
EAA Chapter 32 News

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

March, 2022

Check out our fantastic Web Pages at
WWW.EAA32.ORG

Laura Million, Web Designer



Our Ray Scholarship student, Vassili Georges has had his first solo!

**WE HOPE TO SEE ALL OF YOU AT THE MARCH MEETING! 10:00 AM MARCH 19TH AT THE ARC.
MASKS ARE NOT REQUIRED IF YOU'VE BEEN VACCINATED, BUT WE'RE STILL PRACTICING SOCIAL
DISTANCING.**

Newsletter Contributions and Deadlines

Anyone wishing to submit articles, advertisements, rants, etc. to the newsletter should send them to your friendly editor on or before the Saturday ahead of the scheduled meeting. Send contributions to newsletter@eaa32.org.

President's Corner

by Bill Doherty



Greetings everybody! Just when we think the world is beginning to come out of the doldrums, off we go again into a new crisis with a war in Europe. Turn off the news for

a while and focus on Spring and flying again or just enjoy being with your fellow aviation enthusiasts in our chapter family.

Fuel prices will be a challenge as they were when I started working seriously on my Private Certificate back in 2008. I had just purchased a training package at SCFS when oil prices shot through the roof. I presumed I had personally caused it. Well, not this time! I may only be partially responsible for it since I haven't flown for a while and need to get back up there. This too shall pass. The sooner and more peaceful, the better.

As the weather warms up and airplanes start coming back out of their hangars beware, the birds will be actively nesting. Out where I work, we've seen them start building nests in every nook and corner possible. During your pre-flight inspections be especially vigilant of this. I've personally seen nests get built inside cowlings of piston aircraft in as little as 30 minutes and all the way back to the firewall. Check any openings in control surfaces, tail cones, and gear wells if you have retracting gear. Look for droppings on the ground under these areas, a tell tail sign there may be a nest.

I've been working on getting things squared away so we can participate in the upcoming car show on April 23 at Smartt Field. We'll have our food booth set up as a fundraiser and we can assist with marshalling and parking of aircraft since the organizers have expanded the event to include a fly-in. We now have insurance coverage for this event so we should be good to go. This may very well be another large turnout as we had in October, so we need volunteers.

I've been in contact with the St. Louis Airshow and STEM Expo people, and we are definitely invited to participate. This year the STEM activities are under some large tents. We expect to have our booth along side Aviation Explorer Post 9032 in one of these tents. The STEM Expo representative I spoke with encouraged us to have some hands-on educational activities for the young people attending this event. This is opportunity for us to develop or utilize some EAA ideas, perhaps like they've done at KidVenture.

I'm currently working on whether we can have an additional presence nearby in a stand-alone location on the grounds, similar to what we've done in the past at these events. At this point, I don't have anything definite worked out yet. It may be something for which we would incur a cost to get space and shelters. Recent airshow and STEM Expos there have provided 10x10 easy up to exhibitors. For their liability coverages, they haven't allowed exhibitors to provide their own.

With that in mind, the April fundraiser at the car show becomes more important. Big events or activities that may incur expenses should have an offsetting fundraiser by the chapter. A presence at the airshow in the static display area would be a great place to show off what we do, invite new members, and get to see the new(ish) F/A-18Es and Fs of the Blue Angels. They have a new "Fat Albert" C-130J as well that will perform in the demonstration. I'll keep working on this along with our chapter officers and volunteers and I'll keep you updated via email updates as we develop this more.

We start Young Eagle events in just a few weeks so let's please make sure we're all up to date in the EAA Youth Protection Program. The Young Eagle program celebrates its 30th anniversary in 2022! Wow!

I do want to take a moment and address something. We've mentioned some revisions to how we conduct our monthly chapter meetings and changing them to Chapter Gatherings. This has been something suggested by EAA. As Chapter President, I have not been comfortable with separating the business meeting from the general membership meeting. I feel it may potentially give an impression business decisions are being made behind closed doors. This is not who we are and not how we will conduct our business in Chapter 32.

Our bylaws require at least a quarterly meeting of the chapter board of directors. I maintain this meeting shall always be open to any chapter member who's interested in attending. In compliance with this, we had our first quarterly meeting for 2022 and I expressed my concern to them about this issue. We were unanimous in our desire to keep our meetings as one monthly gathering with all the members. We will not separate the business meeting. We will work to abbreviate it and move on to featured presentations and such in a more expedited fashion. I think as we came back from the flood recovery and then worked our way through the pandemic we focused on survival of the chapter and less so on developing new speakers, presentations and learning activities. Last year we were having fun but working hard to keep up with the desire to get moving again that we've all seen throughout our society.

So, with that being said I'm pleased that I've already been approached to have presentations from at least two groups. The Cozy Girls would like to do a presentation and workshop on composite construction. Tentatively we have this for the May meeting. If you've never seen their work, you're in for an impressive display. They're really, really good. I can't wait!

I also hope to have a talk from one of the local Tra-Con controllers. We'll get him on the schedule as soon as possible too. If you know of someone who would be a good presenter, let us know. Maybe you have a cool background or story to talk about. We want to hear about it. Do you have aircraft construction, restoration, photography, modeling skills you can share?

This month's chapter video from HQ features Jack Pelton with updates on a number of topics. This is a very information packed 13 minutes with some exciting announcements too.

<https://www.eaa.org/videos/chapters?playlistVideoId=6300006012001>

Big celebrations this year:

- United States Air Force turns 75
- Van's Aircraft Turns 50
- Young Eagles Program turns 30

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

I'll see you at the ARC or maybe around the pattern. I haven't flown in a while so I may be out there knocking the rust of my skills. No judging my sloppy landings!

Until then stay vigilant and fly safe!

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

February Meeting Minutes

Dave Deweese



March's meeting began with the Pledge, Bill Doherty presiding.

We approved January's minutes as published in the newsletter.

Along with the attendance sheet we passed around a sign-up sheet for committees.

Bob gave the Treasurer's report including checking, savings, and Ray Foundation account balances. We've currently got 84 paid-up members.

Visitors/new members include James Braley, building a Double Eagle in a barn. Clint Grant from St. Charles Flying Service has meant to join the chapter for a while. Bob Evenson is also a friend of Theresa (as is Clint) has a 150. Dan Backer ordered an RV-10 kit and is here for his first meeting, he's taking his CFI check ride tomorrow.

Flood report: Mississippi river is trending flat besides all the recent precipitation.

Bill still has some chapter service awards to give out.

Chris Ward gave the Ray Foundation update: Vasili Georges completed his solo flight (*see elsewhere in this issue - ed.*). He's been contacting HQ about once per week - we'll know who gets scholarships at the end of March. If you do get a scholarship Chris encourages you to keep volunteering and stay on pace as the money is given out incrementally based on milestones such as Ground School, written test, and solo. Headsets are also in limited supply so first come first served: be ready when the weather's good. In honor of his wife Chris (Gateway High School aviation department and ROTC program) gave a \$2,000 scholarship to Marco Cardenos, who is in attendance today. After the meeting Marco and Chris are going over to speak to Herman. Note that Chris is planning to do more of these scholarships in the future. Chris used to do photography and is in contact with a friend who plans to film an event here.

Note: Brian Petes is a ground school instructor who can help students working through ground school.

Jim Hall updated us on Explorer Scouts. They have elected officers, though that process was delayed for a week for weather. Colonel Jackson from our Christmas event presented to the group and brought gear (Lauren tried on a fighter pilot's helmet). He assigned them all call signs (Jim read them off and had us guess who was who among the three scouts at the meeting.) They're coordinating with other local chapters and planning upcoming programs including a tour of the refueling wing at Scott Air Force Base. Jim acknowledges our chapter advisors and notes that we have three from Boeing.

The airshow is coming up in June, Bill got a response from his former boss who is coordinating the event. We need a committee to develop presentations, Doug Killibrew has already volunteered though we could use more. Blue Angels will be there in addition to many warbirds: a Spitfire, Hurricane, Privateer. There's a website for the St. Louis County Air Show and STEM Exposition for further details.

HQ has recommended a redesign of chapter meetings, referring to them as Chapter Gatherings: this implies separating business into separate events. Bill D. and Bill J. are thinking about ways to appeal to our younger members. He asks for suggestions. March will include the financial presentation, think about what we might do in April.

The Young Eagles coordinator position is opening. Chris is handling it for now but can't do it alone. Rick May thanks us for our work over the past eight years he's been heading up the group. He's available to advise on how he's done it in the past but doesn't want to force new leaders to do things his way. Bill will set up a meeting for transition including how best to incorporate the new youngeaglesday website.

Mike Schwartzkopf has food cards and is ordering more. He also reminds us of the Shop With Scrip program. Bill mentions that food sales at events brings us lots of revenue helping to keep our dues down.

In April there will be a car show at KSET, we'll be doing food sales. Bill's in contact with Dennis about this event, and also with HQ. We'll need volunteers for this and aircraft parking. It's on the 23rd which will conflict with an officer training event in Oshkosh so several officers will not be in town. Note we'll be a "participant" versus a "co-sponsor".

May 21st is Learn to Fly Day and coincides with that month's chapter gathering. We're discussing a possible Flying Start event at Spirit. We'll need volunteers to provide "Eagle Flights". We'd like to do another event in the fall with St. Charles Flying School. We've discussed doing one with multiple local flying schools to present options to schools.

The B-25 "Berlin Express" may make another tour stop in June, (weekend of the 25th), this story is developing. Bill's discussing timing around the air show.

Bill would like to build an Adirondack chair for Airventure 2022, we'll need volunteers for that as well.

EAA Virtual Ultralight days start March 22-24 as online presentations, sign up on EAA.org.

Bill asks if we're interested in a chapter picnic as our June gathering, hold at a local park.

Bill's considering starting the movies up again in April, Paul suggests doing projects around the ARC earlier and then watching a movie.

Jeff asks if we're planning chapter camping again at Oshkosh, he'll get that set up. We usual get 6 (20'x30') spaces together.

Question around local physicians who do Basic Med (like a DOT physical per printout from AOPA), as Dr. Miriani is moving away from this.

Note that Letters of Deviation are still required for instruction - it's easy to request online.

Bob Clark got his Zenith certified, took him about 5 months to get a DAR out to the airport. Check Springfield, IL FSDO on the FAA site, not St. Louis. Rick Waldo flew in from Peoria. Bob's next step is phase 1 flight testing, that will take around 40 hours, he'll start as soon as the weather cooperates.

Art is currently working on calibrating the fuel sending units with the Dynon.

Motion made and seconded to adjourn.

Flying in Africa: When to Fly or Not to Fly

Editor's note: I have a friend who lives in South Africa, and wanted to contribute to our newsletter. I did edit his English a little and add some explanatory text. He's retired now, and not flying any more, but holds several ratings, including Multiengine and Rotorcraft. He prefers to remain anonymous because a lot of his experiences are classified, but I will vouch for his veracity. - Ed.

Everyone who reads that phrase; "Flying in Africa," would think that it will be different from flying elsewhere in the world. Yes, it might be, it might not be. Flying in Africa does have its moments, but flying is flying, with a slight kink here and there.

First let me introduce myself. My name is "Dave." I say, "Dave," because of some of the stories I will be telling you have a lot to do with covert operations, still considered to be high secret today.

I hold a Commercial Pilots License. Well, with the hypertension and eyes going to smithereens, it lapsed many years ago. But the muscle memory and grey-matter is still there. Thus, if anything happens like, all the pilots get food poisoning on a flight to the USA, I'll be okay. (Hopefully...)

I will not bore you with how I got into aviation. No, that will defy the object of this writing. (Jim said I only got 1000 words. Blame him not me.) (*He's lying - ed*)

During the 1980 through 1985 years of my youth, things were a little relaxed around this part of the Southern tip of Africa. Despite the political turmoil, we seem to get along fine. We enjoyed Rugby, "braaivleis," (Barbecue) sunny-skies and Paarl Perle. (a sweet cheap white wine from the Paarl wine lands region.)

Well, as it was my decision and determination to be a pilot, I got to a small training facility and spoke to a guy. He inherited the flight school from a long-lost uncle and had two aircraft, a hangar, and lots of guts. Speaking of aircraft, someone chartered his one aircraft, and abused it by doing a hard landing in Namibia, bending the prop, and some other parts essential to the flying of an aircraft.

On that stage I had about 10K (*South African Rand*) available as loose change, and it was a toss up between a nice cream colour Mercedes-Benz 450 SLC, 4 litre V8, and flying lessons. Guess witch one won the tender? Yeah, the Merc lost.

So, with the Piper Cherokee out of commission, that left only the Piper Arrow PA-28R-200 available for anything. That had me enrolled and after thirty-nine hours, got licensed as a Private Pilot WITH retractable gear certification, and all the little things that one needs to know

as pilot. WOW. Ain't it great to live where the rules are bent a bit? It lets me remember the way I got my driver's licence. But that is not aviation related, so I'll skip it.

During the 1990s, there was hype about Nelson Mandela being released from prison and all the stuff about a new dispensation. I had in the meantime left the SAP (*South African Police*) and went on to a position in financial administration at the then Atomic Energy Corporation. (1983 to 1993) They had me do a B Comm, Computer Science and paid for my course. Wow! Not bad, as this lasted about 9 years before a restructuring program was on the cards and, I got fired. (Okay: Retrenched with a severance package.)

Being a degreed "scholar," I was reappointed in the now SAPS (*South African Police Service*), (1993) and here my aviation hobby took off. Literally, took off. (LOL) Becoming a part-time job. I was seconded to the SAAF (*South African Air Force*) 305 Squadron. (Don't look for it on Google. Literally it did not exist! Covert – you know.)

We made use of some SAAF pilots, SAAF aircraft, and a lot of "reserve force" personnel, like myself. My base of operations was out of AFB Swartkops (FASK) The SAAF aircraft were mostly the Cessna 185 tail-dragger, and the Aermacchi AM.3, code named; "Bosbok." (Bush buck.)

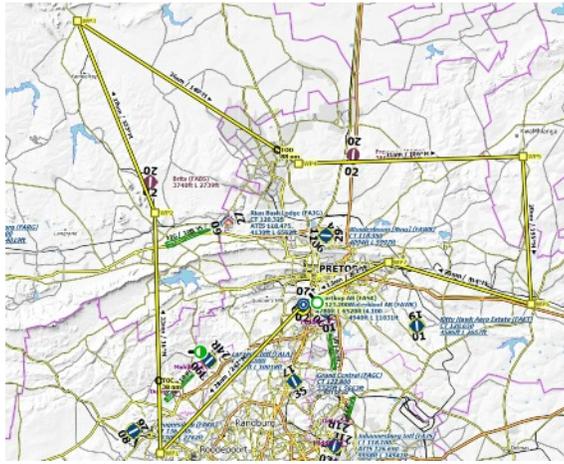
Talking about code names, The General Dynamics F-111 Aardvark, had us all in stitches here in South Africa. The name "Aardvark," is an Afrikaans name for an ant eating animal that lives here and translated means Earth Pig! No wonder some pilots call the F-111, "The Pig." But we are straying away.

With the event of the 1994 general election on hand, 305 Squadron were tasked with reconnaissance. Primary mission was to monitor and report the growth in the size of the squatter camps. The brass was under the impression that the party that was always our enemy, and now our friends, would "import" voters, so they could win the election.

This had me flying at least three to four times a week on a set course It would take me from Swartkops to Krugersdorp, then on to Brits, Assen, Babelegi, and across the "Rust De Winter" dam to Sybrandskraal. After Sybrandskraal we would overfly both Bronkhorstspuit and Mamelodi, before landing back at Swartkops.



This route is 210 nautical miles and takes one hour and thirty minutes to complete, give or take time spent on investigating something and thus circling around a few times over a specific point.



Now this takes us to our first story:

On a fine summer midday, around 11:00 SAST or 09:00 Zulu, I was tasked as a co-pilot for a lady from Bloemfontein. We were flying the course set out above. The lady, lets call her “Betty,” had done her pre-flight with me in tow. We found that the windshield on the Beech Bonanza needed a little cleaning. So yours truly got onto the engine cowling and started to clean the windshield. (Ever the gentleman.) Betty, having done her NAV prep using a pencil and paper map, was on that stage in the cockpit doing whatever a PIC does inside of a cockpit.

We were parked near “Movements” office, on the apron of AFB Swartkops. While sitting cross-legged over the Bonanza’s engine cowling, I saw a grey and yellow Piper 180 taxi towards runway 02. This in itself was not in any way out of the ordinary, as the SAAF operated an aero-club from this base. What did look funny was that I could count at least five heads in the aircraft. I went ahead with cleaning the tender plexiglass windshield and dismissed the Piper from my mind.

A few minutes later I saw the Piper again, clawing desperately for altitude as it roared past on runway 02, engine screaming. I thought to myself: “This guy better get his engine management right,” and again dismissed the Piper from my mind.

Seconds later, Betty went ballistic in the cockpit. Waving and pointing at me to catch my attention. I looked over my shoulder and saw a thick, black column of smoke rising into the air at the end of the runway. Doofus was down and burning.

We did not get to find out straight away what happened, as we were about to take off. Our PAX of one girl from the SANDF Army, and one very British London based gentleman from the Independent Electoral Commission, arrived to take part in the mission.

Needless to say, we took off as scheduled, and I will elaborate on that flight next time. Just not to have the threads hanging, let me conclude about the ill-fated Piper.

Upon landing, the British gentleman, having witnessed the crash, wanted to go see the crash site. After securing the Beech Bonanza, the two of us walked the kilometre towards the crash site. The sick Piper was still laying there in the rough run-off, about 50 metres past the end of the runway, bent and burned.

As we looked around, but not crossing the yellow marker tape, an air force car approached and enquired to our business there. With the explanation of that we were curious because we saw the attempted take off, we were given a lift back to the control tower.

Okay, I thought so, but we were in the clear. A SACAA (**South African Civil Aviation Authority**) crash investigator interviewed us. He was by chance in the control tower when the event unfolded. Apparently, Doofus filled a flight plan for a one-hour pleasure trip to Hartebeespoort dam, about 12 minutes flying time away. Had FULL fuel aboard and had loaded seven big 6’ 6” men into the aircraft that could only accommodate four people, including the pilot. Obviously, he was too heavy, and the poor craft could not fly. Lucky for Doofus, nobody was hurt, although he sustained some burn wounds to his right arm. The owner of the ill-fated Piper was a retired Air Force General, breathing heavy and red in the face, about to burst an artery, because he had no insurance on the aircraft.

Well, Doofus will not be doing that mistake again. His license was revoked.

Next time, we’ll chat about this particular flight, Bettie the PIC, the quiet gentleman from the IEC, and the pretty young Staff Sargent from SANDF who had not anything to report about the flight, as her nose was in the barf bags all the time. Oh, it’s so nice to fly in Africa — never a dull moment.

Until next time. Bye 4 now.

Dave.



C-172 vs. Giraffe

Learners as we Go "You Don't Know What You Don't Know"

mr. bill



THE GREAT!



News Flash: Bob Clark's CH 750 Cruiser FLIES!

THE GOOD!

"Hello Folks!" Yes, I am fresh out of PLM- Professionalism, Leadership, and Mentoring Class for all the captains at the day job. The data coming into these airlines is staggering. It looks like if you are hired today at the airline MARCH 01, 2022, you will be in the left seat of an Airbus 320 or a Boeing 737 jet in 2 years!

First off, since I do NOT know how you identify, I will just have to call you FOLKS.

The Hiring Pilots Frenzy is on at the airlines. In fact, things are so wild right now that the Regional Airlines are soooo short of pilots that flights will be canceled this summer.

At one regional airline they can hire 200 hundred pilots a month but in the next two months 265 pilots are leaving to go to the major airlines. In fact, a consultant came in and told the airline that they "should just pull the plug on the airline because you will never get caught up in the hiring process."

It was slightly considered raising the retirement age to 67!

But just when things could not get wilder COMRADE, Russia invades Ukraine and gas prices go through the roof.

Gas prices for regular just went up \$0.60 cents today! So back with "the aviation industry mantra, Yep, yesterday we were hiring like crazy and then tomorrow we started furloughing."

"YOU DO NOT KNOW WHAT YOU DO NOT KNOW!"

HOW DOES THAT REALLY WORK?

Google is truly a great way to get an answer "on the fly" for a question that has been raised. This is fine for a quick bit of information. But it seems to be the way that the new students go about totally studying the subject matters.

Recently a student was asked how does the propeller turn? The reply was, "Well some fuel is put in the engine, there is an explosion, and the propeller turns!" The student did not know there was a battery under the cowling that engages a starter, that turned the engine, to add fuel and ignition to turn the propeller.

How about this reply. "Did you check the oil pressure after the engine was started?" After the instructor stating the importance of this several times, the student's response was, "If you feel that it is so important, why don't we check the oil pressure BEFORE we start the engine."

There's definitely a few things missing in the training of our new pilots.

THE BAD

Last month's articles in Sport Aviation had a great article concerning the pilot applicants for a Private Pilot Certificate. Here is an example for our local area. Let us say that the FAA DPE- Designated Pilot Examiner asks you before your checkride to plan a flight from Alton, IL to Mexico, Missouri.

THE UGLY

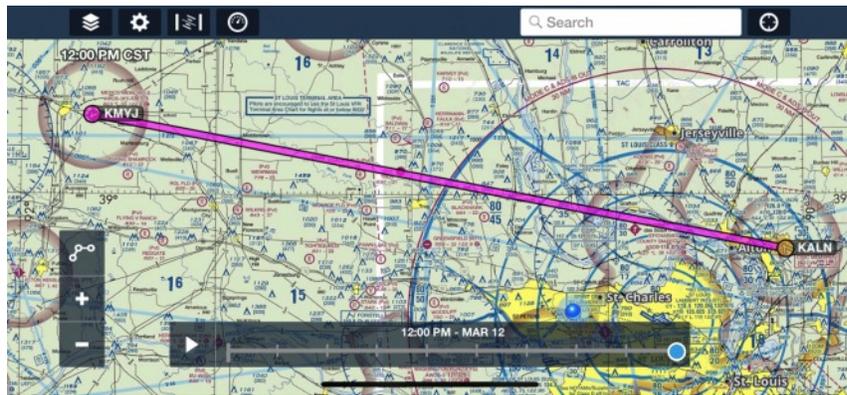
In one, the private pilot applicant forced the airplane into a dangerous situation TO MAKE THE LANDING AT Smartt Field Airport and the DPE Checker took the airplane from the applicant. That is an automatic FAIL!

Q? What is snarge?

A: The remains of a bird strike after it has collided with an airplane (bird strike), especially a turbine engine.

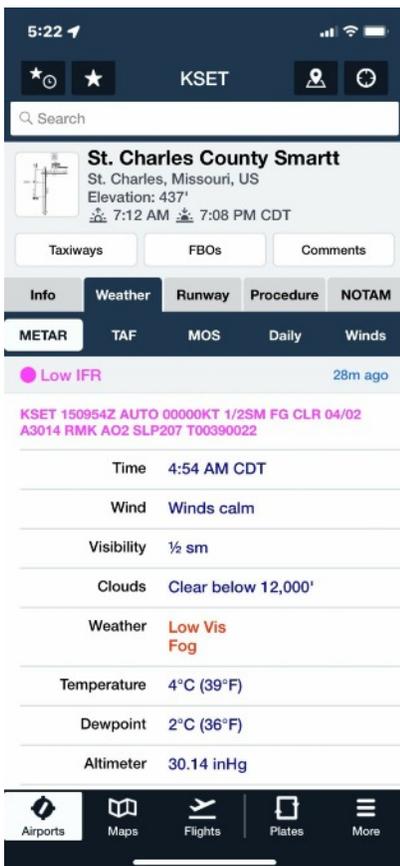
Q? Here is a no Pressure flight?

A: Mile High Cloud Flight Experience out in Las Vegas, NV. You get to enjoy a :45 minute flight above 6,000 feet so you can join the MILE HIGH CLUB for \$995.00



Typical flight plan for a Sport/Private Checkride

What most examiners will do is to tell you that Mexico, MO is closed now so "Show me a landing at Smartt Field, KSET Airport." The problem with most of the checkrides was that the Private Pilot Applicants landing downwind at the airport with a tailwind. In two of the situations the pilots did a go-around.



Bravo!

The Airplane That Makes Dreams Come True

By Libby Yunger



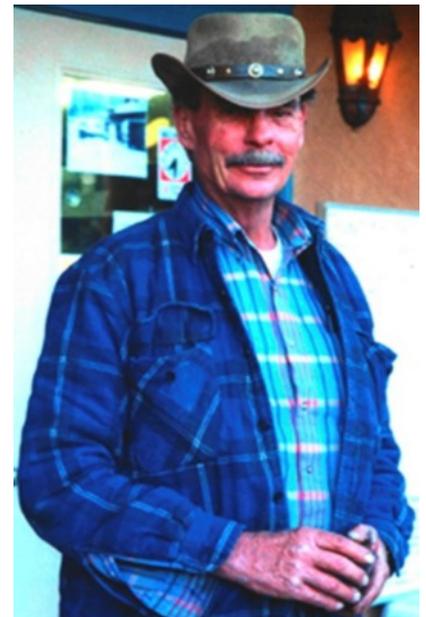
Bravo! I'm in the left seat and Bob's in the right. I don't know if my hands are still on my shoulders but Bob's flying because he knew how to fly formation.

Donating my 1956 Cessna 182 Businessliner (also known as Bravo!) to Wings of Hope has been truly bittersweet - sort of like losing your best friend while at the same time believing he's going on to a better life. I first met Bravo! in Hamilton, Ohio in May 1990 when I was just finishing my private pilot training. When his owner, John Habig, a WWII B-17 pilot, opened his hangar, it was love at first sight - not only was Bravo! the most beautiful airplane I'd ever seen, but he (yes, to me, Bravo! has always been male) fit me perfectly - even without a cushion I could see out and work the rudder pedals simultaneously (I was also 2 inches taller then). When I flew Bravo! John asked, "How many hours do you have? You handle this plane really well!" and I replied, smiling, "That's because this is my airplane." The following week John and his partner, George Bushelman, flew Bravo! to Terre Haute, and I became an airplane owner. Two weeks later I had a private pilot certificate and two weeks after that a high performance sign off and Bravo! had a new panel with a standard instrument six-pack and Cleveland brakes so he wouldn't fall off the end of runway 27 at Sky King Airport in Terre Haute, Indiana, my home base (see the airport remark for runway 9 in the Chart Supplement or in the comments in Foreflight).

It's been kind of nostalgic going through my log books and Bravo!'s flight logs. January 14, 2016 - Bob Kraemer's last flight. It was the January thaw after the flood of December 2015. During the flood a spare Stearman wing had fallen onto Bravo!'s rudder and bent it. Earlier that week Bob had borrowed some tools from St. Charles Flying Service and straightened the rudder and I had bent its flexible little trim tab as close as I could remember to it's previous orientation and we decided to go up and check it out. Returning to Smartt, I did three TOLs and Bob asked if he could fly - it was our little routine, Bob would ask, I would put my feet flat on the floor and hands on my shoulders and say "your airplane", and he'd respond "my airplane" - we learned that in CRM training. Usually Bob would pull power on downwind and do a normal emergency landing - this time he pulled power about where we usually would turn base for rwy 18 and came diagonally over hangars 2 and 4 and literally strafed hangar 3. By the time he got to where rwy 18 crosses rwy 9 I noticed we had quite an audience. Then Bob turned, flared and rolled Bravo! gently onto rwy 18, I remember clapping and laughing and exclaiming, "oh my god Bob, that was so beautiful!". Bob died January 21, 2016.

This brought to mind another last flight in Bravo!.

September 28, 2002 - Jerry Gunkel was like the brother Bob wished he had. They were both in the Navy at about the same time, but not in the same place. Jerry was a mechanic on the east coast and Bob was a seaplane pilot on the west coast. Jerry came to St. Louis after the service to work at McDonnell Douglas and met Bob when they were both flight instructors at Lambert and Spirit of St. Louis Airports.



Jerry Gunkel

After Jerry bought the bankrupt Thunderbird Aviation in 1976, Bob flew charter both for him and with him, sometimes in a DC-3 freight hauler. At some point Jerry developed serious heart problems and lost his medical but nonetheless continued to fly charter. He was ramp checked one night after a freight flight to Chicago and the FAA gave him the choice of either going to jail or giving up all his certificates and ratings - actually it was a choice of either going to jail or not going to jail since in either case he would never again legally fly solo. Jerry worked in the building trades for several years, then moved to Salida, CO where he had inherited land and developed the Monarch Spur RV Park and Campground. Bob visited him there in the spring of 2002. In 2002 Bob owned River Bend Flying Service, a Stearman flight school at St. Charles Municipal Airport. I was based at Smartt at the time and on weekends I would often take Bravo! flying then stop at Muni before returning to Smartt to keep Bob and his customers company and help put the Stearmans to bed and close up the hangar at the end of the day. On September 28, we had just pulled Bravo! down to the fuel pump when we had a surprise visit from Jerry and his lady friend who helped him run the RV park. Bob suggested I take Jerry up in Bravo! but I said I had a better idea. We

would relive old times: I would sit in the back with Jerry's friend, who was a little apprehensive about flying in a small plane, and Jerry and Bob would fly, Jerry in the left seat and Bob in the right. Jerry protested, saying he hadn't flown in many years, but I told him that Bravo! was just a simple old-fashioned airplane and it would all come back to him. It was a short flight - just to Creve Coeur Airport and back - but Jerry had tears streaming down his cheeks when he got out - he said he never thought he'd fly again and he couldn't seem to stop thanking me all through dinner. I told him not to thank me but to thank Bravo! Bravo!'s the one who makes dreams come true. Jerry died of a heart attack May 4, 2003.

I had always wanted to fly Young Eagles, but that had to wait until after Bob's death. Unfortunately, by then between my arthritis and Bravo!'s airplane version of arthritis one or the other of us always seemed to need a part replaced or repaired and we were hardly ever airworthy simultaneously. So, even though Bravo! flew only 10 kids, I sure hope some of them had their dreams come true too...because that's what Bravo! always did best.



My constant flying companions, Charles Lindbear and Admiral Bird. Bird has been on every flight since my first solo cross country in 1989, Chuck came to live in Bravo! at Christmas, 1990. Since iPads and Foreflight, their main job has been guarding my sunglasses and holding the larger of Bravo!'s two halon fire extinguishers.

Aviation Explorer Post 9032 Activities for 2022 (March and March Update of Scheduled and Proposed)

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

EAA Chapter 32 Newsletter will be sent to AE Post 9032, starting with the March issue.

- **2-7-2022 AE Post 9032 invited to a Zoom Meeting w/ AE Post 9**

The meeting covered a discussion of the FAA's Private Pilot's Written Test that every student pilot must pass before they can get their pilot's license, including comments from some of the Explorers that are studying for, or have already taken, their exam. It included examples of figuring weight and balance and the center of gravity. Also a reminder that a pilot always continues learning and training.

- **2-9-2022 AE Post 9032 Youth Officer Elections were held.** Congratulations to our newly elected Aviation Explorer Post 9032 Officers:

President: Connor Kelley
Vice President: Jacob Garvey
Secretary: Dornell Travis
Treasurer: Lauren Peca
Marketing: Isaac Crackel

- **2-16-2022 in Boeing Building 100 Presentation by Colonel Jack Jackson (USMC Retired)**

Highly decorated Marine Corps veteran who flew more than 600 missions in Vietnam and has flown virtually every type of aircraft in the U.S. military arsenal. After his service, Jackson worked as a chief test pilot for McDonnell Douglas, then Boeing (including the Harrier Jet), before being elected to two terms in the Missouri State House of Representatives.

The aviation explorers got to try on Col. Jackson's flight helmet, Nomex flight suit, torso harness and g-suit. Col. Jackson also designated some 'call' signs for the youth: Sassy; Genius; Toast; and Doorkeeper. All in good fun. He asked good questions of the "Heroes in Training"; such as "What is your interest in training?" Then shared reminders with everyone that, "You're never going to stop learning." "You

can do a lot of things with airplanes, but they don't fly without gas. Don't do it." He also gave simple flying instructions:

"When you pull back on the stick, the people on the ground get little and when you push forward, they get big." In wrapping up his presentation he let them all know what a special group they're in: "Only 2% of high school grads fly."



- 2-21-2022 Doug Powers, of AE Post 9, gave a great presentation on Runway Safety during their Zoom meeting which was shared with AE Post 9032.

If anyone missed the Post 9 event this evening (or missed the link they shared) Re: the Runway Safety Pilot Simulator; you may enjoy the scenarios that are presented there.

Scenarios 1, 2 & 3 were recommended to watch. Just click the link below and play each video. They are very helpful.

Runway Safety Pilot Simulator
runwaysafetysimulator.com

- **3-7-2022 Post 9 (shared with AE Post 9032) scheduled another zoom meeting featuring a Guest Speaker, Capt. Amy Williams, who talked about her career as an airline pilot.** Capt. Williams is from the Chicago area (but has logged 113 flight operations to STL) and during her career has been a Doctor of Veterinary Medicine, a Flight Instructor (she didn't start flying until she was in her 30s; when she began a career change), a pilot flying for a regional airline, and finally a Captain flying 737s for Southwest Airlines. Captain Williams shared a lot of her flying and career experiences; but she especially talked about the need within the aviation industry to recruit large numbers of young people into the various related fields.
- **3-9-2022 AE Post 9032 event, Boeing F-15 Manufacturing Tour; met at Boeing Building 100** This event was a 1 hour tour of the F-15 manufacturing line at Boeing! Ask one of the Aviation Explorers what they saw.
- *Note: Sent 3-12-22 = NO AE Post 9032 MEETING THIS WEDNESDAY. 3-16-22 (see below)
- **3-15-2022 Aviation Explorer Post 9032 was invited to attend the Boeing Engineering Explorer Post Program in the Building 100 Auditorium.** The meeting will feature a special guest speaker, Boeing's Kevin "Proton" McLaughlin who will share his experiences as a retired US Navy F/A-18 pilot; Proton ended his military career with almost 4000 hours and over 900 carrier landings. You can find details about Proton on *Twitter* and *Instagram* if you search for him; CAPT Kevin "Proton" McLaughlin, Commodore of Striker Fighter Wing Atlantic, received the **Legion of Merit** award for his exceptional leadership, and retired after 31 years of service to our nation on 30 August 2019.

Proton will share stories and videos about his military career and appreciated welcome to The Boeing Company in St. Louis, where he is part of our #F18 team; come learn what he loves most about flying!



Upcoming AE Post 9032 events on the 2022 planning Schedule:

- **3-23-2022 AE Post 9032 Youth Officers online meeting** from 7-8pm. The AE Youth Leaders have decided to hold future virtual meetings on the fourth Wednesday of every month.
- **3-26-2022 AE Post 9032 Activity will be taking a trip to Belleville to see the Southwestern Illinois College (SWIC) aviation school!** Starting with a tour of the airport they use, they will then see the campus and get some time in a simulator lab. They plan get a group lunch at some point, so please bring lunch money. All are expected at the airport at 9:00 am that Saturday morning and will meet at 8:00 am at Boeing Building 100, to carpool and start the convoy. Plan to leave the lot at 8:15 and expect to wrap up in the early afternoon and be back a little after 2. If driving separately, a detailed map to the meeting spot in Belleville will be provided.
- **4-14-2022 AE Post 9032 tour, of the 126th Air Refueling Wing at Scott Air Force Base** Plans are made for a KC-135 day time tour and meet-up with an aircrew of the 126th Air Refueling Wing at Scott AFB. Final arrangements are in work by Libby Yunger, Mark Sutherland and Chrissy Kujawa
- **4-30-2022 EAA Chapter 32 and AE Post 9032 have been invited to the Wings of Hope Career Fair** The Career fair will be held on April 30th at Wings of Hope Hangar in the morning. "We are inviting all our STEM Students and their parents to the event." – from: Majd Jmeian; Programs Manager and Young Ambassador Liaison for Wings of Hope

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

CONTINUED on next page.

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

- June 11&12, 2022 AE Post 9032 participation in Spirit of St. Louis Air Show & STEM Expo

“Featuring the US Navy Blue Angels; B-29, ‘Doc’; Boeing B-17G, ‘Yankee Lady’; CAF Red Tail P-51 Mustang; Matt Younkin/ Beech 18; Aerobatics including: Skip Stewart; Phillips 66 Team. Static displays include Hawker Hurricane; Supermarine Spitfire Mk IX ‘Half Stork’; Sky Soldiers; etc. The STEM Expo and the Patriots Landing will host many more exhibitors also.”

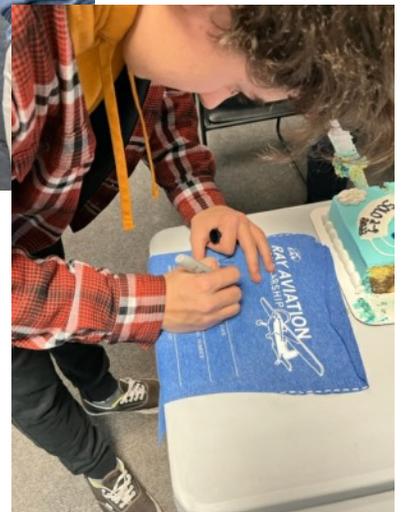
Note: AE Post 9032 & EAA Chapter 32 are planning a joint booth at the show and have been in contact with Ashley McMichael, of the Spirit STEM Expo, who says that she is looking forward to working with both groups.

- **July 25-31, 2022 AE Post 9032 is going to participate in Aviation Explorer Camp at EAA AirVenture 2022.** Most of the AE Post 9032 youth have expressed an interest in attending the camp and are eager to register.
- July 19-27, 2022 At least two Aviation Explorer Post 9032 Youth have been registered to attend the EAA Advanced Air Academy; Session 1
- **AE Post 9032 Proposed Zoom Meeting and Q&A with John Maggos, an Air Force T-38 instructor pilot; Date: TBD** contacted Andrew Mallek; awaiting additional info...



A Proud Mom: “It happened. Vassili soared and had a great morning!” - Alexia

Ray Scholarship student Vassili Georges has had his first solo!



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