



EAA Chapter 32 Interim Newsletter for March, 2025

Compiled by Jim Hall

As most of you have probably heard, our intrepid newsletter editor, Jim Bower is out of pocket for a bit. Jim assured me that he is looking forward to once again doing an amazing job as the Chapter 32 Newsletter Editor. We're all eager for his quick return. In the meanwhile we offer an interim newsletter on a different time schedule to share updated information with our EAA Chapter 32 membership.

Chapter 32 was asked if we would host the EAA Ford Tri-Motor Tour for a stop in St. Louis during their 2025 route. Of course, the answer was YES! We would be happy to take on the planning for this event to make it a success.

First item to be handled was securing a hangar suitable for housing the Tri-Motor to keep it safe if any disruptive weather occurs while visiting St. Louis. Unfortunately, the size and availability meant that we had to look beyond St. Charles County Regional Airport. Thanks to Bill Doherty and Signature Aviation for making a larger hangar available at Spirit of St. Louis Airport during the EAA aircraft visit.

We've been working together to meet all the requirements to host the Ford Tri-Motor and thanks to all of our EAA volunteers we're confident that we'll have a fun and safe event!

From EAA; Basic Operating Minimums:

- **Airport and Runway:** The Tri-Motor requires a minimum 3,500' x 50' runway for flight operations. Our hosts help with onsite coordination and airport preparations.
- **Onsite Hangar:** The Fords are vulnerable to gusts on the ground, and we require the capability of putting them in a hangar when the weather threatens. The hangar requirements for the Ford are 80' x 80' with a minimum 75' door opening. In the past, we have always been able to get these hangars comped by the hangar owner.

- Ticket Operations: If outdoors, tables, chairs, and a pop-up tent are required for onsite ticket sales. Additional coverage and 10 chairs are also recommended to assist in passenger briefings and the flow of operations.
- Onsite Volunteer Support: In order to run the operation safely, a minimum of four volunteers are required per shift (2 shifts per day), 3-4 days total. (The more the merrier!) EAA provides a training video and onsite support.
- Marketing/Promotional Support: Hosts help distribute EAA-provided printed promotional materials within their communities.

EAA provides additional marketing support in the following ways:

- While the budget is very limited, the marketing team will place paid advertising for your tour stop location. If you have any suggestions of possible radio/digital outlets to look into, please share those with us as early as possible!
- An EAA eBlast is sent advertising your location approximately four weeks prior to your event. This communication will be sent to all EAA members and non-members in our system within a 200 mile radius of your tour stop.
- EAA Communications will also reach out to media outlets in your area to invite them to the event.



Ford Tri-Motor Image and Article courtesy of EAA

Aviation and history enthusiasts can experience firsthand what luxury air travel was like in the 1920s as EAA's Ford Tri-Motor begins the 2025 tour season in two weeks. The first stop is March 28-30 at Wittman Regional Airport in Oshkosh. EAA's B-25 Berlin Express will also make joint appearances at select stops to offer rides.

The current tour schedule includes:

March 28-30: Oshkosh, Wisconsin (with B-25)	May 23-25: Mayfield, Kentucky
April 4-6: Iowa City, Iowa (with B-25)	May 30-June 1: Springfield, Illinois
April 11-13: St. Louis, Missouri	June 6-8: Bolingbrook, Illinois
April 18-20: North Little Rock, Arkansas	June 13-15: Madison, Wisconsin (with B-25)
May 2-4: Reserve, Louisiana	June 20-22: St. Cloud, Minnesota
May 9-11: Bolton, Mississippi	July 21-27: AirVenture 2025 (with B-25)
May 16-18: Millington, Tennessee	

Additional tour stops will be added to the schedule as they are finalized.

EAA's Tri-Motor was built by Ford Motor Company and first flew in August 1929. The airliner was flown in Cuba and the Dominican Republic until it returned to the United States in 1949 where it served a variety of purposes including barnstorming and firefighting. EAA's Tri-Motor also appeared in two feature films, Jerry Lewis' 1965 comedy *The Family Jewels*, and the 2009 crime drama *Public Enemies* starring Johnny Depp.

EAA's B-25 was first accepted by the U.S. Army Air Forces in December 1943. The airplane served out the war as an administrative aircraft, stationed at bases in Washington, Colorado, and California. The Berlin Express name and accompanying markings come from the airplane's appearance in the 1970 satirical war film *Catch-22*, based on the Joseph Heller novel of the same name.

Tickets aboard the Tri-Motor are \$105 for adults, and \$85 for children 17 and under. Every seat in the aircraft is a window seat, offering a view of the surrounding area. Each flight experience is approximately 30 minutes, of which about 15 minutes will be in the air. Tickets on the B-25 are \$475 when purchased in advance. Each flight experience is approximately one hour, including briefing, debriefing, and about 20 minutes of flight time.

Tickets for each stop will be made available for purchase as they are finalized. More information on the Ford Tri-Motor along with links to buy tickets can be found at FlyTheFord.org. B-25 tickets can be purchased at FlyTheB25.org.

EAA Chapter 32 – Updated March 2025 Calendar of Aviation Events



EAA Chapter Leadership Boot Camp March 8, 2025

Photo by Lisa Miano

March

- **8** EAA Chapter Leadership Boot Camp hosted by Chapters 32 & 1675 @ Spirit of STL Airport in the Wings of Hope facility (dinner at Brickhouse Grill Friday evening on 3/7/25)
- **15** EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field – St. Charles County Airport Terminal (Administration) building; Pete Seddon (TRACON) and Randy Ottinger (FAAST) were guest speakers
- **29** EAA Chapter 32 Board Meeting (open to all members) @ 10am to be held at the ARC to discuss planning for Tri-Motor Tour & Young Eagles events and other items

April

- 1-6 Sun 'n Fun; Lakeland, FL
- **5** Private Chapter 32 Young Eagle event 'Soar into STEM' Washington, MO (four chapter pilots have volunteered to fly)
- **11-13** EAA Ford Tri-Motor Tour hosted at Spirit of St Louis Airport by Chapter 32



- **12** EAA Chapter 32 Young Eagles event at 9am at SUS
- **12** AOPA Rusty Pilots seminar in St Charles County Airport Administration Building
- **19** EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field – St. Charles County Airport Terminal (Administration) building – speaker Frank Dressel, RV-14a builder/ pilot
- **26** St. Charles County Regional Airport Stakeholders Birthday Celebration – 300+ years Cupcakes & Coffee; Aircraft on Display

May

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

June

- **7** Gateway Youth Aeronautical Foundation event at Creve Coeur Airport – **EAA Chapter 32 invited to participate with YE information booth – NO YE flights provided on that day**
- **14** **EAA Chapter 32 Young Eagles event 9am (EAA International Young Eagles Day) at Smartt Field**
- 14 Scott Air Force Base Open House & STEM expo
- **21** **EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC)**
- **28** **OBAP request for Private Young Eagles event (6pprox.. 30) at Smartt Field**

July

- **12** **EAA Chapter 32 Young Eagles event at 9am**
- **19** **EAA Chapter 32 gathering/ meeting at 10am will be at Smartt Field in the Aviation Resource Center (ARC) * note: because of proximity to AirVenture – Date TBD**
- **21-27** *** EAA AirVenture; Oshkosh, WI (chapter campsite reserved; limit of 6 sites)**

August

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

September

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

October

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

November

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

December

- **6** **EAA Chapter 32 Holiday Banquet – TBD**
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Aviation Explorer Post 9032 Activities Update for March, 2025



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

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

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

– Chrissy Kujawa Email: ckujawa@aepost9032.org

“Aviation Exploration Base camp registration at AirVenture. We do need a female and male adult to attend, so if you are a parent interested in going, please let us know!”

A quick summary:

- **July 19th – July 27th event**
- **Registration is OPEN – if you for sure are attending you can start signing up.**
- **We have 30 slots – we need at least 3 adult advisors (age 21+) and one needs to be a woman.**
- **Most of the registration info is due May 15th – please let me know when you sign up!**
- **You must have a physical with your doctor and turned in by June 30th – the form is on the website**

- Chrissy Kujawa, Lead Advisor

2025 Proposed Schedule:

April 2 4:45 PM Boeing Augmented/Virtual Reality Lab Tour (Signups are closed)

April 11-13th Ford Tri-Motor!! 9am – 5pm at 18260 Edison Ave, Chesterfield, MO 63005

This event is so much fun! Volunteer with EAA Chapter 32 to help with ground support for the Ford Tri-Motor. Please reach out to jrh9552jr@gmail.com if you would like to volunteer

April 12th Young Eagles Rally – 9am with Chapter 32 at 18260 Edison Ave, Chesterfield, MO 63005.
 “Explorers are always welcome to go and volunteer at Young Eagles events.”

April 16 Gateway Youth Aviation Foundation – Tentatively Simulators Creve Coeur Airport

May 3 Soar into STEM Career Fair at Wings of Hope at SUS

May 7 Guest Speaker Randy Ottinger of FAAST + AE Officers Elections (+ Aviation Jeopardy)
 Signature Aviation at SUS

May 21 Metro Police helicopter pilot + tour? TBD at SUS?

June 7th Youth in Aviation Event at Creve Coeur Airport; sponsored by GYAF

June 14th Scott Air Force Base STEM Expo being held at Scott AFB – open attendance

July 21-27 EAA AirVenture – Aviation Explorer Posts Camp

Completed activities in the last few months:

- March 19 at SLU McDonnell Douglas Hall – flight sciences & mechanical/aerospace engineering programs. Welcome from Chris Penberthy. Aerospace Engineering with Ray LeBeau (include Wind tunnel displays and AIAA displays). Aviation Science with Stephen Belt (include 737 simulator)
- March 12 Virtual planning session for AirVenture. Officers & Advisors virtual meetings
- March 8 Visit postponed by Florissant Valley Community College – Sheet Metal/Composite Programs Advanced Manufacturing Center new date TBD when available
- March 5 Visit to EAA 32 Aviation Resource Center (ARC) – proposed presentation re: Vans RV 12 aircraft upgrade project located at St. Charles County Regional Airport (Smartt Field)
- February 22 Ultralight and Light Sport Safety Symposium @ SWIC Granite City
- February 5th Cathy Babbis – guest speaker SUS held in the Signature Aviation Meeting room
- January 15th 6:00 PM visit to Elite Aviation Flight School at Spirit of St Louis Airport (SUS)

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

ABOUT POST 9032

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

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

Additional links to AE Post activities are listed below:

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

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

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

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

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

1st Wednesday; 6-7pm **General Meeting in the Signature Aviation FBO (Fixed Base Operator) facility at Sprit of St. Louis Airport (SUS) 18250 Edison Avenue; Chesterfield, MO. 63005**

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

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

For another perspective on aviation we reached out to Roy Beisswenger, owner of Easy Flight Powered Parachutes. This article is shared with his permission. Thanks Roy for sharing!



Most people entertain the dream of flight but never quite get started on the process. One of the reasons for that is uncertainty over exactly what to learn to fly.

Today I want to compare learning to fly airplanes to learning to fly powered parachutes and the end result – what you want to do with your new skill.

If your goal is transportation or professional flying, go with an airplane. In fact you can stop reading here. Learn to fly an airplane. Airplanes will get you from point A to point B more efficiently than any other kind of aviation. And if you want a career in flying, you will find far more opportunities for airplane pilots than powered parachute pilots.

So which kind of aircraft is better if you aren't seeking a career in the airlines?

What if you are simply seeking the freedom and adventure of getting into the sky and feeling the wind on your face?

What if you want an aircraft that is easier to learn to fly, easier to own, and offers you and your friends the most unique kind of aviation adventures?

Perhaps you know where I'm going with this...

Actually, I lay it all out in a YouTube video. You can see it here at... [Powered Parachutes vs. Airplanes](#)

If you are seeking adventure in your life, powered parachuting is a safe, easy, fun way to scratch that itch. You will find the training to be fun, rewarding, and less stressful than learning to fly an airplane.

I offer a training program that gets you flying as quickly as possible and provides you a pathway to earning an FAA pilot certificate for flying powered parachutes. Easy Flight training provides a safe, efficient way for you to get started in an amazing sport. After training, I can help guide you through equipment choices, places to fly, and further adventures.

Powered parachuting isn't for everyone, just as airplanes aren't for everyone, but if you want to become a powered parachute pilot, I hope you reach out to me today!

Blue Skies!

Roy Beisswenger

Easy Flight Powered Parachutes

FAA Certified Flight Instructor (CFI) (Gold Seal)

FAA Advanced Ground Instructor

FAA Light Sport Repairman-Maintenance

FAA Designated Examiner for Sport Pilot, Private Pilot & CFI

Author, [Roy's Powered Parachute Book](#)

YouTube Channel: <https://www.youtube.com/c/EasyFlight>

Some interesting facts about the Ford Tri-Motor are in the following article shared with permission of Century-of-Flight.net . Thanks to; Rob Vrabel; Owner / Founder of Century-of-Flight.net

Particularly fun is #4. Pigs can't fly, but cows can! A story about Elm Farm Ollie. Enjoy!

Ford Trimotor: 10 Fast Facts

Posted on [November 30, 2020](#) Author [Joel N.](#)

The Ford Trimotor was one of the first large passenger planes, and proved its worth with its simplicity, ruggedness, and reliability.

Nicknamed the "Tin Goose," the Trimotor first flew in 1925, and served in constant use for over 60 years.

For such a limited production run, the Ford Trimotor has a lot of interesting facts and firsts.

Keep reading to find out 10 facts you never knew about the Ford Trimotor!

#10. It was founded / manufactured by the Stout Metal Airplane Company



Stout Metal Airplane

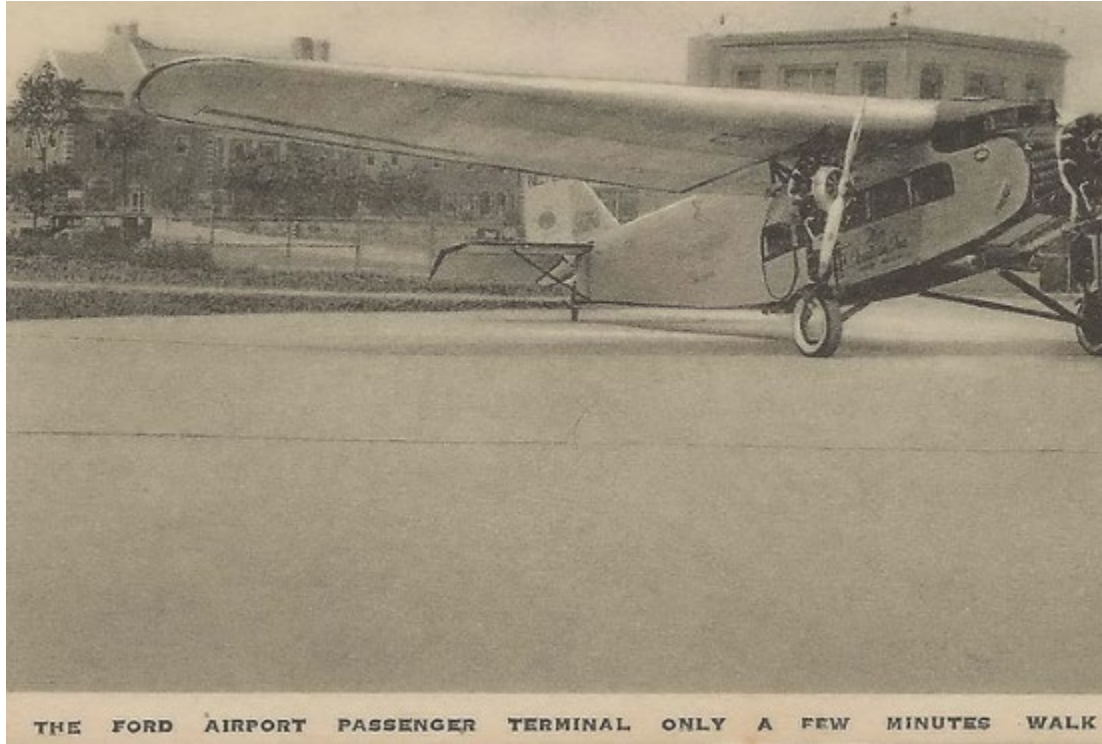
company emblem. Image: LibertyAviationMuseum.org

The Ford Trimotor originated with William B. Stout, who founded Stout Metal Airplane Co. in 1922.

Mr. Stout got Edsel Ford interested in investing, and he eventually bought a controlling stake in the company in 1924, turning it into a division of Ford Motor company in 1925.

Related Article – [Parts Of An Airplane Explained](#)

#9. The Ford Trimotor as manufactured at Ford Airport in Dearborn, MI



A Ford

Trimotor sits on the apron at ford airport in Dearborn, MI. Image: [Flickr.com](https://www.flickr.com/photos/14811421@N00/10244444444/)

After purchasing the company in 1924, Ford and Stout built Ford Airport in Dearborn, Michigan. It became one of the first modern airports when it opened in November 1924.

The Stout Metal Airplane Company factory was built there in 1926, and was the first aircraft factory to utilize assembly line production for the Trimotor.

The airport ceased operations in 1947, and exists today as the Ford Dearborn Proving Grounds, the airport and Trimotor factory long since demolished.

#8. The Stout Metal Airplane Division lost money



Image: [Flickr.com](#)

Sales of the Trimotor peaked at 86 in 1929, but only two were sold in 1932 due to the Great Depression and other, better airplanes coming out around the same time.

The fast pace of aircraft development in the late 1920's-early 1930's quickly rendered the Tin Goose obsolete.

Financial losses came out to \$6 million dollars, and the continuing economic depression led Ford to close its aircraft division in 1936.

#7. Only 199 Ford Trimotors were made



A

Ford Trimotor sits on the assembly line in Dearborn, Michigan. Image: TheHenryFord.org

Production started in 1925 and ended in 1933, resulting in a total of 199 Trimotors manufactured.

There are currently 18 Ford Trimotors left, with 8 being airworthy, 5 on static display, and 5 undergoing restoration.

Related Article – [De Havilland Comet: The First Commercial Jetliner](#)

#6. It could carry cargo in the wing



Cargo container in the wing of a Ford Trimotor. Image: Wikipedia.org

The center section of the inner wing on the 5-AT variant could drop down and store cargo.

While not offering much space for luggage, it was mainly used for mail and other cargo.

#5. It was used for some of the earliest International Passenger Flights



A

Pan Am ford trimotor on display in a museum. Image: [Wikimedia.org](https://www.wikimedia.org)

Over 100 airlines around the world used the Trimotor for passenger service.

Pan American Airways was an early adopter, using the Trimotor for its first scheduled international flights between Key West, FL and Havana, Cuba.

#4. Pigs can't fly, but cows can!



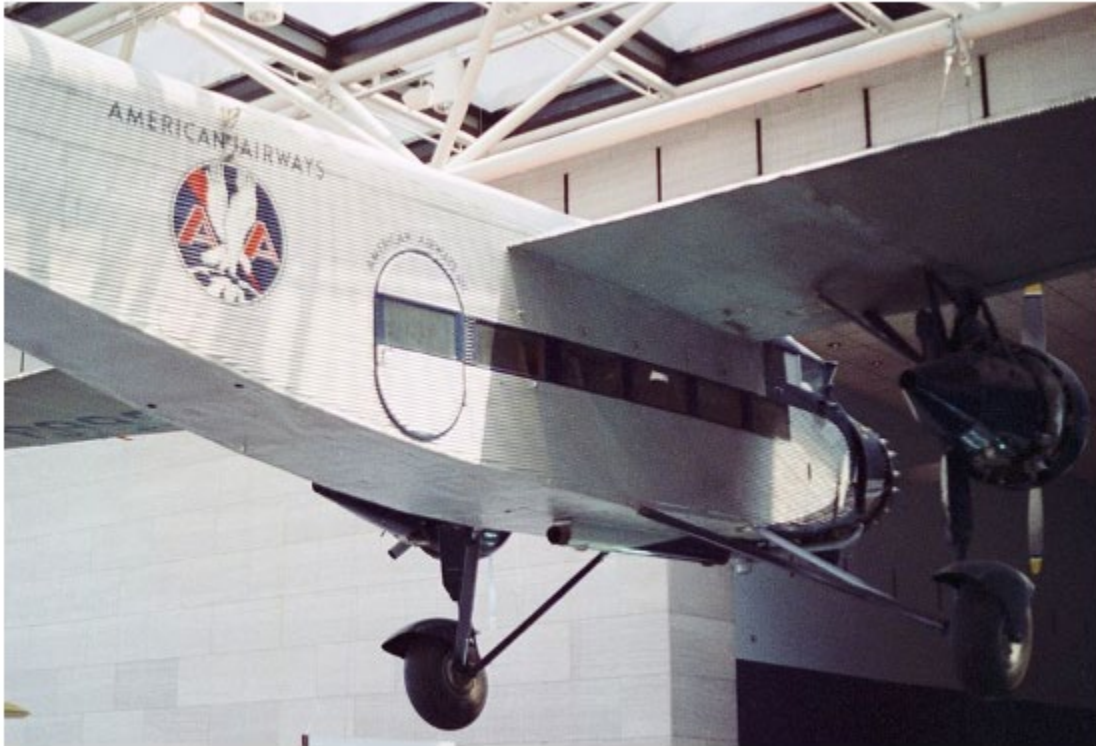
Image: MustardMuseum.com

The first cow to fly in an airplane was Elm Farm Ollie, flying in a Trimotor from Bismark, MO to St. Louis, MO on February 18, 1930. Ollie also became the first cow to be milked while in flight.

The milk was put into cartons and parachuted down onto spectators, with Charles Lindbergh supposedly being one of its recipients.

The flight was mostly a publicity stunt, but was also used by scientists to observe midair effects on livestock.

#3. It remained in service for over 60 years



American Airways Trimotor on display. Image: [Wikimedia.org](https://www.wikimedia.org)

The Trimotor started off in passenger and airmail use, but had a wide variety of missions, from sightseeing to bomber aircraft.

The last Trimotors were phased out of service in the 1980's, which were being used for sightseeing Grand Canyon and for inter-island air taxi services in Lake Erie, Ohio.

Several of the surviving Trimotors are still airworthy, and scenic flights can be purchased through the Experimental Aircraft Association (EAA).

#2. The shortest airline flight in the world used the Ford Trimotor



Island

Airlines Ford Trimotor sits on the airport apron. Image: LibertyAviationMuseum.org

The Ford Trimotor was used by Island Airlines, which was based in Port Clinton, Ohio.

Island Airlines served several small islands just off the coast in Lake Erie, none more than 10NM away.

Due to the short distances flown between the islands, Island Airlines was considered the “Shortest Airline in the world.”

#1. William Stout tried to revive the Trimotor



Image: [Wikipedia.org](https://en.wikipedia.org/wiki/William_B._Stout)

In the mid-1950's, William B. Stout bought the rights for the original Trimotor, hoping to develop it further.

Due to licensing issues, however, it was developed using the name "Stout Bushmaster 2000."

Even though it used modern construction techniques like stressed-aluminum skin and modern engines, the performance was still lacking to contemporary designs and resulted in no sales.

Only two Bushmaster 2000s were built, the first in 1966 and the second in 1985, but the latter was written off in an accident in 2004.

Century-of-Flight.net

