Center Omnimax Theatre from 2:15 P.M. - 6:00 P.M. Guest check was at the registration table- Your name badge will have additional information on seating. F/A-18 Flight Simulator -see what it is like to fly an F/A-18. Photo opportunities for selfies and social media. Please tag us at @Boeing and #Boeing Inspires. Snacks ready for pick. Assigned seating for everyone. AE youth and parents shared that they thought this event was absolutely amazing.

6/9/22 Check out this Post 218 event!

----- Forwarded message -----

From: **Aviation Explorer Post 218**

<aviationpost218@gmail.com>

Subject: Re: Post 218 Meeting tonight, 6/9/22, Young Eagles Saturday, 6/11/22

Hello Explorers,

Hope to see you at tonight's meeting online. We need help on Saturday at our Young Eagles Rally. Alex & Bonnie are not able to be there this time. Please check in with Laura at the registration desk to let her know you are there. Make sure to take turns with the classroom, simulator and escorting. If there are not enough Explorers, you can skip the simulator - we need an Explorer supervising to have that running... Our 2 newest Explorers should be there - Wyn & Nick. Make sure to welcome them and show them what to do.

Also note the change below for June 23.

Bonnie & Alex; Post 218 Advisors

On Fri, Jun 3, 2022 at 9:52 AM Aviation Explorer Post 218 <aviationpost218@gmail.com> wrote:

Hello Explorers,

Please join us next Thursday, June 9, 7:00pm Central Time via Zoom for our Post 218 meeting. **Jim Bildilli** an Airport Inspector, Advisor with Post 731 Springfield, IL and Aviation Exploration Base Camp staff member will join us to share his aviation experiences with us. Come hear his stories and ask him

questions. You are receiving this message as a member of Aviation Explorers Post 9032

- June 11&12, 2022 AE Post 9032 participation in Spirit of St. Louis Air Show & STEM Expo "Featuring the US Navy Blue Angels; B-29, 'Doc'; Boeing B-17G, 'Yankee Lady'; CAF Red Tail P-51 Mustang; Matt Younkin/ Beech 18; Aerobatics including: Skip Stewart; Phillips 66 Team. Static displays include Hawker Hurricane; Supermarine Spitfire Mk IX 'Half Stork'; Sky Soldiers; etc. The STEM Expo and the Patriots Landing will host many more exhibitors also."

Note: AE Post 9032 had a STEM booth at the show. AE Post 9032 youth, parents and family members and Boeing Advisors were present at the Air Show & STEM event; manning the Aviation Explorer Post 9032 booth featuring a world map, popular with visitors allowing them to place pins showing where they came from, or places they want to travel to in the future. They also demonstrated a pair of motorized paper airplane launching systems which they built during post meetings before the event. During the two day event many contacts with potential AE eligible youth were made and also information was shared with younger youth about the EAA Young Eagle program.

- 6-11-22 Evening Reception with the Blue Angels after the Saturday Air Show. An opportunity to do Q&A with the airshow crews and pilots. Positive comments from AE post youth described the event as 'awesome' as they gathered autographs and asked questions of the Blue Angels.

- 6/13/22 Reminder Message from Chrissy Kujawa, Post Advisor

Note to all Aviation Explorers: "You have two more days to finish up your registration for Airventure!! Please submit all materials in the online portal by June 15th!!"

We will be having a meeting in early July to go over all logistics, packing, camp rules, and training.

- July 6, 6pm – 7pm AirVenture Meeting @ Boeing Co, 6300 James S. McDonnell Blvd; building 100, to go over AirVenture details and training!!
- July 25-31, 2022 AE Post 9032 is going to participate in Aviation Explorer Camp at EAA AirVenture 2022. Most of the AE Post 9032 youth have expressed an interest in attending the camp and are eager to register.
- July 19-27, 2022 Two Aviation Explorer Post 9032 Members applied for and have been registered to attend the EAA Advanced Air Academy; Session 1

CONTINUED on next page

Wings of Hope have offered to host an AE Post 9032 Field visit and a Drone Camp to their Spirit of St. Louis Airport Chesterfield Facility. Date: TBD

AE Post 9032 tour, of the Missouri Wing of the Commemorative Air Force (CAF) Museum, Aircraft and Hangars located at Smartt Field (St. Charles Regional Airport) Date: TBD

Announcements:

Isaac Crackel received this years' Ray Foundation Scholarship, administered by EAA Chapter 32. It was awarded to the first of the three AE Post 9032 applicants to successfully meet the EAA Ray Foundation requirements.

Lauren Peca and Isaac Crackel of AE post 9032 applied for, through EAA32, and have been registered to attend the EAA Advanced Air Academy; Session 1 which coincides with AirVenture.



EAA CHAPTER 32 NEWS
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