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# CAA Chapter 32 News

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

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**September, 2023**

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



**Another successful Young Eagle rally.**

## Newsletter Contributions and Deadlines

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



# President's Corner

by Bill Doherty

Congratulations to Chapter 32 Family Member Mike Wilson! He was awarded a Bronze Lindy in the Plans Built category at AirVenture for his Wittman Tailwind N105MW! Well done, Mike. You have a BEAUTIFUL airplane!

Congratulations also to Ben Skikas! Chapter 32 will sponsor Ben for the EAA Air Academy Session I in 2024. You're going to have a great time and learn a lot, Ben!

Well, it's turned out to be a hot and humid St. Louis summer this year. Temperatures out on the ramp at work were well north of 100 degrees at times or at least they felt that way. The CAF arrived with "FIFI" and a few other warbirds just as the temperatures spiked again and low ceilings moved into the area. The combined factors led to a low turnout for their visit.

Still, it's a treat for me to see such honored aircraft and to assist in their fueling. I helped the crew put 500 gallons of Avgas in FIFI's tanks one morning. That's a very light fuel upload for them but there was fuel already on board. Talking to the crew, I learned the maximum fuel capacity on the B-29 is something like 9000 gallons. Wow!!! Let's see, at current fuel prices...CHA-CHING!!! Total fuel burn on the B-29 is about 500 gallons per hour for the first hour. Then it goes down to only around 400 gallons per hour. Keep in mind that's "FIFI" flying as light as possible, with no combat load, and without 130 octane fuel. I can't even imagine what those numbers would have been, taking off from Tinian with a full bomb load, ammunition, and laden with fuel. The crew also told me they try to keep "FIFI" to no more than about 95,000 pounds. Usually, it's around 80,000 to 85,000 pounds. That's comparable to a Gulfstream G-550.

The crew have a very simple way of getting the fuel hose up to them. They have a rope with a small loop on the end of it, secured by wrapping it in electrical tape. The end of the rope is passed through the fuel nozzle handle and then the nozzle spout is threaded through the loop. The crewman on top of the wing pulls the nozzle up to him while I, the fuel truck operator, feed the hose upward, keeping the nozzle from banging into the wing. As with other big warbirds, they have a calibrated stick to measure how much is in each tank.

As business jets get bigger and bigger, the warbirds seem to get smaller by comparison. I've seen EAA's B-17 "Aluminum Overcast" look like a little toy while inside a hangar next to a Falcon 900 and a Falcon 7X. Still the B-29 is a big plane with a huge wingspan. Put on our ramp where they can taxi out, it gobbles up half our usable parking spots. Not a big deal if it's a slow

day. When it starts getting busy with incoming big jets, space planning becomes a challenging issue.

They also draw attention from other aircraft. I saw helicopters that are based with us fly lower over the main ramp to get a better look and probably a unique camera angle. Airplanes from the training school off our main ramp also lingered a little longer when taxiing past. They seem to like to taxi and linger in the middle of whatever's going on anyway. And of course, there's the unexpected arrival of a small plane at just the right time that resulted in parking next to the B-29, thus blocking their taxi lane as they were planning to start up. The weather failed to cooperate so the trip got scrubbed anyway.

That reminds me I want to pass along a tip, a suggestion from my perspective on the flightline about an aspect of trip planning that I think often gets overlooked. When planning a trip and the expected fuel stops or overnight stops, don't forget to contact the FBO and let them know you're coming. My thought is if someone has time to plan all that out and pack their bags the night before, they have the time to call ahead or email ahead and notify the FBO. Most big FBO line staff use some form of daily rollout schedule to plan their activity and ramp utilization. This is a key tool for us and it's constantly changing information. We look at which base tenant aircraft need to be online at what time and which known transient aircraft are arriving and departing along with their times as well. Ramp space, although huge when empty, fills up fast when multiple big jets start departing or arriving or a large wingspan warbird needs room to park and conduct ground tours. Coordinating this utilization and fuel delivery can sometimes take hours as aircraft currently online must depart in order to make space for a possibly larger arriving aircraft. Unexpected jet arrivals occur every day too, so this is something all levels of pilots might consider.

If I show up unannounced in my RV-8A (maybe someday) or my King Air (Hey, it's my fantasy, ok?) and nobody sees me taxi onto the ramp, I might park in a spot they've been working for hours to get open for a G-550 that's now 10 miles out. Even if I'm only going to be there a short time to get lunch, I've just thrust a wrench into the works and potentially put my plane and myself in harm's way. Jet blast can easily flip a small plane as can rotor downwash from large helicopters (like H-60 Blackhawks).

If they do see me taxi onto the ramp unannounced, first they're not going to know where to put me because they don't know what I may need. Second, they won't know



how long I may be there. If they do know I'm coming, they'll likely be waiting and have a plan where to direct me to park and if I need to have a car, they may be able to assist in arranging a rental car for me before I get there. If I'm staying overnight, I could be assisted directly to a nice tie down spot or be put on the hangar list.

So, if a visit to an FBO is part of a planned trip, call ahead and talk to them. They'll put you on the rollout schedule so they can be expecting you and they can assist you with other things you may need. You may also get your fuel sooner as those on the list are likely to be fueled first.

Okay. Thanks. I needed to discuss that. It seems like it's something that doesn't get mentioned much but can make a big difference in how we experience a visit to an FBO. Just trying to help those on both sides of the equation and make things easier and smoother for everyone.

The numbers are in for EAA's 70<sup>th</sup> birthday party at AirVenture. This year set another huge record for attendance with approximately 677,000. Last year's attendance was about 650,000. Also setting records were the number of campers, exhibitors, volunteers and more.

According to EAA's website over 10,000 aircraft arrived at Wittman Regional Airport and others in east-central Wisconsin. During the 11-day period from July 20-30 there were 21,883 aircraft operations at Wittman alone. That's about 148 takeoffs/landings per hour when the airport is open. For all the details check out the link to the website page below:

<https://www.eaa.org/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/eea-airventure-oshkosh/2023-airventure-attendance>

It may be September but there's still lots of activities to plan and participate in this year. Our Aviation Explorer Post is actively recruiting so if you know some middle school and high school age youth who are interested in aviation, have them check out Aviation Explorer Post 9032. They've been doing some truly amazing activities and are building a great legacy of their own.

The flying weather is really good this time of year. Soon the leaves will start changing and inviting flights to enjoy the colorful sights from the air. The late October skies often produce a strange precipitation in the form of pumpkins hurtling from the sky above Smartt Field. The flight school across the airport may have something to do with this odd meteorological phenomenon. We like to just watch from our side of the airport and sell food to the many curious onlookers who come out to see this event and to visit the annual airport open house.

That's just some of the upcoming events and activities. More to come...

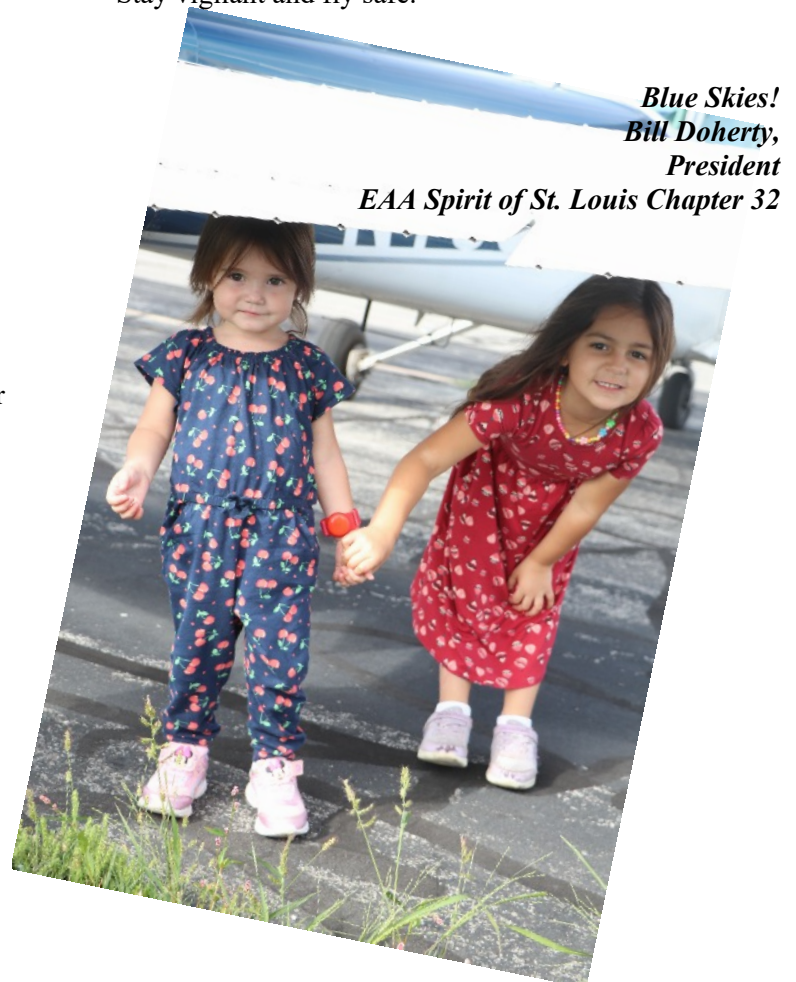
Normally, I'd include a link to the Chapter Video Magazine with Charlie Becker or Jack Pelton, but I found the link came back "video not found". So, here's a link to a video titled EAA 70<sup>th</sup> Anniversary from June. Enjoy!

<https://www.eaa.org/videos/chapters/6330135876112>

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.



# July Meeting Minutes

Dave Deweese



August's meeting began with the Pledge: Jim Hall presiding in Bill's absence.

Kent Schmidt is visiting from Chapter 64. Janice and Randy McKee have joined the chapter. Jake Loynd says he's been stalking us for a few months before visiting in person.

Bob gave the treasurer's report including checking, savings, PayPal, and Ray Foundation. For the latter we're down to seed money as we've distributed this year's funds.

**Young Eagles:** Jennifer reports 43 kids flown this month. The app is working again. Jan and Randy helped out and got some ideas for their program in Bethalto. Jim had set up some of our YE displays and handout materials before the meeting, this includes the Aeroeducate program and scholarship opportunities.

**Flying Start program:** for the moment it's on hold. We need to develop a more formal program within our chapter. Chris reports that we had 4 participants at our last event.

**Ray Foundation:** Chris reports that he's been communicating with HQ and has had some challenges with online reporting, others have been having troubles as well. He will be getting it all reported. Our scholars are working on cross-countries, written tests will happen next month. Good news: Chris will work with Herman and get his biennial (sic) done. He's also working on getting his knees refurbished prior to sorting out his medical.

Gateway High School and Boeing will be working together. Next summer a new education program will start, Boeing will be hiring from the participant pool. Chris will be the assistant to the instructor in the aviation program. They're also looking for volunteers with airframe/powerplant experience. We're welcome to take a tour that Chris can arrange.

Jim asked Lauren to report on her PPL. She recently completed a short cross-country to Sullivan and next week she'll do a more formal trip to Jefferson City. She also got to act as co-pilot on K9200 (follow-up for specifics).

**Scouting merit badge program:** Frank is going to take over and Chris will be his assistant. Thanks to Chris for keeping this running since Laura retired after many years of leading this.

**Explorer Post:** They're back from AirVenture, ended up with around 10 youth and 8 advisors, they haven't had a meeting yet but initial reports are good. New officers are in place. Advisors recently had a virtual meeting, another one is coming up that will include Boeing and BSA people. Libby's setting up an operations tour of Lambert for the group. Another advisor's going to do a preflight tour at Spirit of St. Louis. There will be a CAF tour in November after the season is done for the B-25 and the TBM.

Ron Burnett has Dierberg's cards and reminds us of Raise Right, and online program that brings several hundred dollars a year into the chapter.

Last year we didn't send anyone to the EAA Advanced Air Academy. Lauren attended last year and reports that, over the 5 day program, she learned about several skills: they sat through 3-hour lectures then practiced. The last two days overlapped with the convention, and they got to explore the grounds. This year we have the opportunity to send two. Bob reports we have \$1855 in YE credits. Jim solicits for anyone who's interested, Chris thinks we have it covered. Ben Skikas is interested (he currently works at Creve Coeur). Jim notes that he volunteers at many YE and Open House events. In the past we've sent two: one for senior and one for junior program, it will cost the chapter an additional \$1095 to send both. Bob notes that, although we didn't send anyone last year, we used credits for other expenses. Dave Doherty also reminds us of YE donations that came from Don Jonas' memorial. In the future we should plan this maybe in the July time frame: at this point we're deciding last-minute to fit into the reservation process. Chris reports that the cut-off is December for girls due to reserving rooms. For boys, if one drops out, we can substitute if we do it quickly, otherwise they'll choose one from another chapter. That said he's not aware of anyone who signed up who hasn't gone. He also notes that time limits are crucial around Advanced Air Academy and Ray Foundation, and also that we'll continue to get scholarships until one fails. Bob notes that Rick had a lot of organization in place around this

which we lost when he stepped away from the YE leadership role. Ron made a motion, Libby seconded, to send one to the junior academy. Ron amended and Libby seconded that the executive committee decided specific candidates. Meeting attendees voted in favor. Lauren asked for clarification around junior and advanced age ranges, could we send two to advanced? We've got a candidate for junior, and advanced costs \$350 more. Jim Hann notes that he trusts the regular volunteers to know who participates and merits a scholarship. Stingy former treasurer Don Doherty notes that we need to keep an eye on the budget, recalling the flood, after which we really needed funds. Implication is that we could budget for this earlier in the year. Chris notes that we could access the seed money in the Ray Foundation scholarship: we don't need +900 in there - find out the minimum balance for this account. Libby notes that as a 501c3 some of our money has to go to other 501c3 organizations for educational purposes. This will be a topic at an upcoming board meeting, Jim Hall notes that these meetings are open to anyone. We've agreed that we'll send Ben to the Advanced Air Academy, and Chris' candidate for the junior session. Ron Burnett asked for confirmation on how YE credits figure into this.

**Airplane-related business.** FAA has reduced the MOSAIC rule - it's going to impact Light Sport primarily, expanding what you can fly. In part it's a safety issue, expanding training opportunities. You're free to make comments. After some discussion on safety statistics Ken reminds us of the IMC and VMC group that meets regularly at 1H0.

### Upcoming events:

Bill suggests a short meeting in September followed by project work in the ARC. Don asked about paint booth and Zenith, Jim says this will be a start - we won't get everything done regardless. Jim Hann suggests a workbench for the drill presses. Jim Hall listed several projects Ken has worked on, noting that small projects over time eventually make big improvements. One sit-down job that needs to be done will involve printing labels for new badges.

Bryan Peetz has started a ground school: this next week will be very hot so the meeting will be virtual.

Ken asked about a new flight simulator, Jim says we can discuss this at the board meeting.

Chris re: Minorities in Aviation. Geanovea will be moving back from Florida, Herman will give her some shop space for doing avionics. He's going to trade that for her flying lessons. She'll also be doing the avionics work on Chris's Zenith, Minorities in Aviation kids will help out with this, we'll need volunteers. Event is 9/30. \* At a past event she gave out orange shirts: this caused confusion between kids and orange vest ground crew.

Jim noted that Wings and Wheels at Bethalto Fly-In is also 9/30, 10/1 will be their YE event, possibly 250 to 300 kids, any volunteers for that are welcome. Also on 10/22 the airport will host a trunk-or-treat with airplanes. This led to the idea of a symposium of local chapters.

**Midwest LSA Expo** will take place September 7-9. Dan Johnson will be there speaking on MOSAIC.

**CAF Hangar Dance** is 9/23 - an amazing event if you haven't been before.

**October 7:** Bill Jagust would like to host chapter 1387 YE event at the ARC.

**October 14** is our YE event.

**October 28** is the airport open house.

Dave Doherty suggests we get this schedule out as an email blast.

Jim Hann's Oshkosh story: he left his card in ATM, someone returned it. With two forms of ID he was able to get it back. Attendees there are fundamentally honest.

Doug brought his nephew and his two sons to Oshkosh and they visited the campsite.

Libby fell at Oshkosh and broke her pelvis, good news is she's getting around with a walker and can still fly. Mr. Bill, Jamie, and Connor pushed her around in a wheelchair. She bought a new radio and is offering her old icom and all accessories to anyone who can use it. Needs an antenna.

Jim Hall reminds us that COVID has hit a couple of volunteers which will result in availability.





# Learners as We Go

## “Oh, What a Night, Late September Back in 2023”

mr. bill

### THE AWESOME

First off [THANK YOU TO ALL YOUNG EAGLE VOLUNTEERS FOR ANOTHER SAFE YOUNG EAGLES EVENT!](#) A beautiful cool fall day that had a nice 73° F temperature that the pilots and the airplanes loved.

It was nice to hear the **DENSITY ALTITUDE** at 400 feet on the Smartt Field weather A.T.I.S. The Density Altitude is 2,400 feet (where the airplane THINKS it is at) when the temperature's are in the 90° Fs.

Well, when the flying day ended “the gang” went to Subway up Highway 94 and 370 for some lunch! Something that just makes me laugh is every time we walk into that SUBWAY, we have more people than we did from the last time. The owner “likes” that my family is getting larger and hungrier. Ms. Libby is “MOM.”

The kicker for the owner is the NEW meat slicer that he had to buy for \$12,000 dollars. SUBWAY has Freshly Sliced Meats now. If he only knew that if the meat slicer was for an airplane, it would have cost 4 times as much. Just ‘cause it was for an airplane!

Someone mentioned at the table while eating something about a Balloon Glow down in Eureka, Missouri. After we all looked at each other, somebody said “ROAD TRIP!”

After some car juggling, we rolled into the Brookdale Farms fairgrounds. Walking up to the first trailer we saw, I noticed it had ILLINOIS plates and an [I LOVE SOARING](#) license plate holder. I asked the white hair gentleman if he was SOARING this morning? “NO. I was setting up the Condor simulator.”

“Where do you Soar?” “Chicago Soaring.”



“Do YOU (ME) Balloon?” “In October, Sir, when I retire in 30 days I am hanging out at the Albuquerque Balloon Festival!” I mentioned the lady I would be working with in October. The white-haired man stated, “She certified me.” “NICE!” “Are you sticking around to help me (with my balloon) YOUNG MAN?” YES SIR!”

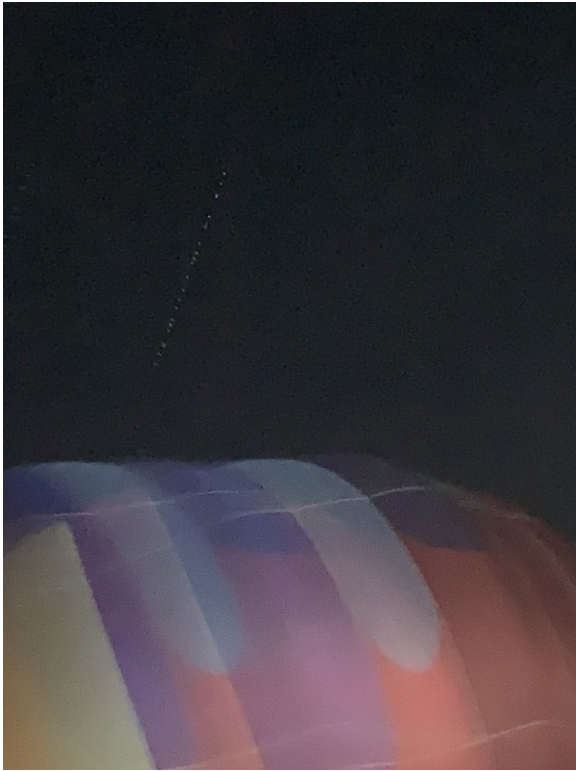
WELL.....That was the start to a wonderful evening for me.



### **LOOK MOM, IT FOLLOWED ME HOME**

It was truly a treat to receive the ground and “flight instruction” from this seasoned veteran of the ballooning industry. The valuable nuggets were WHAT I needed before my visit next month to Albuquerque Balloon Festival. Thanks Val!

During the course of the night, we saw these lights coming in from the western sky. You have to look above the balloon. You are looking at a string of white lights that are.....



Mr. Musk and his Starlink satellites

### **THE NOT SO COOL**

Several things that I have been viewing from the Right Seat (Instructor) of the Airplane are people starting an aircraft engine with ONLY THE **BATTERY SWITCH** ON.

I am not sure WHEN this trend started (No Pun intended) but people are forgetting to TURN ON THE **ALTERNATOR SWITCH**, which is the other half of the **MASTER SWITCH**! One person had a FIELD (WINDINGS) SWITCH AND THOSE ARE THE LITTLE WIRES IN THE GENERATOR THAT PRODUCE THE ELECTRICITY FOR THE BIG WIRES, AFTER YOU TURN THE FIELD SWITCH "ON" THE WIRES GET ENERGIZED and then the big WINDINGS DO! No FIELD switch **ON**, NO ELECTRICITY.

Basically, follow the Checklist People OR come up with a RIGHT to LEFT "FLOW" to assure all PANEL SWITCHES are WHERE THEY NEED TO BE!

### **EMERGENCY!**

OK! I SAID IT ON THE AIRCRAFT RADIO, now what?

I had a fellow Boeing 737 pilot flying into the Chicago-O'Hare Airport last week that heard a King Air pilot mentioning that he was "TIGHT" on fuel. I use the word "mentioning" because the ATC Tower told him to GO AROUND. Usually this is not a problem UNLESS, **YOU HAVE NO FUEL**. (HERE IS THE POINT,) IF YOU HAVE NO FUEL, **IT IS AN EMERGENCY!**

Because of the pilot's hesitation to say **EMERGENCY-I HAVE NO FUEL**, THE PLANE CRASHED in the forest preserves around the airport during the go around. The pilot DID survive. Land on a taxiway, a ramp area, or in the grass! But do not do a GO-AROUND unless you have the FUEL!

Alright, if you are disorientated over the ground, NOT LOST, but ya just do not know EXACTLY where you are at, call APPROACH CONTROL. In the STL area 132.12 works.

If you do not know exactly where you is??? Then call on **121.5** and ask for an APPROACH FREQUENCY. The HELPFUL PERSON answering the radio will ask you to "squawk" a transponder number, hit THE IDENT BUTTON, and BINGO, you are on a Radar screen and directions will be forth coming!

### **YOUNG EAGLES IN JUNE**

FYI: At the August event there was a Robinson R22 helicopter that hovered down the ramp from Herman's building on the field. It was GREAT to have him at the event because it was another aspect of aviation to put on display for the people visiting.

During the event the helicopter fired up and was moving on the ramp. It was stated, "**That all is well folks. I will not be affecting you and the planes.**"

**CONTINUED**



# Learners as We Go (Continued)

THANK YOU to those pilots that taxied the other way AWAY from the helicopter and its downward blast. Last year when EAA 1387 was flying Young Eagles at Washington, MO airport there was a Bell 222 helicopter that flew in front of the beautiful airplanes that were on display getting ready for their Young Eagles. All was well UNTIL they started moving and floating. One that really moved was a Van's RV-7. It was later stated by the helicopter pilot that, "He did not **THINK** THOSE **BIG** AIRPLANES WOULD MOVE WHEN HE HOVERED BY THEM.

He did (or may NOT) know what OUR airplanes weigh. A little LSA Light Sport Aircraft could have easily been flipped or forced into another aircraft!

AGAIN, THANK YOU FOR BEING SAFE!

A MESSAGE FROM SOME GUY NAMED PAUL

<https://www.youtube.com/watch?v=tBoY5BTsmFg>

Q? National Aviation Day is observed on....?

A: April 16<sup>th</sup> Wilbur Wright's Birthday

Q? National Aviation Maintenance Technician Day is?

A: May 24<sup>th</sup> is Aviation Maintenance Technician Day.







# Join Aviation Explorers!

**Ages 14-20**



## Open House!

September 20th, 6:00PM  
Boeing Building 100 Auditorium

Check out the calendar on our website

**[advisors@aepost9032.org](mailto:advisors@aepost9032.org)**



@aepost9032



Aviation Explorers  
Post 9032



[aepost9032.org](http://aepost9032.org)

We are an after school club for students ages 14-20 interested in aviation! We meet twice monthly. Past activities includes talks from test pilots, tour of Scott AFB, tour of the F-15 factory, pre-flight checks, college tours, and AirVenture!



# “St. Louis Approach... I’m Lost”

By: Lauren Peca

After around 70 hours, it finally happened to me... I got lost! In a way. Despite my initial distress immediately afterwards (along with a humbling dose of fear and embarrassment), I’ve realized that this is one of the best opportunities I have to learn from both my rights and wrongs.

Sunday morning, my instructor Eric sent me up for a solo maneuver flight--my third solo. He had his own dual lesson booked. I was unnerved by not being able to communicate with him, but he reassured me to contact St. Louis Approach at 126.5 for flight following. About half an hour later, I started up my engine. For reference, my flight school designates a nice patch of sky right by KFYG and the Foristell VOR as a maneuver practice area. I took off the ground with my paper sectional chart and kneeboard.

Prior to taking off, I noticed a big ol’ INOP sticker on the turn coordinator, and that unlike many other planes in the Elite fleet, N710SP didn’t have ADS-B in. I told the insecure voice in the back of my head that I’d be fine, and so I went. It was a nice, clear morning. 10+ miles visibility, winds variable at 3. I climbed up to 3,000 ft and continued my course due west while getting in contact with St. Louis Approach.

My first 0.4 hours of flight or so were meandering and aimless. I wasn’t really sure where to go. I knew where the practice area was for the most part (or so I thought...) since we had been there a million times. On my GPS, I had “direct to KSUS” plugged in, just so I could have a reference for when it was time to turn around. At some point I turned north. After clearing turns, a power-off stall, and a few steep turns, I felt like I had done about all I could do. I looked at the stopwatch I had running on my cell phone and figured I had only been out for 25 minutes. That didn’t feel nearly enough time to me, so I continued north and did another steep turn or two. By this point I was over Troy and didn’t even know it. All the suburban sprawl looks the same after a while.

Eric texted me and told me to start heading back to Spirit if I hadn’t already. I told him I was on my way. Remember how I plugged “direct to KSUS” into my GPS? I just followed the heading it told me to, which was 98 degrees if I remember right. For about 10 miles I putted along, even taking a few mid-flight selfies for my Instagram. I saw river, fields, trees, trees, more river, more fields, more trees, more fields, and the whole time I was blissfully unaware I was miles north of Spirit and actively crossing over into Illinois.

I saw smoke billowing from a stack, and thought, “Oh great, it’s the Labadie Stacks!” They’re sort of a beacon home for frequenters of Spirit--if you’ve spotted the stacks, Spirit’s not far at all. In a moment of shock (and abject fear), I realized “that’s Portage Des Sioux!” and as I looked out of my left window, I saw Smartt Field. I quickly made a very frantic sounding call on 122.8 to announce my position, and I had to decide where to go from here. I was 3,000 ft above the ground, and I decided to divert my course around Smartt instead of overflying it to not get in anybody’s way. At this point, I was already getting flustered by the fact I managed to fly into Smartt without realizing it. I made a turn to the right (southwards) and continued with my plan to divert my course around Smartt. At this point, I knew something was awry in my navigation, but I figured I could try troubleshooting when I got out of Smartt’s airspace. “OSP, St. Louis Approach, you need to turn north NOW. You’re in the bravo.”

The stern tone of the controller made me feel absolutely mortified. I immediately turned north and announced as such over the radio. I faced north towards the river and bluffs going towards Illinois, which was the exact opposite of where I needed to go to get back home. I was 23 NM from Spirit, and in a feeling I can only describe as dread, I keyed the mic.



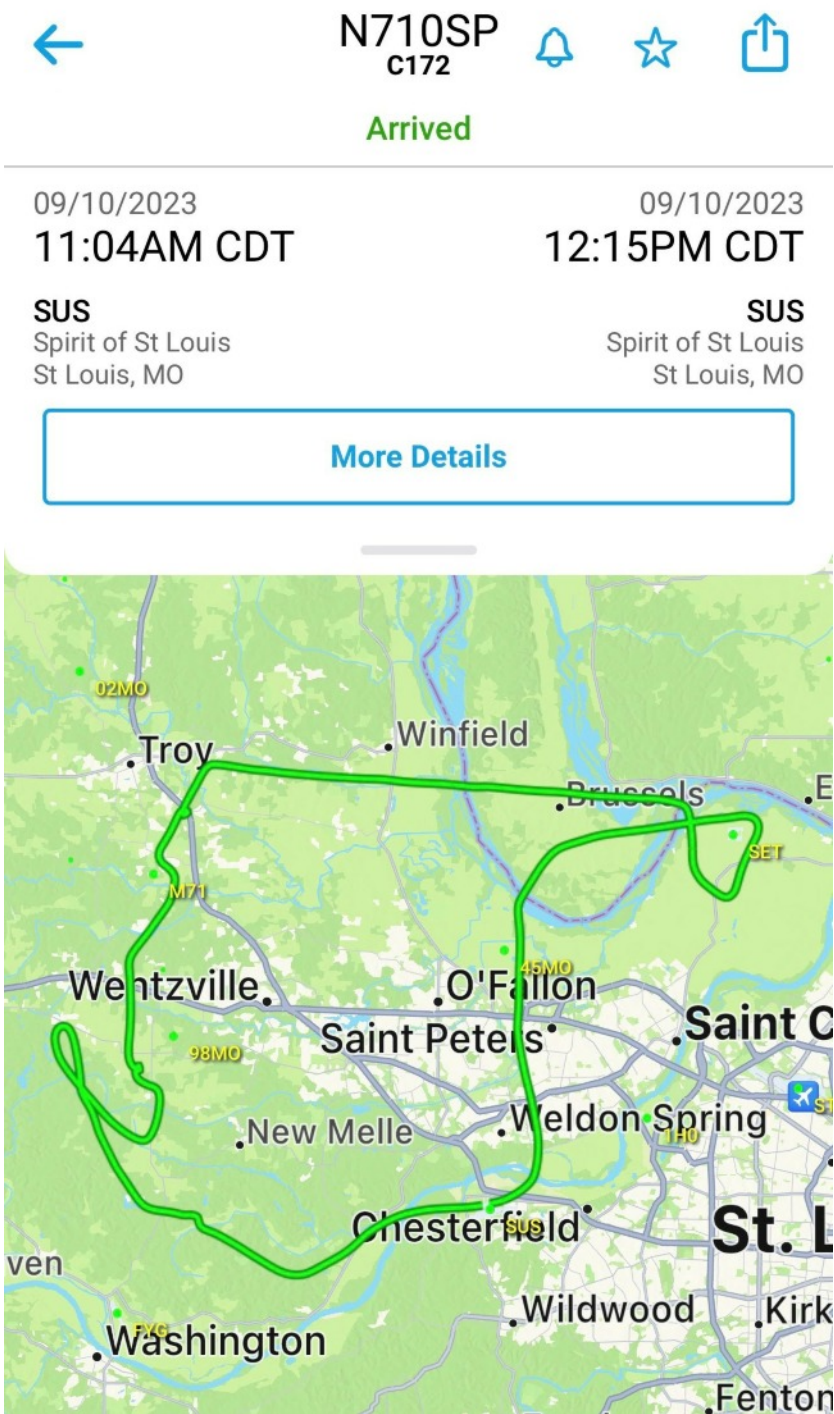
“St. Louis Approach, Skyhawk N710SP... I’m over Smartt Field, but I’m lost. I don’t know how to get back to KSUS. I’m a student pilot solo.” I admit, I was already crying by this point. The embarrassment of bravo busting combined with the fear of not knowing how to get home made for strong emotions. The controller could definitely hear I was crying, and his tone went from stern to gentle. “0SP, no worries, I’ll get you home. Turn 270.”

I turned, confirming my heading along the way. He led me along heading to heading. Coming at Spirit from a different angle than usual, I wasn’t 100% sure if the concrete jungle I was seeing was the airport or not. Perhaps with a clearer mind, I would’ve been more sure at a further distance away, but at that point, I just wanted to get on the ground.

Some kind jet pilots encouraged me over the radio. “You’ve got this, you’re almost there, home stretch!” They said. I didn’t thank them at the time, but I was definitely thinking it. Finally, Spirit was in sight. I came in about 400 ft too high, and I floated down the runway like no other, but I made it.

Eric was waiting for me on the ground and I explained my situation. He assured me I was in no trouble, and we discussed a little before he headed off to his next flight. I smiled when I realized I got 1.5


hours of solo time, at least. I also realized I had the paper sectional chart next to me the whole time. I did get two out of the three--I aviated and communicated, though my navigation was a little lacking. You learn and you grow!



# A FEW MORE IMPRESSIONS

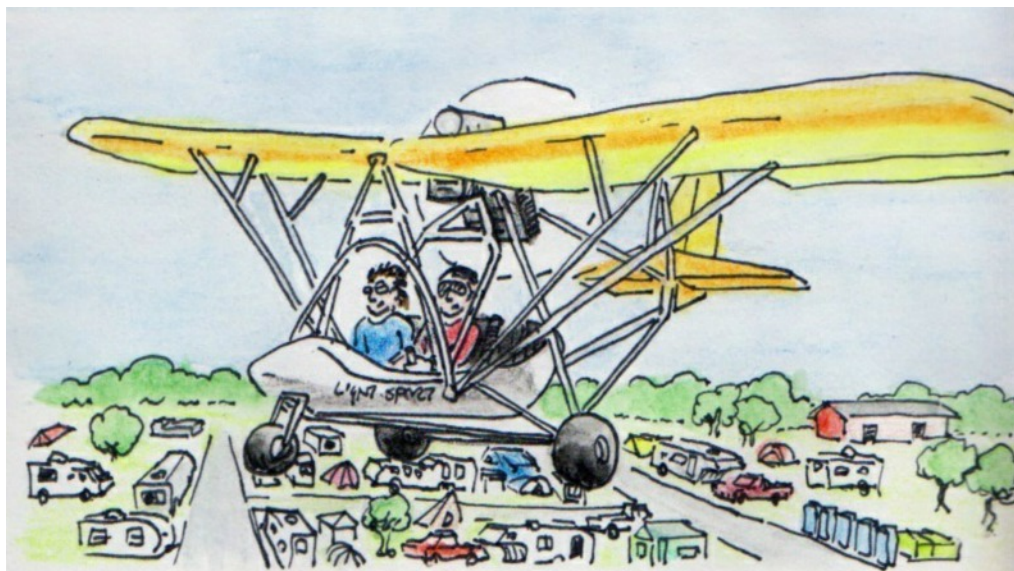
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BY DAVE DEWEESE 

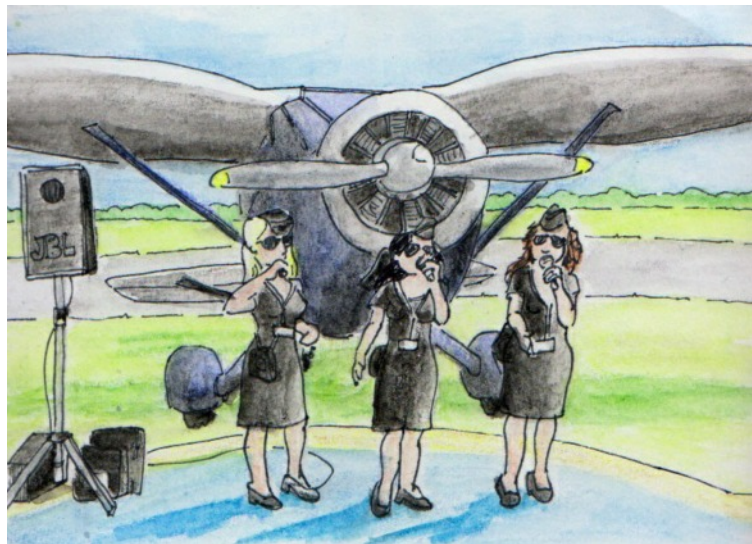
Our newsletter editor asked, after my last submission, for further details of my recent first visit to the big air show. Don't let the title doodle give you the idea that there were dull moments. On the contrary, I regularly wore myself out and needed afternoon siestas. The forums area is perfect for this: with a little hunting you can find a spot with shade, solitude, and breeze.

Completely by chance I learned that one can arrange a ride in an ultralight at AirVenture. After performing a few incantations and signing a waiver I found myself buzzing aloft over Camp Scholler, and even located the Akagi not far below. Just a brief hop, but enough to fill me with energy, negating a need for a nap on that day.





Cutting through the vintage area on my way to lunch and an afternoon workshop, I ran into something else unexpected: three women dressed in vintage flight attendant uniforms. Maybe the Lockheed Constellation was not restored, but had flown through a wormhole, and her crew of time travelers had decided to explore a new century. It made sense to speak with the trio and find out if they were real; turns out they were singers, kind of like the Andrews Sisters, (the “Ladies for Liberty”) so I returned to hear them later.



Related hint: even if it doesn't rain during the day, a small folding umbrella is worth carrying along. It provides welcome shade when you're listening to music with the sun at your back, or while saving a choice spot for the night air show, and the sun has not quite set. And while you're at it, pack a headlamp - parts of Camp Scholler are dim with only moonlight to guide you.



Recently I went on a drawing tangent, focusing on interwar flying boats – one flies on the cover page of my journal. A few people noticed this and asked if I had visited the “Seaplane Base”. No, in fact I was only dimly aware of it, but found my way to a shuttle that carried me from the noisy, crowded bus stop to a quiet, wooded spot off Lake Winnebago. Looking south across a little bay I found docks, small boats, and seaplanes. Behind them and a wall of cattails was a big barn on a rolling hillside. Somehow this sight really struck me as an iconic statement of AirVenture, despite its contrast to the hustle and bustle of the main grounds. I’m sure I’ll make my way back to the big air show at Oshkosh, if not next year, then soon. When that happens the Watermelon Social will be on my to-do list.



## Aviation Resource Center is Beehive of Activity

*EAA Chapter 32, St. Louis, Missouri*

These are exciting times for the members of EAA Chapter 32. Based just 5 miles north-east of the St. Louis VOR at St. Charles County Smartt Airport (SET), our new home is a 4,000-square-foot building officially known as the Aviation Resource Center, but affectionately referred to as the “ARC.” To the members of the first EAA Chapter organized in Missouri, our new home is simple, but resourcefulness has always been a hallmark of EAAers, and Chapter 32 was able to take advantage of the opportunity to relocate a former state-owned facility that originally housed office and garage space for the Missouri Highway Department. A condition of the transfer was that Chapter 32 had to remove the building, and had to do so quickly. So in summer 1997, the Chapter went into “organized frenzy” mode and methodically deconstructed the structure and hauled it to its new site.

November 2000 was the official groundbreaking when the first concrete footings were poured. Incomplete but enclosed and heated by the end of 2002, the ARC hosted its first Christmas party. Today, the ARC is starting to fulfill its aviation promise. As Laura Million, the Chapter’s web designer (see [www.eaa32.org](http://www.eaa32.org)) pointed out, “The ARC should be more than just a place to build airplanes. It should be a resource for hosting aviation-related events and educational programs through workshops, lectures, by providing computer access for flight planning, and in developing an aviation reference library.”

The ARC is a beehive of activity.

Completing a full-service kitchen and bathroom facilities are priority items, while long-term plans include an elevated observation deck and outdoor activities area. A dedicated corps of volunteers led by Chapter President Stan Crocker shows up every weekend to do finishing work. While some members are hard at work on the structure, others are involved in the EAA Young Eagles program. One of the driving forces behind the effort, George Stephenson, donates countless hours organizing



and supporting the program including flying many Young Eagles in his Cessna 172. As a result of the passionate dedication of many volunteer members, Young Eagles rallies were held on four weekends last spring. To date, Chapter 32 has flown more than 4,000 Young Eagles and Chapter records show 67 pilots participating in the program. We intend to host fly-ins, FAA safety seminars, barbeques, and possibly dinner-dances in the future.

General membership meetings are held on the fourth Sunday of every month except in July, when



many of our members turn their attention northward and make their annual pilgrimage to EAA AirVenture Oshkosh. This year, many Chapter 32 members volunteered time and effort in providing ground support services for EAA’s B-17 *Aluminum Overcast* as its summer flying tour included an appearance in the St. Louis area.

Community outreach programs are also in varying stages of development. Some time ago, a partially completed homebuilt Mustang II project was donated to the Chapter. In the future, this aircraft may be completed as part of an ongoing educational program designed to foster greater community awareness and appreciation for all things aviation through hands-on involve-



ment under the constant watchful eyes of the EAA Technical Counselors who call Chapter 32 home.

On June 7, 2003, the Chapter enhanced its reputation by hosting its first public sheet metal workshop. Chosen because of the preponderance of metal aircraft projects in the Chapter, we hope for future sessions featuring composites, wood and tube, and fabric workshops. Twenty of our members attended, plus another six or seven enthusiasts who were not members, including two who came all the way from Jefferson City! The workshop included an overview of basic metalworking tools and their proper uses, how EAA Technical Counselors can help during the decision-making and building processes, descriptions of various materials, shop safety, proper practices, and AN hardware. A short demonstration on riveting also took place covering why to dimple a hole, various fasteners, and a review of the workshop concepts. After the demo, everyone was invited to try his or her hands at riveting. Also demonstrated was the proper technique for drilling out a rivet—an essential skill unless 100 percent of your rivets are perfect (yeah right).

EAA Chapter 32 holds the distinction of several awards. Among those, many readers of *EAA Sport Aviation* may recall a recent article about our own Ken Blackburn, a local aerospace engineer who holds the Guinness World Record for the longest paper airplane endurance flight. And Chapter 32's website, [www.eaa32.org](http://www.eaa32.org), won first place in EAA's Web Editor Award for 2000.

EAA's roots trace back to homebuilders, and true to form, many members of EAA Chapter 32 are hard at work building aircraft. Started by Ray Kendall, the Chapter more or less became an entity in 1957. Meeting in houses, garages, and small airports around the area, no one seems to know the exact number of experimental designs

that have taken flight associated with the Chapter. Today, Chapter 32 members are currently building more than 50 aircraft, 19 of which are of the popular RV series, and a few enjoy flying status. All this activity coming from a Chapter with a little more than 100 members!

A noteworthy goal of EAA Chapter 32 is to increase membership. Now with the essential completion of the ARC that is blessed with a prime location and easy

ramp access at Smartt Field (SET), we're able to work toward this membership goal. The ARC was made possible only through generous volunteer labor, astonishing resourcefulness, and occasional donations of materials. The future of EAA Chapter 32 is bright with promise, and the membership of this remarkable group of people has much to be proud of.

—Rick Galati,

photos by Laura Million



For more information, visit SPORT AVIATION on the Web at [www.eaa.org](http://www.eaa.org)

# Aviation Explorer Post 9032 Activities Update for September, 2023

Jim Hall, AE Advisor

## ABOUT POST 9032

Aviation Explorer Post 9032 is an established career exploration program based in St. Louis, MO. Part of the Greater St. Louis Area Council, 'Learning for Life' program; AE Post 9032 is a chartered youth group with advisors and support from Boeing and Chapter 32 of the Experimental Aircraft Association. The post is focused on engaging youth groups, ages 14 to 20 in the incredible world of aviation. This is done through a wide range of activities which include: flying aircraft, learning from aviation professionals, visiting museums, attending airshows, and even building planes!

If this sounds like something you're interested in, and would like more information about, please submit your contact info below and we'll reach out to you with more information!

We're continuing with more great plans for 2023 and 2024; and if you are interested in joining Aviation Explorer Post 9032 as a youth, or an advisor, please let us know and we'll get you on the email list!

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

Meetings are held in the Boeing Prologue Auditorium located in Building 100 @ 6300 James S. McDonnell Blvd, Berkeley, MO 63134, USA ([map](#))

Note: as more youth and new advisors continue to join Aviation Explorer Post 9032 we are looking to share some of your expertise and enthusiasm to keep offering great experiences to everyone involved. We will be looking for someone who is willing to become the "Lead" Advisor and add this opportunity to their resume. Please let us know if you're interested; it's exciting to be a part of this successful organization.

Additional links to AE Post activities are listed below:

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

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

## Upcoming Plans:

- September 13, 6:30-8:00pm Aviation Explorer Post 9032 Officers & Advisors Virtual Meeting
- September 20, 2023, 6:00pm – 7:30pm Aviation Explorer Post 9032 Open House to be held in the Boeing Prologue Auditorium Building 101. Please share the information with school groups and invite

any interested youth and parents to come check it out!

- October 4, 6pm Aircraft Pre-flight in Spirit of St. Louis Airport hangar by Bryan Chavez
- October 7, Saturday, 9-12:45 Tour of operations at Lambert International Airport. Note: that a tour of the control tower is included.
- October 11, 6:30-8:00pm Aviation Explorer Post 9032 Officers & Advisors Virtual Meeting
- October 18, 6pm Speaker from St Louis Astronomical Society – TBD
- October 28 Open House at St. Charles County Regional Airport (Smartt Field)
- November 1, 6pm tour of CAF (Commemorative Air Force) Museum at St. Charles County Regional Airport (Smartt Field)

November/ December Dates & Additional Events  
TBD

## Year to Date - Completed Activities:

August virtual meetings of AE members and advisors on the 9<sup>th</sup> and the 23<sup>rd</sup> for planning the open house

- July 24-30, 2023 Aviation Explorer Camp at EAA AirVenture. Note: Many of the members of AE Post 9032 and Advisors attended and feedback is that they enjoyed it immensely and thought the experience was awesome. Also noted: the opportunity to test themselves and their camping skills during a couple of Oshkosh evening rain storms. All part of the outdoor experience!
- July 12, 6:00pm – 7:30pm AE Post 9032 for AirVenture Training + Logistics Meeting at Boeing Co, bldg. 100, 6300 James S. McDonnell Blvd, Berkeley, MO 63134
- July 8<sup>th</sup> EAA Chapter 32 Young Eagles event at St. Charles Regional Airport Note: AE Post members participated
- June 28, 6:00pm – 7:30pm Post 9032 Officer Transition Meeting held at Creve Coeur Airport (1H0), 14301 Creve Coeur Airport Rd, St. Louis, MO 63146, USA



- June 10<sup>th</sup> EAA Chapter 32 Young Eagles event at St. Charles Regional Airport Note: 51 Young Eagles had flights
- June 3, 10am – 4pm for Youth Aviation Day at Creve Coeur Airport! Activities to include: Aviation Career Fair, Special Guests, Airplane and Helicopter Displays, Young Eagle Flights, Discovery Flights, Huey Helicopter Rides, Flight Simulators, Young Eagle Flights (Limited Private Event) for youth ages 8-17; will be given on first-come first-served basis Note: 48 Young Eagles had flights (Register upon entrance to the event). Visit Gateway Youth Aeronautical Foundation And Historic Aircraft Restoration Museum
- May 17<sup>th</sup> at the SLU Campus to tour their wind tunnel! Meeting at 5:30pm in the Rotunda of McDonnell Douglas Hall to visit the SLU Wind Tunnel with Dr. Raymond Lebeau. The best parking options are on Lindell Blvd next to MDH or in the Laclede Garage.
- May 13-14<sup>th</sup> Scott Air Force Base, Illinois hosted a free Airshow & STEM Expo featuring the U.S. Navy's Blue Angels. AE Post 9032 had a STEM table exhibit on Saturday of the two day event. Large crowds were in attendance on both days and were able to enjoy the exhibits and airshow despite a somewhat shortened schedule due to the weather.
- EAA Chapter 32, had the RV-12 (N32YE) flown in by pilot/ builder Dave Doherty, to Scott AFB for static display. Dave and Jim staffed a booth showcasing EAA aviation outreach: including Young Eagles events, scouting Merit Badge activities, Flying Start Day, Aviation Explorer Post 9032 Advisors, aircraft builder support, aviation career options and other initiatives.
- May 3<sup>rd</sup> @ Boeing Prologue Auditorium Building 101; Aviation Explorer Post 9032 Officers (President, VP, Treasurer, and Secretary) Elections. Then the explorers tested their aeronautical knowledge by playing 'Aviation Jeopardy'. It was a fun time for both post members and advisors.
- April 22<sup>nd</sup> Wings of Hope is providing their "SOAR into STEM" program; registration required for 30 students; aviation learning each Saturday starting on March 25<sup>th</sup> and culminating with a Career Exploration Fair from 10am to noon on April 22<sup>nd</sup>.
- April 19<sup>th</sup> @ 6pm the Aviation Explorers meeting was held in Boeing building 100 and post member Jacob Garvey spoke about also belonging to the Civil Air Patrol by sharing his experiences with that group.
- April 15<sup>th</sup> St. Charles County Regional Airport (Smartt Field) is hosted an Open House and Auto Show on the tarmac. EAA Chapter 32 members provided food (breakfast and lunch) and had the ARC open to answer aviation questions.
- April 8<sup>th</sup> Chapter 32 Young Eagles event at St. Charles Regional Airport was the first regular YE event this year.
- April 5<sup>th</sup> @6pm, Creve Coeur Airport: Gateway Youth Aeronautical Foundation (GYAF) hosted the Aviation Explorers in their facility letting them use their very nice flight simulators. The explorers 'flew' various aircraft assisted by flight instructor; "Mr. Bill" who said while coaching one student, if they 'were intending to make a water landing' with the fixed gear C-172 as it approached touchdown. Everyone watched as another youth rolled an F-15 and recovered as he enjoyed the fast jet capabilities. Then, explorers and advisors went to Piston Aviation Flight School where they showcased their hanger and office facilities and allowed the explorers to sit inside the training aircraft while they answered questions and shared their training philosophy. One of their flight instructors shared his thoughts on working with aviation students to find out their goals and how he can best assist them in reaching them. He also encouraged the explorers to apply for the many aviation scholarships that are made available each year. Libby shared her experience in reviewing scholarship applications for the 99's and how important it is for applicants to share their 'passion' for aviation.
- March 15<sup>th</sup> at 6:00pm. Met at the Boeing Building 100 Prologue room auditorium. The topic this week was Flight Schools, Scholarships, Jobs, and Airventure! AE Post Officers shared information on ways to get money for flight training, opinions on the local flight schools, and opportunities they have found around St. Louis. Then Chrissy (advisor) talked about how students can sign up to go to Airventure this year. She went over cost, timeline, sign up forms needed, and about the experience!

# Aviation Explorer Post 9032 Activities Update for September, 2023 (Continued)

- March 11<sup>th</sup> EAA Chapter 32 held a private Young Eagle event at Creve Coeur Airport to complete the youth training for the Gateway Youth Aeronautical Foundation; which put on a free, 8 week “Intro to Flight Course” that started January 21<sup>st</sup>. When finished the eligible youth get a \$500 discount at Piston aviation. For the event, five Chapter 32 pilots brought their airplanes and working with ten ground safety volunteers, flew the 17 youth to introduce them to an aviation experience. At least two AE Post 9032 youth also worked the event helping to safely escort passengers to/ from aircraft. Parents had many questions answered by chapter members about how to find and get involved in aviation activities to help youth explore options and the many opportunities in aeronautical career fields.
- March 1<sup>st</sup> There was a good turnout and thanks to Wings of Hope for giving post members a tour of their hangar and telling us about their mission! We had a great time and many of our explorers can’t wait to get involved.
- February 25<sup>th</sup> The 41<sup>st</sup> annual Light Sport Symposium to be held at the SWIC Granite City campus. It is a free event with lots of great speakers from 8 to 3 pm. EAA Chapter 64 is providing breakfast and lunch. Each meal is \$10. We will not have an organized attendance, but if this interests you, it sounds like a great time!
- Feb 15<sup>th</sup>; Airframe & Powerplant (A&P) speakers - learn about being an aviation maintenance technician at Signature Aviation in Spirit of St. Louis Airport. The hangar that we will be meeting in is heated. We are planning to talk and show a few pictures on a large screen TV. Then we can walk to see a couple of airplanes that are in adjacent hangars that are undergoing maintenance. Thanks so much to our advisors Curtis and Bryan for sharing their experiences in the aviation maintenance field and showing our explorers some current projects!
- February 1<sup>st</sup> 6:00pm at [Boeing Building 100 - Prologue Room Auditorium](#) for Boeing Engineering in Aviation panel spoke about the roles they have held across Boeing and how they got there. Roles may include Phantom Works, Flight Test, Simulators, Design and more. The six Boeing Engineers; three women and three men; most of them relatively new in their careers, were presented questions asked by the host and audience. Queries were made about their career choices and experiences.
- January 19<sup>th</sup> 6:00pm at [EAA 32 Aviation Resource Center](#) to talk about homebuilding aircraft with the people who are currently building them! One of our advisor's, Chris, will show us his Zenith project.

## Update on EAA and Other Aviation Scholarships

**NOTE:** Look ahead by gathering information for filling out scholarship applications and plan on including demonstrations of your “Passion” for pursuing aviation by listing your demonstrated participation in aviation activities throughout the year. Next round of scholarships will be here before you know it!

Are you interested in pursuing flight or a career in aviation or an aviation-related field? We encourage well-rounded individuals who are involved in their school or community and interested in the world of aviation to apply for an EAA scholarship.

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

Tentative dates for Aviation Explorer Post 9032 meetings and activities are on the website calendar: <https://www.aepost9032.org/>

The AE post officers have had a lot of great activities lined up this year and are working on arranging even more.

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

- 1<sup>st</sup> Wednesday; 6-7pm General Meeting in Boeing Bldg. 100 Auditorium
- 2<sup>nd</sup> Wednesday; 6:30 & 7pm Post Officers and Advisors Virtual Online Meetings

Note: the AE Post Officers and the AE Post Advisors Virtual Meetings have been combined into the same evening; to enable better synchronizations of future activities.

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



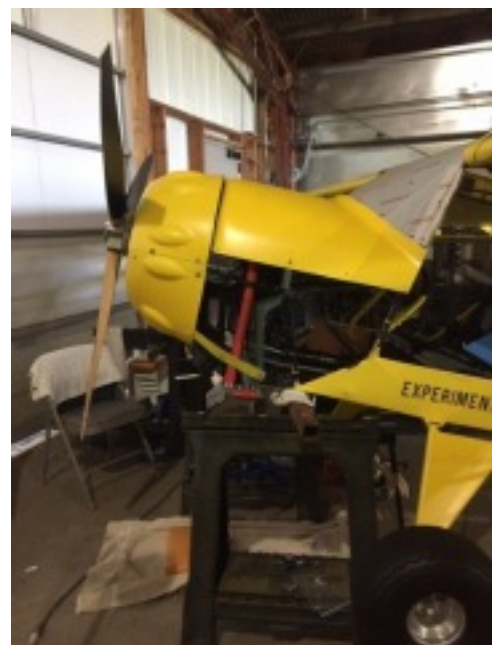
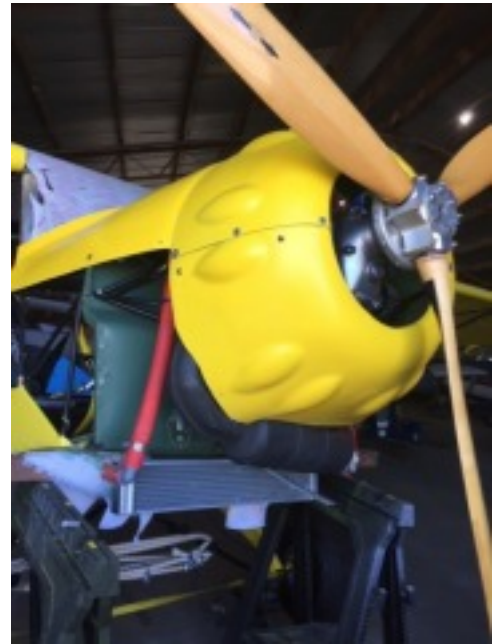
# Dave McGougan's Kitfox Project

As you can see in the photos, progress is being made, but not without a number of corrections and backtracking. The prop blades still need to be correctly aligned and tightened. The engine is ready to start, but needs coolant added to the system and oil in the gearbox. But the biggie is hooking up the cables to the carbs. I have a friend in Mt. Vernon, MO who is coming up for that. I have a vacation trip coming up next week which will throw things down the the road a bit.

The big surprise came when we tried to fit the cowlings over the engine. They did not fit. The coolant hoses had to be rerouted. Then found the lower cowl would not fit around the muffler. That's when I remembered that the fuselage was a Raven or a modified Avid in which the engine is mounted upside down. So!! A Kitfox cowl will not work on a Raven unless it is modified. Which I am still working on at this point. Also it nullifies an electric starter because the starter motor protrudes through the firewall in a Kitfox.....but cannot with a Raven fuselage because there is a cross

member in the way. All things I found out the hard way, (thus....Kim's favorite name Frankenfox).

The final 4 panels will go to the airport this week, leaving only the finished doors in my garage. So actual start up isn't that far away, not likely this month though. At least one of the 4 panels will have to be modified. I'm getting close.



# Aviation Calendar Events

## Normally Scheduled Monthly (local STL area EAA Meetings/ Gatherings)

- EAA Chapter 64 – every 1<sup>st</sup> Tuesday 7pm in Millstadt, IL
- EAA Chapter 32 IMC/VMC – every 1<sup>st</sup> & 3<sup>rd</sup> Tuesday 6:30pm at Creve Coeur Airport
- EAA Chapter 1387 – every 2<sup>nd</sup> Wednesday 7pm in Troy, MO
- EAA Chapter 1675 – every 2<sup>nd</sup> Thursday 6:30pm in Chesterfield, MO at Wings of Hope building
- EAA Chapter 864 – every 2<sup>nd</sup> Thursday 7pm in Bethalto, IL
- **EAA Chapter 32 – every 2<sup>nd</sup> Saturday 9am (April- October) Young Eagles event St. Charles County Airport at the ARC**
- **EAA Chapter 32 – every 3<sup>rd</sup> Saturday 10am Gathering/Meeting in St. Charles County Airport at the ARC**
- EAA UL Chapter 331 – every 3<sup>rd</sup> Saturday 10am in Valmeyer, IL

## Recent Events

- August 22<sup>nd</sup> Aviation Industry Update; Leadership Council of SW IL during National Aviation Week; Collinsville, IL (8:30-12)
- September 7-9 Midwest LSA Expo; Mt. Vernon Outland Airport, IL
- **September 9th EAA Chapter 32 Young Eagles Event**

## Upcoming Events

- September 16 EAA Chapter 32 Gathering/Meeting
- **September 20 Aviation Explorer Post 9032 Open House; Boeing Building 100, Auditorium**
- September 21, at 12:00 p.m. EDT. AOPA Rusty Pilots webinar scheduled - NOTE: FILLED
- September 23 CAF (Commemorative Air Force) MO Wing Hanger Dance at Smartt Field; St. Charles County Regional Airport
- September 28 EAA Chapter 1675 IFR/VFR Meeting
- September 30 EAA Chapter 864 Wings & Wheels - Alton/ Bethalto POC: Janice & Randy McKee
- October 1 EAA Chapter 864 Young Eagles Event – Alton/ Bethalto POC: Janice & Randy McKee
- October 4, 12:00 - 2:15 pm EDT. AOPA Rusty Pilots Webinar - REGISTER NOW
- **October 14 EAA Chapter 32 Young Eagles event at ARC**
- October 17 at Southwestern Illinois College; Pete Seddon of TRACON to conduct pilot briefing; details to be announced
- **October 21 EAA Chapter 32 Gathering/Meeting**
- **October 28 St. Charles Regional Airport Open House**
  - **EAA Chapter 32 – selling BBQ**
- November 15, 7:00 - 9:15 p.m. EST. AOPA Rusty Pilots Webinar - REGISTER NOW
- **November/ December EAA Chapter 32 Holiday Party: exact date and location To Be Announced Pending Final Arrangements**



## Other Aviation Events

#

Weekly Aviation Webinars on Tuesday evenings on “SocialFlight Live” hosted by Jeff Simon

#

Gateway Youth Aeronautical Foundation ‘Intro to Flight’ Program ages 14-25 initiated on January 21, 2023 start of 8 week (every Saturday) GYAF's mission is to inspire youth interest in aviation. The goal is to be that “one event experience” that proves to be pivotal in changing a youth’s life forever. The Foundation attracts and nourishes that interest in aviation with actual aircraft cockpits, virtual reality flight simulation, group STEM activities and flight opportunities provided through the EAA Young Eagles Program.

#

September 1, 2023 - 12:00 AM info released      Wings of Hope - Fall Airplane Raffle

This fall, the raffle will launch on Friday, **September 1, 2023 at 12am Central Time**. Only **5,000 tickets** will be made available, **1 ticket for \$100** and **3 tickets for \$275**.

Each ticket has a chance to win one of the following four prizes:

1. Grand Prize: 1964 Cessna 172 Skyhawk (N3991S)
2. Second Prize: a PPL or Advanced Training Scholarship
3. Third Prize: a Bose A20 aviation headset
4. Fourth Prize: an 11-inch 512 GB iPad with Wi-Fi and cellular  
**PLUS** a one-year subscription to ForeFlight Pro-Plus

#

September 15 & 16, 2023, the 32nd annual Zenith Aircraft Homecoming / Open Hangar Days and Fly-In at the kit aircraft factory in Mexico, Missouri: <https://fb.me/e/WWw4RbKU>

#

September 15 & 16, 2023

The Great Forest Park Balloon Race (GFPBR) is an annual hot air balloon festival held in Forest Park in St. Louis, Missouri. Experience two days of outdoor fun, with plenty of 'wow' moments and new experiences.

#

Saturday, October 7, 2023      Wings of Hope - Fall 2023 SOAR into STEM

This hands-on 4-week course will provide the foundation for advanced exploration of humanitarian aviation in the areas of flying, aerospace engineering, and unmanned aircraft systems.

- In-person learning program in the Wings of Hope hangar
- Mentorship program with career planning
- Aviation Hero guest speakers
- Open to students 14-18 years old

### **Program Concentrations:**

*Week 1: October 7 – Airplane Basics*

*Week 2: October 21 – Mechanics & Engineering*

*Week 3: October 28 – Navigation & Communication*

*Week 4: November 4 – Drone Education*

*November 11 – Discovery Flight and Career Fair*

For more information, contact Robert Powell, Education Coordinator, at [robert.powell@wingsofhope.ngo](mailto:robert.powell@wingsofhope.ngo)

#

November 11, 2023 - Events starts at 10:00 AM      Wings of Hope - SOAR into STEM Career Exploration Fair

Attention middle school and high school students, parents and staff: Join us in the Wings of Hope Hangar for a Career Exploration STEM Fair. Connect with your future and explore careers at this free event. Meet career professionals who can answer your questions about job requirements, and what education and training is needed after high school for your career: technical school, Associate degree, Bachelor's degree and scholarships. ***This is a free event, however individual registration is required to attend. Only one ticket can be claimed at a time.***

#

April 9-14, 2024      SUN n FUN Aerospace EXPO      <https://flysnf.org/>

#

Jun 8 – 9, 2024      [Spirit of St. Louis Air Show](#)      [18260 Edison Ave, Chesterfield, MO](#)

#

July 22 – 28, 2024      EAA AirVenture 2024      <https://www.eaa.org/airventure>

#

[Information regarding EAA's Air Academy:](#) is a week-long youth summer camp held at EAA's home in Oshkosh, WI. There are several sessions of this aviation-themed camp held each summer. The camp includes a variety of hands-on activities that teach young people about the world of aviation. Activities include flight planning, aircraft construction techniques, and flight simulation. The camp is structured into 3 age groups:

- [Young Eagles Camp \(ages 12 and 13\)](#)
- [Basic Camp \(ages 14 and 15\)](#)
- [Advanced Camp \(ages 16, 17 and 18\)](#)

Each year, EAA Chapter 32 strives to provide scholarships for youth to attend the EAA Air Academy. Candidates are chosen from [Young Eagles](#) who show a strong interest in aviation and are active within the Chapter. The Chapters cover 100% of the camp tuition. Parents will provide transportation to and from the camp. If you would like additional information about the EAA Air Academy, please send us a message via our [Contact Us](#) page. If you would like to help support our Air Academy scholarships, your [tax-deductible donation](#) is greatly appreciated!







All Young Eagle photos courtesy  
of Lisa Miano

EAA CHAPTER 32 NEWS  
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