
CAA Chapter 32 News

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

November, 2024



Holiday Party Notice

This year's holiday party will be on December 7, 2024 at Creve Coeur Airport. Please fill out and mail the registration form on the last page of this newsletter.



Who remembers this? Final approach to runway 27 at 3SQ (St. Charles Municipal Airport). This is where your friendly editor (among many others) learned to operate an aeromachine.

Newsletter Contributions and Deadlines

Anyone wishing to submit articles, advertisements, rants, etc. to the newsletter should send them to your friendly editor on or before the Tuesday ahead of the scheduled meeting. Send contributions to newsletter@caa32.org.

President's Corner

by Bill Doherty

The jets I tow at work are constantly getting bigger. I guess it's like someone once described about boat ownership, two-footitis. Whatever you have, you want the next size up, the next two feet. We recently had a brand-new Dassault Falcon 6X arrive. It's a giant. I expect this one will be a somewhat regular visitor to our airport as there is a Dassault maintenance facility there. The new jet arrived for a maintenance stop to deal with some minor squawk. Complicated planes always seem to have some kind of squawks needing attention, even brand-new ones. It's a pretty jet and I think it's the wave of the future for that class of aircraft. I don't want to think about the price tag. I didn't even ask.

I was told the engines are so powerful they must take off into a steep climb to avoid over speeding the control surfaces. I didn't quite understand what that meant but it sounded pretty neat. This will be interesting to watch on departure.

Well, it's November and that means elections. Thankfully the big elections are over. I don't think I could take much more. Pretty sure I'm not alone in that. Meanwhile our chapter elections will be this Saturday, November 16. Offices of President, Secretary, and one Class II Director are up for consideration.

I promise, our chapter elections will be quite painless compared to that other one.

Anyway, the airport open house went quite well, and I believe we made money for the chapter. We added a pancake breakfast that morning and although we didn't advertise it, we sold all the pancakes we could make. That's a good sign.

We should have a full blown, announced pancake breakfast in the Spring. The cost/benefit margin is huge compared to burgers and hot-dogs. That's why it's a traditional aviation fundraiser. And it makes for someplace to fly to for those who attend from afar.

Our annual holiday dinner will be Saturday, December 7 at the Creve Coeur Airport Admin building. We've had our holiday dinner there for several years with great results. This year we're starting a little earlier in the day, so we don't keep the airport staff there after hours.

Aviation Explorer Post 9032 had a really interesting visit to the Gulfstream facility at St. Louis Downtown Airport in Cahokia. This is a facility where brand new Gulfstream aircraft arrive from the production facility as "green" airplanes to be finished out inside and out per the purchaser's wishes. All the custom cabinetry, furnishings and exterior paint is done here.

New and bigger airplanes coming into the market also means the need for new and bigger hangars to house and maintain them. One of the big maintenance facilities at Spirit is building an enormous new hangar, clearly visible from our ramp. I brought one of our tenant airplanes over there a couple weeks ago and was told they'll have room for more planes but need people to work on them.

Opportunities in Aviation maintenance are growing. With the beginning of November, many scholarships have opened their application window. If you or someone you know are interested in such an opportunity, submit an application. Some of the scholarships go unclaimed and many are \$5000 or more.

Here's a link to the scholarship page of eaa.org. There are more than just flight training scholarships here so peruse around and maybe you'll come up with some additional search ideas that will lead to more opportunities.

<https://www.eaa.org/learn-to-fly/scholarships>

Here's another link to the November Chapter Video Magazine with Charlie Becker so you can stay in the loop with some of what's going on at EAA HQ.

<https://www.eaa.org/videos/chapters?playlistVideoId=6363603484112>

Well, it's been an exhausting week so far at work so that's about all I have this time around.

Until next time, 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*



Working Party Photos



Recent Activities of EAA Chapter 32

Compiled by Jim Hall

Oct 28 Open House at St. Charles County Regional Airport

Chances are that you probably volunteered at the pancake breakfast & lunch of hot dogs, hamburgers, etc. provided by chapter 32 helping to feed the large crowds that came to see the airport open house events. The ARC opened for dining allowing guests to get out of the wind and view our aviation displays, or help their kids assemble & test fly one of the 200 plus foam gliders we gave away, while we explained EAA's Young Eagles & AeroEducate programs and our Aviation Explorer Post activities.

- Food cooking, wrapping and sales went smoothly
- Parking at the event was handled by chapter volunteers
- There was a waiting line of young pilots to 'test' fly the Sonerai
- Many families took advantage of the 'RV-12' Photo board to get a snapshot
- Bill Jagust & Ron Burnett brought their aircraft allowing up-close inspections
- The cornhole game outside the ARC gave a chance for some to have fun
- The 99s were selling coffee & latte offerings from the ARC

If you're ever wondering if our Young Eagle and other outreach efforts work, we witnessed an example while working the open house. Chapter 32 members, James Braley and his son were waiting near the Sonerai for their turn later in the afternoon to fly an airplane from St. Charles Flying Service. A woman approached to share that James had given her son his first ever Young Eagles flight at our last YE event and when he returned he told his mom that he wants "to live in the airplane and never leave it." Thank you James for being a great ambassador of aviation.

The Airport Open House was a great event because of all of the chapter members, friends and families who volunteered and helped make it work.

THANKS to EACH of YOU for being part of our aviation family!!!

Joe Steinman of the Gateway Youth Aeronautical Foundation said that he would like to bring a helicopter to some of our Young Eagle events and he is hoping Chapter 32 can do a Young Eagles event at Creve Coeur Airport on June 7, 2025.

We also talked with Matt Lombard; you've likely seen his beautiful helicopter hangered at Skylink Aviation next door to the ARC; and he would like to explore using his helicopter in our Young Eagles events. NOTE: Matt accepted an invitation to come and share his thoughts on engaging youth in rotary wing aviation during our chapter gathering on November 16.

Nov 2 Work Party at the ARC

"Feels good to finally have closure on this project", is how Dave Doherty described the installation of the horizontal west wall support beams at the ARC.

The work project was proposed and organized by Ken Derks, who led the team of volunteers to put in the reinforcement beams to provide backing to the exterior vertical steel siding panels which were severely damaged and then replaced with new ones after the flood of 2019.

Ken Derks, Paul Smith, Bob Clarke, Burt Bierman, Frank Dressel, Dave Doherty, Kim Nack, Jim Hall showed up to help complete the project.

Thanks to the work Ken had done previously to organize and palletize equipment on the west side of the ARC everything was moved out of the way less than an hour after getting started. Then each of the hinged interior wall panels were raised and hung from the support cables Ken had installed as part of the flood mitigation plan which he developed.

Cleanup of the uncovered space was done and the support beams were moved into place. 'Shop foreman' Ken made sure they were level and exterior drilling and screw installation on the exterior steel panels began.

Thankfully, Bob Clarke brought his welding equipment and the vertical and horizontal beams were welded in place with additional bolts installed to ensure stability.

After being allowed a union lunch break to eat chili and chips the project was completed within four hours and there were no injuries reported (except perhaps to pride from good-natured kidding).

It was rewarding to scratch this ARC project off the list and we all had a good time. Thanks to everyone who was able to come and help!

Nov 7 St. Charles County Airport Master Plan Pre-Meeting

We were invited by Dennis Wiss, St Charles County Regional Airport manager to participate in a meeting to take a look at the 2002 'Airport Master Plan' which is to be updated with a new plan being funded by St. Charles County. CMT (Crawford, Murphy & Tilly; Engineers & Consultants) is the company that will be used to help research and develop it. Ken Derks and Jim Hall attended along with CAF and Skylink Aviation.

The old plan had included a proposal for a new diagonal runway cutting across the current ones and would have required the purchase of millions of dollars of surrounding property. Not surprised it didn't happen.

The FAA Airport Improvement Plan (AIP) only allots \$150K yearly to KSET for upgrades and this doesn't include general parking areas, box culverts to handle water runoff on the entryway between CAF and the Terminal building, etc.

Much of the discussion revolved around ways to help SET be the one of the best GA airports around. Yes, (Bill/ Dave) we did suggest a grass strip. Other thoughts for improving the infrastructure include access to city water, high speed intranet, fire suppression adequate to handle any situation, etc.

During the day on **Nov 7** a drone team from CMT (Crawford, Murphy & Tilly) were making multiple passes capturing over 35,000 LiDAR (Light Detection and Ranging) images to survey the airport. We did ask them about coming to an EAA32 meeting to discuss their use of drones.

We responded that we could be at the ARC on **Wed Nov 13** when CMT plans to tour the airport.

We have also been invited to the **Airport Master Plan Stakeholder Meeting on Nov 14** and will be meeting with Project Manager Stephanie Niese.

Nov 11 at Ft. Zumwalt High School Veterans Day Dinner - Sonerai STEM Display

Just a few days before the event, EAA Chapter 32 was asked if we could bring the Sonerai to display during the Veterans Day event. Ken Derks and Jim Hall took the plane and some STEM display material over on Monday afternoon. Original plans called for it to be set up inside the high school auditorium. However, after getting it through the outer set of doors, a second doorway was too small without the use of a sawzall; so we set it up outside near the event entryway.

With the Sonerai wings unfolded and display material to share about the EAA Young Eagles, AeroEducate programs and Aviation Explorer Post 9032 we were able to greet the families coming into the building and offer resources to help the youth and their families learn about aviation. Many of the youth test flew the Sonerai to the delight of parents and event attendees.

We were happy to be invited by the Assistant Principals from Ft. Zumwalt High School and DuBray Middle School to take part in their event honoring Veterans. Both were thankful we could be there and intend to ask us to be part of future STEM events.

October Meeting Minutes

Dave Deweese



October's meeting began with the Pledge, Bill Doherty presiding. (Tires are screeching outside: a driving school is conducting exercises on the ramp.)

We flew 57 Young Eagles at last weekend's event. Jim Bower asks if we can get the stats published right after the events take place. Ron Burnett asked some of his passengers that, if his four-cylinder engine generates 90 horsepower, then how much horsepower does one cylinder produce? He's noticed that few can reason out the question without consulting a smart phone, and advises parents and grandparents that basic math skills are fundamental to pilots and best learned early. Ken Derks received a thank-you note from one of the parents: her daughter returned from her first flight and says she wants to live in an airplane.

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

Visitors include Ron Burnett's friend Bob Gift. He was in the Air Force, and has since worked for Boeing and Tapestry Solutions. He hasn't flown in a while and is planning to refresh his skills and get requalified as a private pilot. Logan Hanquet is an Eagle Scout from Troop 918 - for his project he'd like to build some tables or benches for our Young Eagles events.

Ray scholars:

Anna's (in attendance) doing her cross-country flights and studying for her written.

Ken reports that Marco is ready for his mock check ride - his actual check ride is getting close. Ken reminds all students to get their check rides scheduled well in advance because DPE's are few and far between. It can take two to four weeks, and fees can be as high as \$800 to \$1,000. Comment made that there is currently a shortage of supervisors for DPE's in the FAA, and it can take over a year to get certified as a DPE, though a shortage of helicopter examiners is helping to expedite the process.

Ken tells us that Lauren is deciding on whether she'll finish up in winter or spring. Caleb is close to soloing.

Explorer Scouts: Jim Hall tells us that their latest meeting had about 50 attendees, and post-Boeing they are in a new location at Signature - thanks to Bill Doherty for arranging this. This meeting space is used

for planning the air show and overlooks the ramp. Next Wednesday Dave Brikhaus is doing a walk-around and pre-flight demo at Spirit. Libby's arranging a visit to the space museum in Bonne Terre. Bill also mentioned a tour of the Gulfstream facility at Cahokia. Recruiting for new scouts is going well, and the new board, elected this past spring, is taking charge. EAA32 originally chartered Post 9032, and renewal of the charter is coming up. Chapter members who'd like to participate as advisors, or otherwise, are welcome.

Elections are coming up for President and Secretary, our by-laws require nominations by October. Jim Hall is nominated for president, I (Dave Deweese) am willing to continue as secretary, though Jennifer Skikas has expressed an interest: I'll follow-up and see if she'd like to transition into this role. Doug Killibrew is willing to continue as a Class 2 Director.

Next weekend is the airport open house. We'll start out with a pancake breakfast and switch over to burgers and brats starting around 10am. The 99's will sell coffee. Ron Burnett asks if it's possible to taxi over to the ARC after participating in a contest, Ken says the ramp will be closed for parking. As in prior years we'll assist with parking cars and anticipate a big crowd thanks to good weather and publicity.

Bob passed out printed sheets detailing our holiday banquet: December 7, starting at 4:30. Tickets are \$35 in advance, deadline is November 27 for reservations, and you can email Bob to let him know if you're coming. (Jim Bower immediately wrote a check: first signed up.) Please tell spouse/partners and get this on your calendars. We'll be doing our traditional 50/50 raffle and gift exchange, \$18 suggested.

The St. Louis Leadership Boot Camp will take place March 8: 1 day and 1 evening. Local area chapters 32, 64, 864, 1387, 1675 are all collaborating on this event. Charlie Becker is from St. Louis and can attend as well.

Ron Burnett has food cards. He reminds the chapter that he and his wife are snow birds and will soon be heading to warmer latitudes until March.

Speaking of fundraising, remember RaiseRight for holiday shopping.

Ken Derks reminds the chapter of our upcoming November 2 work party - it's time to put in the steel to reinforce the ARC's west wall. Jim Hall will bring chili.

Jim Hall brought in an umbrella and glass-top table that we've used at recent Young Eagles events: it's up for grabs if someone wants to give it a new home.

Bob says that Bill Jagust no longer needs his space in the chapter hangar. It's not enough for an assembled aircraft, but enough for a project. John Kinder suggests a tour of

the chapter hangar for members who have heard about it but have not yet visited.

Ongoing projects:

The RV-12 needs some work. The Sonerai will be going into storage, post Young-Eagles season, so there will be some extra space in the ARC.

The RV-6 is undergoing prep work for paint: washing, alodyne, masking, etc.

Frank Dressel is scheduling an inspection for his RV-14.

Motion made to close the meeting, seconded, voted.

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

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

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

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

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

NC-85862 1946 Aeronca Chief 11AC-256

Rescue and Restoration

Mike Benne EAA 1371240

Jon Benne EAA

November 2024 Project Update

Status Update Part 6 – Pretty in Pink!

We've made great progress on our 1946 Aeronca 11AC Chief restoration, particularly in covering the wings and fuselage with Poly-Fiber fabric. After completing the wing reassembly in October 2023, we began applying the fabric to the wings, fuselage, tail feathers and control surfaces using Poly-Tak cement, ensuring that all seams were carefully cemented for a tight bond.

When covering aircraft, it's essential to address the common issues that can lead to premature fabric replacement, including:

Inadequate surface preparation

Selecting the incorrect fabric weight

Deviating from procedure manuals

Incorrect fabric tautness

Improper application of the first chemical coat

Insufficient UV protection

Issues with topcoat application

For our fuselage, we used the blanket method (instead of an envelope or slip cover), which required minimal sewing. We began by attaching the fabric to the two main bottom steel support tubes as recommended. For the sides and top, we sewed two 70-inch-wide fabric sheets together along a 15-foot length to form a blanket large enough to cover the entire fuselage, from the front to the aft end. We then carefully cemented this seam to the top center longeron, a narrow ¼-inch-wide wooden stringer, ensuring the blanket stayed centered.

To achieve balanced tension, we ironed each side of the fuselage alternately, section by section. We then heat-shrank each surface with the iron set to 250°F, followed by 350°F, resulting in a smooth, taut finish over the wing ribs, stringers, and longerons.

Ensuring Proper Fabric Tension Before Applying Coatings

Before applying coatings, it's critical to achieve the correct fabric tension. Too tight, and you risk structural damage; too loose, and it appears poorly finished. Initially, the fabric should be snug—neither too loose nor too tight. For a wing surface prior to ironing, the fabric should lift about one inch above a rib before shrinking.

Fabric shrinkage depends on precise ironing temperatures, which must be within ± 10 degrees. At 250°F, the fabric shrinks around 5%, while ironing at 350°F achieves full tautness. Excessive heat (375°F or higher) can cause the filaments to soften, reducing tension, and at 415°F, the filaments begin to melt. Accurate calibration of the iron is crucial, and the Poly-Fiber manual provides detailed guidance for this.

Applying Poly-Brush

This initial application serves as a sealant, bonding with the fabric to prevent future coats from peeling. Common issues with Poly-Brush adhesion typically stem from: 1) contamination on the fabric, 2) improper application, or 3) application in low temperatures.

Before application, we thoroughly cleaned the fabric with a new cotton cloth and MEK. A tack rag was used immediately before applying the first coat to remove any residual dust or oil, as leftover contaminants could compromise the durability of the covering. The Poly-Brush is thinned with reducer, has a low viscosity and flows freely when applied with a four-inch brush. To ensure the Poly-Brush bonds well, it's essential to encapsulate the fabric fibers fully. This involves brushing the Poly-Brush onto the surface with enough pressure on the brush to allow it to flow through the fabric and grip each fiber. It's called "Poly-BRUSH" for a reason!

It is easy using this method to get complete penetration into the weave. There should be some backside drips on the opposite side of the fabric. If you see these drips then you know there is good saturation. The product is applied so thin that there are no brush marks left on the covered surfaces.

We are very pleased with the results and have completed the first coat of Poly-Brush on the wings, fuselage, and control surfaces, giving them a beautiful pink hue—the favorite color of my granddaughters Anne, Millie, and Penny.

Our next step will be applying the fabric gussets to fit over areas needing reinforcement and finishing tapes over longerons, ribs, leading edges, and stringers.



Figure 1 Wing with first coat of Poly-Brush



Figure 2 Fuselage

Learners as We Go

“Wrapping up the Year”

mr. bill



Welcome to the end of the year round up here at [EAA 32](#). And what a year it has been. From the eclipse last April (where some of us were literally standing in the dark at 2:00 in the afternoon) to the upcoming [EAA 32](#) Christmas party which is less than a month away, we at [EAA 32](#) have had a GREAT and SAFE year. With the last part about SAFETY, being the best.

Somewhere the numbers of Young Eagle Flights accomplished SAFELY this year by our chapter will be published in this newsletter. *(If somebody sends them to me - ed.)* SAFETY is a mindset that MUST be followed to run and have an accident-free operation. THANK YOU to the men and women who watched the ramp gate and wore the SAFETY vests. THANK YOU to the ramp marshallers who directed traffic and talked on the airport radio to guide us, sometimes “lost on the ground pilots” to the correct taxiway with all the activities that have been going on. (Remember the car show, the pumpkin drop, young Eagle events.)

Again, SAFETY just does not just occur, it must be worked at and practiced from the moment we show up at the building.

THANKS to Ms. Lisa for capturing all on electrons.

THANK YOU to Ken Derns for the facelift to the [EAA 32](#) Aviation Resource Center (ARC). We have SAFETY areas and SAFETY lights for our traveling car that is pulling the [EAA 32](#) Sonerai to the local events.

Are you seeing a theme here? At the airline the big sign said:

SAFETY IS NO ACCIDENT!

Surely the Fund-raising coffers were filled with the GOOD weather and GOOD turnouts that attended the events we had around our building.

Also, [EAA 32](#) was very visible in the community this year. And we have Jim Hall and Ken Derns to thank for that. The William Nelson donated Sonerai has seen more daylight and been on more road trips this year than any other time in its donated life.

Another accomplishment that I want to mention is a young man who has really “having an awesome experience” in his young aviation career and that is...



(Champion) Mr. Vasilli Georges

And when Mr. V is not racking up the awards at the NIFA-National Intercollegiate Flying Association he is also wrestling the mighty 1979 Cessna C-310.

Let's make it a HAPPY and SAFE one!

Q? What year did EAA 32 build the Chapter Building known as the ARC?

A: 2001

Q? How many DPE's Designated Pilot Examiners are registered with the FAA?

A: 695

Q? Who won the NIFA Aircraft Recognition Event in 1979 at the NIFA Regional Competition in Middle Tennessee?

A: Some guy named mr. bill



Captain V receiving his Commercial Multi-engine Rating in the Cessna C-310

Ahhh, the good ole days. I remember them like they were 42 years ago.....

Another person that I truly appreciate and her BIG help on our SAFE Young Eagle Days is Jennifer S.

Well class, we have WORLD CLASS PEOPLE, and they have knowledge, skill, and they use their style and smiles to reach the ARC visitors. So, as we head into the NEW YEAR with some new leaders who have been very active with our youth, let us go SAFELY and SMARTLY. I am very excited for all the cool things that will be happening in and around the EAA 32 ARC-Aviation Resource Center in the NEW YEAR!

November, 2024



Here she is teaching up at AirVenture 2022

Aviation Explorer Post 9032 Activities Update for November, 2024

Jim Hall, AE Advisor

Nearly 50 people turned out for the Aviation Explorer Post 9032 Kick off and Open House held on October 16th in the Signature Aviation FBO (Fixed Base Operator) facility at Sprit of St. Louis Airport (SUS) to learn about Aviation Explorers and have fun.

During the event AE advisors and youth officers provided information with: Introductions, an Airplane Identification Ice Breaker, what Aviation Explorer Post 9032 is about, an initial schedule of upcoming events and how to join the post. Thanks to both AE Advisor, Bill Doherty and Signature General Manager, Doug Drescher for arranging the move to Signature Aviation for Aviation Explorer Post 9032 meetings!

Planned Aviation Explorer Events:

- December 4th, Wednesday @ 6pm Commercial Pilot Speaker as guest at AE meeting
- December 18th, Wednesday @ 6pm Movie Night - details TBD

Recently completed activities:

November 9th, Grissom Space Museum Tour; 118 E School St, Bonne Terre, MO 63628

(See photos on the following page.)

The tour arranged by post advisor Libby Yunger and led by Earl Mullin, founder of the Space Museum; included the shuttle experience and a virtual reality spacewalk, including a lot of artifacts (some hands on) from the early space program.

8 youth & 4 adults (parents & advisors, who funded the entrance fee) on the rainy Saturday drove to Bonne Terre to visit the museum and learn about early space exploration history.

Included in exhibits were samples of memory foam material based on technology first developed by NASA scientists and then used aboard the space shuttles. They invented a viscoelastic material with high energy absorption and soft, supportive, and pressure-relieving properties.

Although NASA did not invent magnetic resonance imaging (MRI) technology, it has contributed to several advances in MRI machines over the years.

Here are just a few NASA inventions you might encounter in your own daily life.

- Cell phone camera. You can thank NASA's Jet Propulsion Laboratory for your ability to take selfies with your phone.
- Temper foam.
- Cordless vacuums.
- Infrared ear thermometer.
- Grooved pavement.
- Emergency blanket.

For every \$1 put into developing space research gets \$7 back in technology advances that can be used elsewhere.

Among the exhibits were letters, artifacts and awards noting the achievements of early space pioneers including astronaut undergarments, spacesuits and helmets; drafting tables; control consoles; reentry space capsule heat-shield fragments; tiles and a tire developed for the space shuttle; recovered water tank from Skylab; calipers to measure astronauts for spacesuit fittings and an actual Operating Handbook (much like an aviation POH) used on a space mission, including the emergency procedures sections.

Signage on the museum walls noted the positive approach that pervaded the development of early space exploration technology: “We solved 100 unsolvable problems every day!” McDonnell Engineers; “It was not a miracle that took us to the moon, we just decided to go.” Jim Lovell; “We hired a bunch of young engineers... who didn’t know it could not be done.” Gene Kranz; “It was like bolting a butterfly to a bullet!” space shuttle engineer; and perhaps the most instructional one – ‘Through these portals pass the designers of the future.’ “Engineer a good one!”

Mr. Mullins told everyone he was impressed with the group and invited the Aviation Explorers to return to visit anytime and even volunteer at the Space Museum. He shared a final thought “To be successful in life you must be a problem solver.”

November 9th, Aviation Explorer post 9032 had a table staffed by lead post advisors Chrissy Kujawa and Andrew Hedlund to provide information at the Wings of Hope Soar into STEM Career Fair.

November 6th at Gulfstream Completions Center Tour arranged by Andrew Hedlund; to learn how they outfit Gulfstream Aircraft with custom cabinetry, seating and customer-selected paint schemes.

Notes: No photos taken to protect privacy of the owners of the privately owned jets being outfitted. Toured through the very precise and controlled final assembly areas working to maintain high level of quality to meet customer expectations. Had the opportunity to sit in a leather custom foam demo seat that could cost up to \$100,000 each. Learned about the need for 50 different job skills employed in the STL location just to complete builds of these privately owned jet aircraft. Heard about a gentleman who had to have smile faces painted on the winglets of his aircraft for his wife after she noted that he had a Spitfire painted on it because he liked them. Example of one customer who had her jet repainted shortly after accepting it because someone told her the stripes she selected to paint on it made it look fat. Emphasized the hiring opportunities for professionally degreed personnel and also entry level on-the-job training positions. Private pilot training expense may be covered. They’re working to recruit a diverse and inclusive workforce.

October 26th St. Charles County Regional Airport (Smartt Field) Open House - Commemorative Air Force (CAF) B-25 (unavailable that day) & the TBM Avenger doing multiple passes and general aviation aircraft competed by dropping pumpkins on a target on the field.

October 23rd Pre-flight Check and Airplane Familiarization: first event of the year; a pre-flight check on an Piper Saratoga aircraft, led by one of our great advisors David Brickhaus! Spirit of St. Louis Airport

Aviation Explorer Post 9032 members, advisors and parents have participated in these activities this past year:

Virtual Advisor and Officer Meetings each month go over event planning. Participated in EAA Chapter 32 Young Eagles Events held at St. Charles County Regional Airport. Attend Mt. Vernon, IL Midwest Aviation Expo.

Aviation Explorers and Advisors with logistical assistance from parents went to the Aviation Explorer Camp at EAA AirVenture 2024 and were there for all the fun and excitement.

Aviation Explorer Post 9032 Activities Update for November, 2024 (continued)

2024 Spirit of St. Louis Air Show & STEM Expo. Aviation Explorers were shooting rockets coordinated with the St. Louis Rocketry Association at Buder Park after having previously built their own rockets. Astrophotography (Astronomy Photography) presentation by Peter Seddon and astronomer Mr. Jim Roe. Attended Star party with St. Louis Astronomical Society at Francis Park. Tour of Air Evac Helicopter Headquarters and Simulator Training Facility in O'Fallon, MO. Hosted 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). Creve Coeur Airport; Historic Aircraft Restoration Museum tour. Open Attendance IUAC Ultralight/Light Sport Symposium held at SWIC; Granite City. Polysonic Wind Tunnel Tour at Boeing. Panel discussion on flying by Pilots (Aircraft Owner/CFI/Airline Captain and Student Pilot speak on Flying). Pete Seddon of STL "Gateway" TRACON (Terminal Radar Approach Control) spoke about traffic control and what to expect when you're talking with them.

(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. **Meetings will be 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:

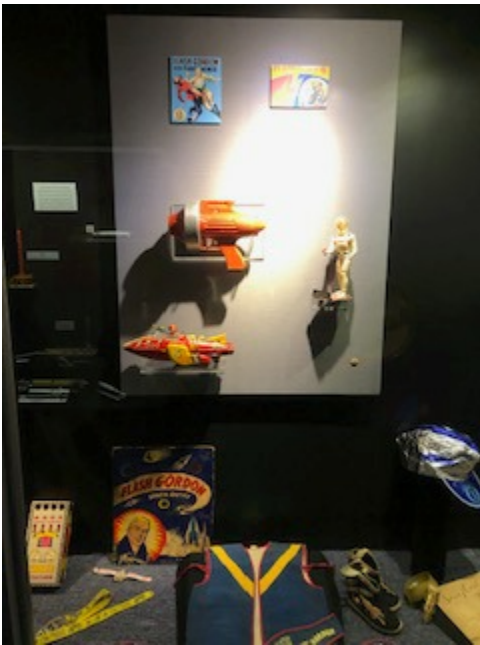
<https://www.aepost9032.org/>

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 a Saturday):

- 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)

Grissom Space Museum Tour Photos



EAA CHAPTER 32 NEWS
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Bellevue Neighbors, MO 63137



Officers and Committees

<u>President</u>	Bill Doherty	314-378-1229	president@eaa32.org
<u>Vice President</u>	Jim Hall	314-662-1981	vicepresident@eaa32.org
<u>Secretary</u>	Dave Deweese	636-939-3974	secretary@eaa32.org
<u>Treasurer</u>	Bob Murray	314-838-7887	treasurer@eaa32.org
<u>Flight Advisors</u>	Bill Jagust	314-494-3987	vp2boy@gmail.com
	Tim Finley	314-606-7501	vfrecon@gmail.com
<u>Tech Counselors</u>	Bob Clarke	314-691-1195	bobs71ghia@yahoo.com
	Tim Finley	314-606-7501	vfrecon@gmail.com
	Chris Santchi	636-725-3431	csantchi@ymail.com
<u>Membership</u>	Dave Doherty	636-240-5982	dwdoherty@aol.com
<u>Young Eagles</u>	Jon Crackel	636-288-4812	joncrackel@gmail.com
	Jennifer Skikas	314-239-8464	jskikas@gmail.com
<u>Newsletter</u>	Jim Bower	314-750-1613	newsletter@eaa32.org
<u>Web Designer</u>	Laura Million		webmaster@eaa32.org

All EAA Chapter 32 members, past and present, and their family members and friends, are invited to the

2024 Holiday and Chapter Recognition Awards Banquet

Saturday, December 7, 2024
4:30 Social Hour / 5:30 Dinner Served

Creve Coeur Airport, 14301 Creve Coeur Airport Road, St. Louis, Missouri 63146-2032

\$35 per person
in advance
by November 27
\$40 at the door*

Business casual attire

*Gentlemen, please
show the invitation to
the ladies so they'll
have details.*



Gift Exchange!
Please bring a wrapped gift to place under the Christmas tree. Select a gift when your ticket number is called.

Suggested gift price is \$18

50/50 Raffle!
\$1=1 ticket, \$5 = 6,
\$10=15, \$15=20, \$20=30

Program and Dinner

Cathy Babis - *"Splashing Around Australia"*

Cathy will speak about her adventures as the only woman pilot in a group of pilots who circumnavigated Australia in seaplanes to celebrate the 100th anniversary of the circumnavigation of Australia by the Royal Australian Air Force in 1924. She became the first woman pilot to circumnavigate Australia in a seaplane. Cathy is currently a volunteer with Wings of Hope working in their STEM education programs for middle school and high school students.

From Catering to You ... Roasted Top Round of Beef Au Jus, Applewood Turkey Breast, Penne Bolognese, Scalloped Potatoes, Homestyle Green Beans, Fresh Dinner Rolls, Dessert.

Appetizers, Coffee, Iced Tea, Ice Water, Hot Tea, and Soft Drinks.

You are welcome to bring wine and alcohol. Wine glasses, cork pullers, and mixers will be provided.

USPS Mailed Reservation Form

Please complete the reservation information below and mail with your payment before November 27 to
Bob Murray, 241 Kings Drive, Florissant MO 63034-1310
and please let Bob know that you've mailed a payment so he can watch for your envelope.

EAA Member's Name _____ Number of Guests _____

Guests' Names: _____

Total Number Attending _____ @ \$ 35 = \$ _____ Please make your check payable to **EAA32**



- or -



Reservation by Email

Please email your name and guests' names to
Bob Murray at bmurray@eaa32.org by November 27 and pay \$35 at the door.
***Early sign-up helps both our planning and the caterer.**

Questions? Ask Bob Murray 314-591-6321 bmurray@eaa32.org