
CAA Chapter 32 News

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

January, 2024



Members of Aviation Explorer Post 9032 visit the Gateway Youth Aviation Foundation

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 hardest part of getting through winter is, well, getting through winter. It's cold and when you work outside like I do that means lots of layers to stay warm. The past few days I've been so bundled up I'm like that kid in the Christmas movie. I look like a tick about to pop! I'm always updating my arsenal of winter gear. I have a bookbag full of gloves. Some of the new kids at work go outside wearing thin nitrile gloves in an attempt to stay warm. Hopefully they'll learn that's not going to work and take the advice from those of us with more experience.

We recently had a military helicopter visit us for a few days on an unplanned stopover. It seems they were transiting the area when a gearbox temperature pegged, and a warning light started flashing. Time to land...NOW! Fortunately, our airport was close enough for them to safely land. One of my coworkers told me they asked if we had an overhead crane. That's not a good sign. The good news is they were able to get it fixed (no crane needed) and safely departed in a giant cloud of blowing snow and frigid air.

I did receive the 2023 Chapter Service Awards and pins right after our holiday banquet, so I'll bring those to our January chapter gathering.

It's a new year and time to start working on activities both current and future for the chapter. At this month's gathering we'll have an IMC/VMC presentation. These are scenario-based presentations putting you in the role of the PIC. Remember the NFL's "You Make the Call"?

We'd like to build our chapter IMC/VMC Club participation. I'd like to have some more presentations at SET and open them up to everyone at the airport if possible. This should be a great introduction of the program for the chapter.

I've been approached about the Salt River Road Car Show in April. As discussed last year, we'd like to run our food booth for a pancake breakfast only and avoid the risk of having inclement weather causing a big financial hit like last year. As the car show participants arrive, having spent all night prepping their vehicles for display, they'll be hungry. Plus, pancake breakfasts are a traditional fundraiser in the aviation community and if advertised using an EAA ChapterBlast Email, we'll reach out to many EAA members in the local area. The car show organizers have in the past sought to have aircraft fly in as well.

Meanwhile, up in the frozen land of Oshkosh, EAA is getting ready for the fourth-annual Homebuilders Week from January 22 through January 26. That's next week! Here's a link where you can register for the online events.

https://www.eaa.org/eaaircraft-building/homebuilders-week?utm_campaign=homebuilders_week&utm_source=eaaircraft-building&utm_medium=eaaircraft-building&utm_content=homebuilders_week

I like to include a link to EAA's Monthly Chapter Video Magazine. This month there was no January edition, but the February video is available at the following link:

<https://www.eaa.org/videos/chapters?playlistVideoId=6345006061112>

In this video Charlie Becker discusses the upcoming Virtual Ultralight Days, EAA Aviation Foundation Sweepstakes, EAA Learn to Fly Week, EAA Tribute Opportunities, and Chapter Leadership Training.

I'll add a couple comments to consider. The EAA Learn to Fly Week is in May, culminating on May 18 and HQ is encouraging chapters to host a Flying Start Program. It's not too early to start planning this and working it in with our Young Eagle event schedule. EAA does not permit Young Eagle and Flying Start activities to be on the same day but that's not a problem. We can work around that as we have in the past. We do need some volunteers to assist in planning this event.

The tribute opportunities mentioned in the video refer to the Gone West section of Sport Aviation, the Memorial Wall, and Squares at the Brown Arch. In the past we've honored Chapter Members who've passed on by having their name added to the Memorial Wall. This seems a fitting tribute to me. Last year Don Jonas passed on. He loved introducing young people to aviation and flew over 400 Young Eagles. The deadline for adding someone to the Memorial Wall is April 15 for 2024. If the chapter decides to do this, we can start the application process.

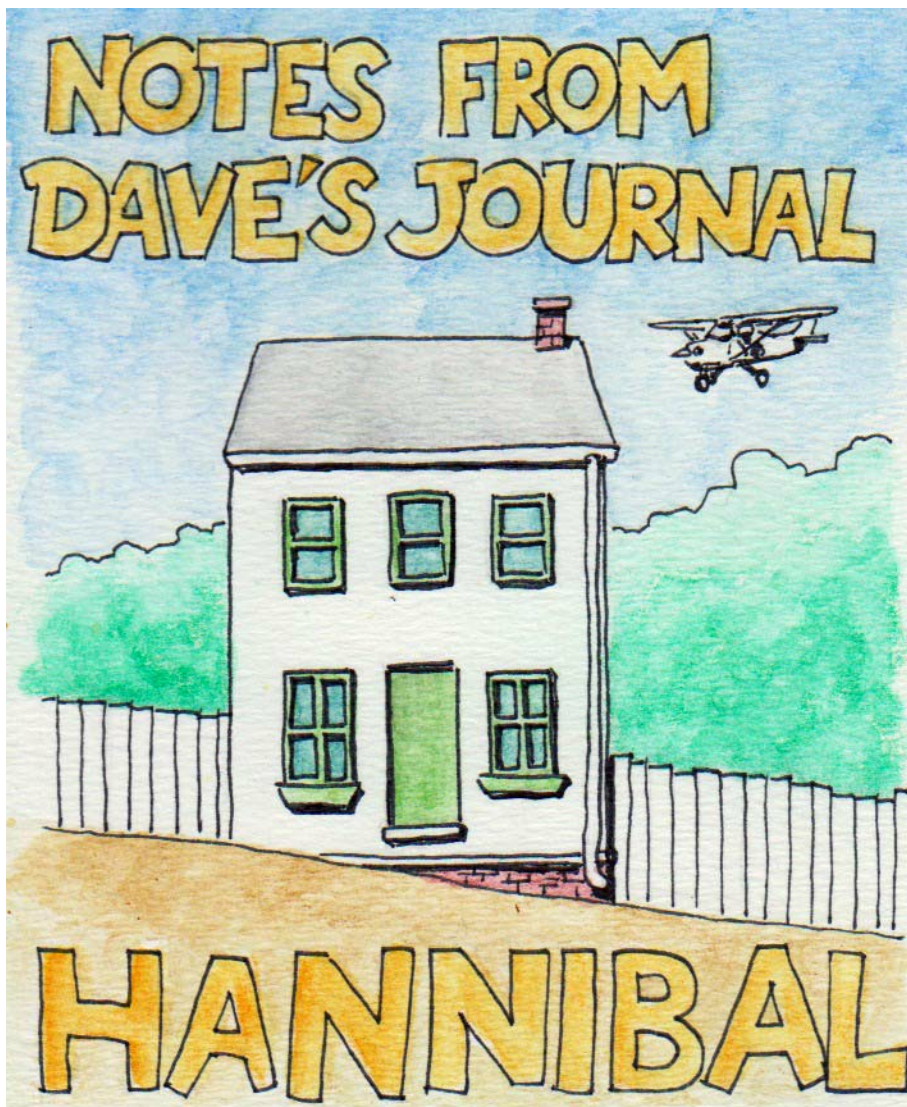
Charlie talks about Chapter Leadership Training. This is open to any EAA member of a chapter, and the only costs are your travel to and from Oshkosh. It's a great opportunity to learn how chapters work and the interaction with HQ. It's also a chance to meet the leaders of our organization, including Jack Pelton. There are two sessions planned so far for 2024 with the first in April. In addition, they are having an online training session March 5 and 6 for those interested but unable to get away to Oshkosh.

I highly recommend checking into this if you have any interest in volunteering within the chapter as an officer or an activity coordinator. I plan to retire as Chapter President at the end of 2024. It will be five years as President and ten years previous to that as Vice President. It really is a lot of fun, very fulfilling, and opens doors to fun opportunities but it's best for chapters to have new leadership every few years. It'll be time.

Let's kick it up a notch and have some more fun in 2024!!!

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



At our recent holiday banquet, Ken Derks told me he was planning a flight to Hannibal and asked if I'd be interested in coming along. He could've said "Hooterville" and I would have agreed. In any case, I was able to get a Tuesday off work, and set out for Smartt Field that morning.

It was a clear day with cold westerly breezes, so we took off from 27. I glanced down at the Orchard Farm campus off to port. At this time of year, away back in 1977, the PTA held a holiday flea market in the elementary school gym. The previous semester a fifth-grade teacher had recommended Huck Finn as "one book you should read before you die", so when I found a fat volume with both Tom and Huck's adventures together, I bought it. The stories were as compelling to me as Star Wars had been that summer. I was around the age of Twain's protagonists, a restless time for a human: you're

partly kid, partly teenager, and altogether restless. The prospect of drifting away from school and boredom on a raft certainly resonated.

My PC-based flight simulator is on the fritz these days, but I had improvised, charting the course on an aeronautical map, and reviewing it on Google Earth. Following the river and tracking the towns was easy enough. My non-pilot brain also noted that, in the cool, calm air Ken was able to fly a good bit of the route with little changes in trim and throttle.

We had a similarly uneventful arrival to Hannibal, and after landing we signed out the loaner car and headed into town. It's been decades since I last visited. Mom and Dad had noticed my interest in the books, and we made a number of trips during my teenage years. Even after I've outgrown daydreams of running away down the Mississippi it's fascinating: Tom's house, and the view he must have had of the big river. In a museum along the

main drag, they had assembled all the paintings Norman Rockwell did for the books - the aspiring illustrator in me was inspired.

We also visited the cave. The admission's a little pricey, but it was a Tuesday in December with no other tourists to be found, so it turned out to be more or less a private tour. The guide and I squeezed through a narrow hallway and looked at Jesse James' signature, something he said the bigger tours don't get to view. This time, as a parent, I had mixed emotions: as in the books the cave really was a popular kid hangout back in the 1800s. Of course, my younger self would've loved such explorations, but now it's worrisome to imagine my offspring wandering around underground labyrinths.

Flying home, late that afternoon, it struck me that the Mississippi river valley creeping along below was the same territory Kid Dave speculated upon, gazing at the bluffs from a north-facing classroom and imagining what lay beyond. I also realized that this was the longest flight I've ever enjoyed in a plane that was not a commercial airliner.



Thanks again, Ken, for including me on this adventure: it put a fine conclusion on 2023. I am much more likely to imagine adventures than to act upon them, though lately, with the encouragement of EAA friends, I'm becoming bolder. Mr. Bill has coached me through actual takeoffs, Jeff organized AirVenture to the extent that I could no longer overthink attending, Jim, Bill, Dave, and others have suggested creative projects, and Lauren regularly updates me on her flight training, such that it is gradually solidifying in my head as something I could do, too. With your contributions the year was memorable, and my general resolution is to go even higher in 2024.

Onwards and upwards,

Dave

Learners as We Go “The Happy New Year”

mr. bill



Hopefully y'all had an awesome Holiday season and

HAPPY NEW (AND SAFE) NEW YEAR

Q? How many hours did you solo your aircraft in?

(What is occurring now is pilots are taking 25 to 40 hours to SOLO!) Why do you ask? Let us read some articles in our Sport Aviation Magazines on these

COLD AND CLOUDY DAYS in JANUARY!

A: I would like to assign some homework for you LEARNERS and that is to read the Steve Krog Commentary/THE CLASSIC INSTRUCTOR, articles starting with November 2023. Then, the December 2023 article. I'll wait. Were they not *UNBELIEVABLE!*

Well, LEARNERS, do you see what is happening in the Flight Instructor ranks these days? And with some FAA checkrides? The December article had ME shaking my head. I had HEARD about these situations. I wrote about them in previous articles.

In fact, while I was Facilitating the PROFESSIONALISM, LEADERSHIP, AND MENTORING class mandated by the FAA for ALL FAR 121 (Airline) Captains at the day job, the question would always be raised by the class of “What are these newbies (co-pilots) thinking or doing?”

One newbie in new hire flight training for the commuter airline turned to the check pilot and said, after their poor performance flying the flight simulator, “You HAVE to pass me because the airline needs me, and I need this job!”

The other aspect of the December article that concerns us as a chapter is the RAY Flight Training Scholarship is for \$11,000.00. MOST flight schools are having their flight students finish with 75 hours of flight time. At \$240/hour for the airplane and the flight instructor final cost are upwards of \$14,000 to \$18,000 dollars. This is an additional 10 hours to complete from just 3 years ago!

SOME UGLY

Here is a sad story about someone who obtained their Private Pilot Certificate within 66 hours and left their trusty Piper PA-28 and “MOVED ON UP” to the robust Beechcraft B-35-C33 aircraft. Again, this is here for LEARNING PURPOSES.

<https://www.youtube.com/watch?v=kQUS-6SBZzM>

Again, looking at the training in this airplane...

AS A PILOT, YOU MUST KNOW EVERYTHING ABOUT THE AIRPLANE AND THE RADIOS!

It appears that, as the Sport Aviation articles are pointing out, some instructors are just “running the students through the program” instead of running them through the wringer.

I recently went for a “checkout” in a multi-engine aircraft and the flight instructor who I knew, “Let NOTHING GET BY ON THIS AIRCRAFT CHECK-OUT.”

I was thoroughly pleased and impressed by his “directing the HIGHLY TRAINED PROFESSIONAL (me, at one time) to follow the checklist.” When I questioned the process, HE HAD THE ANSWER.

When we were done, I thanked him for a Complete and Professional Checkout. It was awesome to see him “work with me and guide me” through the checkout of this light twin.

He did question, “Why are you landing LEFT of the centerline of the runway?” I said, “That is how far to the left of the runway centerline I needed to be in my Boeing 737, DUDE! Which is 12 feet wide.” We laughed as he told me that in 6 months, HE will be where I was 6 months ago!

He said, “Congratulation on your checkout, mr. bill.” I said, “Congratulations on your new jet job my friend!”

Q? What major event occurred on November 21, 2023?

A: Reliable Robotics successfully completed the flight of a Cessna 208B Caravan, with NO pilot on board.

Of course, there was a video posted on YouTube.

<https://www.youtube.com/watch?v=y2UNHvQj5rc>

Though the quote in the press release said: “The system will prevent controlled flight into terrain (CFIT) and loss of control in flight (LOC-I), which account for the majority of fatal aviation accidents.”

That we will just have to wait and see.



Homebuilders Week – Online Event Starts January 22

An online opportunity to learn about building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, and Scheme Designers, Inc.

Visit www.EAA.org/HomebuildersWeek to sign up.





Homebuilders Week Schedule

January 22 - 26, 2024

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	Building an Aircraft: What You Need to Know Charlie Becker	Composite Construction Basics Mark Forss	Amateur-Built Certification Process Joe Norris	Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	Wiring Basics Dick Koehler	The Nuts and Bolts of Nuts and Bolts Kerry Fores	Building on the Cheap Ron Wanttaja	Lycoming Engine Installation Dave Prizio	Working With Wood 101 John Egan
2:30-3:45	Welding Basics: Gas & TIG Charlie Becker & Tracy Buttles	Fabric Covering Basics Nate Hammond	Buying a Used RV Aircraft Vic Syracuse	Sonex Aircraft and AeroConversions Products Mark Schaible	Zenith Aircraft Kits & Plans Sebastien Heintz & Roger Dubbert
4:00-5:15	Sheet Metal Basics Jim Scott	Factory-Built to Homebuilt: What's the Difference? Tom Charpentier	Advanced Flight Systems Rob Hickman	Garmin Experimental Avionics Solutions Brad Brensing	Scratchbuilding From Plans: 90% Done and 90% to Go! Marty Feehan
5:30-6:45	Panel Planning and Wiring Marc Ausman	Dynon Avionics Michael Schofield	Flight Testing 101 Paul Dye	Propeller Selection for Homebuilts Steve Boser	Latex Paint: A Low-Cost Alternative Malcolm Morrison
7:00-8:15	Rotax 9 Series Installation & Operation Phil Lockwood	Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese	Engine Break-In Mike Busch	Van's RV Aircraft Kits Greg Hughes	Common Builder & Maintenance Errors Vic Syracuse

Sponsored by



Aviation Explorer Post 9032 Activities Update for January, 2024

Jim Hall, AE Advisor

Happy New Year!

The application process is now open for the 2024 EAA Aviation Scholarships. Flight training and post-secondary scholarships are available to everyone over the age of 16. The window to apply will close on March 1, 2024.

Flight training scholarships help cover the costs at any flight school in the United States or Canada that is not a university program. Post-secondary scholarships help pay for collegiate level programs in the United States including but not limited to: aerospace or aeronautical engineering, aviation business administration, air traffic control, aviation maintenance, professional flight, or any aviation-related STEM field.

More information about individual scholarships and online application procedures is available at EAA's scholarship website at [EAA.org/Scholarships](https://www.eaa.org/Scholarships). Scholarships are administered through the EAA Aviation Foundation.

The EAA Ray Aviation Scholarship is a scholarship program that is funded by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA provides up to \$11,000.00 to deserving youths to help cover their flight training expenses, totaling \$1,800,000 in annual scholarship funding. **Local EAA Chapters can provide additional information.**

Ray Aviation Scholarship Fund applicants are the most engaged, excited, and motivated aspiring pilots the chapter has had the pleasure of meeting. It will be incumbent upon the chapter to vet local youths to help bring forward the most deserving candidate in their local area.

Local candidates must meet the following criteria:

- Minimum of age 15 for glider training
- Age 16-19 for powered flight training
- Possession of a student pilot certificate
- Possession of FAA medical certificate (private pilot students)
- Be able to begin their flight training within 60 days of receiving the award

Additional consideration will be given to candidates who are former Young Eagles, EAA student members, and actively participating in the EAA Flight Plan, specifically the Sporty's Learn to Fly Course.

Once selected by the chapter, the candidate will also be screened by EAA through an application process. If approved by EAA, the scholarship recipient will have to comply with the following requirements:

- Partake in two hours of chapter volunteer service per month, such as:
 - Young Eagles rally volunteering.
 - Volunteer at pancake breakfast/fly-ins
 - Chapter build project support
 - Chapter gathering participation
 - Chapter social media and website maintenance
- Submit regular progress reports during monthly check-ins
- Reach designated flight training milestones, as outlined by EAA's training timeline

ABOUT POST 9032

Aviation Explorer Post 9032 is an established career exploration program based in St. Louis, MO. Part of the Greater St. Louis Area Council, 'Learning for Life' program. AE Post 9032 is a chartered youth group with advisors and support from Boeing and Chapter 32 of the Experimental Aircraft Association. Meetings are held in the Boeing Prologue Auditorium located in Building 100 @ 6300 James S. McDonnell Blvd, Berkeley, MO 63134, USA.

Additional links to AE Post activities are listed below:

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

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

Upcoming Plans:

- January 24, 6pm - Pete Seddon of STL "Gateway" TRACON (Terminal Radar Approach Control) speaks at Boeing Prologue Auditorium
- February 7, 6pm - David Brickhaus (Pilot/Aircraft Owner/CFI) speaks on Flying at Boeing Prologue Auditorium
- February 21, 4:45pm - Boeing Polysonic Wind Tunnel Tour (limit of 15 participants) meet at Boeing Building 100
- February 24, on Saturday - Open Attendance at IUAC Ultralight/Light Sport Symposium held at SWIC; Granite City, IL
- March 9, on Saturday - Proposed AE Post Aviation Program Tour of South Western Illinois College; Belleville Campus
- March 20, 6pm - Proposed Navy Recruiter Speaker re: Nuclear Engineering at Boeing Prologue Auditorium
- March 23, time TBD on Saturday - Proposed St. Louis Astronomical Society (SLAS) program on solar eclipse held at STL Gateway Arch
- April 3, time TBD - Proposed Air Evac Helicopter Facility Tour
- April 17, 7pm on Wednesday evening - Proposed SLAS Stargazing at Francis Park. Note: Alternate Plan to visit GYAF Simulators

- May 1, 6pm AE Post Officer Elections & Aviation Jeopardy at Boeing Prologue Auditorium
- May 4, on Saturday Proposed visit to Bonne Terre, MO Space Museum & Mine Tour
- May 15, Proposed rocket making with St. Louis Rocketry Association
<https://www.stlouisrocketry.com/> Date: TBD maintains two insured launch sites. The model rocket launches are held at Buder Park. High power launches are held at Elsberry, Missouri site. AE have been invited to attend
- June 8 & 9, 2024 Spirit of St. Louis Air Show & STEM Expo; details to come
- July 22-28, attend Aviation Explorer Camp at EAA AirVenture 2024

Recently Completed Activities:

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

- January 10, 6:30-8:00pm Aviation Explorer Post 9032 Officers & Advisors Virtual Meeting
- December 6, 6:30-8:00pm Aviation Explorer Post 9032 Officers & Advisors Virtual Meeting
- December 13, 6pm Gateway Youth Aviation Foundation Simulators at Creve Coeur Airport
- November 15, 6pm FFAST (FAA Safety Team) Randal Ottinger, Safety Program Manager, speaks in the Boeing Prologue Auditorium, Building 101
- November 8, 6:30-8:00pm Aviation Explorer Post 9032 Officers & Advisors Virtual Meeting
- November 1, 6pm tour of CAF (Commemorative Air Force) Museum at St. Charles County Regional Airport (Smartt Field)

CONTINUED

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

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! 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/eaal/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 a lot of great activities lined up for 2024.

Proposed Agenda: Each month the usual schedule (flexible around other activities with some events being held on a Saturday):

1st Wednesday; 6-7pm General Meeting in Boeing Bldg. 100 Auditorium

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)



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