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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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**August, 2023**

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**The gang's all here! Well, a lot of them anyhow. By the looks of some things, it was a tad bit humid at the Aviation Mecca this year. Despite that, everybody has a smile on their face.**

## 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).

# July Meeting Minutes

Dave Deweese



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

We considered a BBQ after the meeting but the heat and humidity canceled that.

Ken Long joined a few months ago, he bought a 9A. Paul Hann, Jim's son, Anna Berkbiger(?), Young Eagle from last weekend, just joined today. Jaime Thomas, Cole's mom, was here. David Lambert bought into Joe's 9A and joined the chapter. Jan McKee, Andy's wife, is a Young Eagles coordinator in chapter 864 and wants to ask some questions.

Bill gave the treasurer's report in Bob's absence, including Checking, Savings, Ray, and Paypal account balances. We also received some memorial donations in Don Jonas' honor.

Mississippi river is at a safe level.

We flew around 54 Young Eagles last weekend, 47 signed up previously. Dave Doherty got to 32, qualifying for the 30 in 30 program. Jeff Stephenson has reached an overall milestone of 500. We had a couple of specific requests for Libby, who was here last week. One attendee had all but the last row filled in his logbook. Bill suggested giving them a real logbook if they get to that point.

Flying start: any mentor follow-ups? Chris Ward is gone today as last night's storms knocked out his power. When should we do another event: fall or spring? Jim suggests polling pilots as they're the main players.

Ray Scholarships: DPE's are in short supply and finding one is a challenge for our current students. Andrew Dow 5152970924 could be an option.

A few people have spoken with Bill about helping with our merit badge program at Young Eagles events.

Around 20 Explorer Scouts are going to Oshkosh this year in a dedicated camp, they'll do some volunteering and will have free time to see the sights. There are lots of future activities scheduled beyond AirVenture. They have over 20 active members, meetings average around 10. The meetings take place on Wednesdays with an activity two weeks later. Libby reports that the latter get better attendance. Dave Brickhaus recently did an aircraft walkaround for the group, SLU gave a tour of their nonclassified wind tunnel - Jim reports that he learns as much as the scouts. CAF has offered to do a museum tour. Bill Doherty's manager would like to do a facilities tour for the group as well.

John Jamison, one of the scouts, was in attendance and gave a brief account. He was at Oshkosh last year on his own, will head up this year with his two brothers.

Bill is thinking of August or September for a cookout: pork steaks, etc. Dave suggested a movie. Ken Derks has added a new sliding curtain/shade on one of our windows: these will make the ARC nice and dark. Jim reports that some things: chairs set up pre-meeting, lawn mowed before YE event, just seem to happen thanks to active members. Could we do a Slack channel where people can post details and photos?

Fundraising: we've got the equipment to do a pancake breakfast. Bill suggests doing this at the October airport open house. We don't know the exact date, it's usually the last Saturday. The Hangar Dance came up in discussion: it's always a fun event.

AirVenture is a week away. We traditionally try to coordinate a chapter photo in advance. Campsite is at 15th and Lindbergh. Bill reports that Chapter 32 helped inspire the chapter camping idea: Charlie Becker saw us doing this a while back. Let's shoot for 1300 on Thursday at the blue barn, as we'll have a chair this year. All the Explorer Scouts are invited to join the chapter photograph.

Dave McGougan asked about signing up as an Explorer Scout adviser, Jim directed him to online information and contact information.

Dave Doherty reports that a couple of members of the RV-12 flying club are opting out, (one to join the new Joe Sargent RV-9 club,) so good news: there will be slots open for new members, 13 to 15k for a membership. Dave reports that part of the fees are building a fund towards the next engine overhaul; they're about half-way there. It's an economical plane to fly. Dave also says they'll soon start a club with their RV-6, anticipating \$10,000 per member. It's faster and higher performance than the RV-12. It'll have a brand new engine and propeller.



Mike Wilson's V-tailed Davis will be up for sale now that he's finished his Tailwind. He's flown it up to Oshkosh before, says it's essentially a Cessna 150 firewall forward.

Remember the VMC/IMC club that meets at 1H0. Stlaviationmeetup.org. Starting August 2, if you're interested in Ground School, they'll be offering it for \$475.

September 30 will be Chapter 864's open house and fly-in, they'll be flying Young Eagles October 1.

Ron Burnett has Dierberg's food cards, don't forget the Raise Right program.

Elections are coming up in October for Vice President and Treasurer. Per by-laws we'll form a nominating committee. Let Bill know if you're interested in being in that group.



Dave Doherty, Jeff Stephenson, mr. bill, Randy Schroder, and Libby Yunger. "Gray Shirts" all, getting a service



Jeff and Michelle Stephenson receiving the service award from John Egan and Ted Kirkpatrick.



The official Chapter 32 chair that now lives in the Blue Barn in Oshkosh!

# Learners as We Go

## “WHAT A GREAT SUMMER IT IS!”

mr. bill

Well, the EAA Chapter 32 summer keeps rolling on after our return from Oshkosh AirVenture 2023. And OSHKOSH AirVenture was good for the EAA 32 people.

### THE GREAT

That would be the PLANS CHAMPION-BRONZE LINDY

Trophy for Michael Wilson and his Tailwind.

Mike is a quite man but has some really cool airplanes. Along with his Davis DA-5, he built this



PLANS CHAMPION-BRONZE LINDY

BEAUTIFUL Wittman Tailwind W-10. Congrats!

### SOME MORE GREATNESS

After receiving our 30 years of flying Young Eagles plaque from EAA Headquarters last year, the EAA pilots were challenged with flying 30 in the next year before AirVenture 2023. Well once again the GREAT (and SAFE) pilots of EAA Chapter 32 stepped up and rose to the occasion and we received our “30 in 30 shirts.” And WHO are these awesome people???

### THE SAD

Well after a good run, with a good airplane, Mr. Rich E, let his RV-7A fly down to Florida without him.

The good news is, Mr. Ken L has now parked a beautiful RV-9A where the RV-7A was hangared.



Mr. Ken is new to Smartt Field and is retired and ready to help with our chapter. HELLO Ken!

With all this good in our lives we must be vigilant for the UGLY that can creep into our airplanes.

### THE UGLY

During a recent annual inspection on my Volksplane 1, these little mud dabbers decided to make their nests (about 20 nests) in various places on the airplane.



WHY do we do a thorough pre-flight?

YOU WANT MORE FUN!

On a recent Flight Review in a Cessna C-172, the pilot wanted to takeoff runway the short runway 27 at Smartt Field. I “suggested” to take the LONG runway. As we rolled for takeoff the pilot called “Airspeed Alive” but the needle moved 1/8 of an inch on the indicator. For “a brief” moment we both were staring at the indicator when he said, “Hey that thing is not working?” BECAUSE we were on the longest runway, we were able to retard the throttle and SAFELY stay on the runway and roll to the end. I am NOT sure what would have happened with a rejected takeoff on the SHORTER runway 27.

BUT WAIT, THERE IS MORE! The day before when one of our chapter members was preflighting her rented airplane, she found WATER in the system. It had poured a lot of rain the night before.



Nothing gets me more “**NERVOUS**” that water in the system. The water was in the fuel tank and had made its way down to the fuel sump. After a thorough drain of the right tank, (and let me tell you, we shook the daylight out of that wing) we did get all the water out of the wing. Also, another long runway takeoff!



Here was what that all looked like:

**The bubble in the bottom is water.**

**Water is heavier than aviation fuel, so it is on the bottom of the fuel drain tube. This amount WILL make the engine sputter.**

**THE HAPPY ENDING!**

**TWO ITEMS:**

**FIRST:** Thanks to Paul and Audrey for all they did back 70 years ago to make this such

an awesome aviation event for so many. Because THERE WAS A RECORD CROWD, RECORD AMOUNT OF CAMPERS, AND A RECORD AMOUNT OF PLANES for 2023.

**SECONDLY:** I hope I can still enjoy the airshow like this couple did when I get to be their age.



Grandpa and Grandma leaving the airshow

What made me laugh then cry, was what the young lady said, “Hey take a picture of us. We are like the blue pill commercial. But we are in scooters and not in separate bathtubs! But we will be later!”

Wow! What a positive attitude and a positive sense of humor. They grabbed hands and she said, “Let’s go baby!”

**AirVenture is a FAMILY REUNION!**

THANKS TO EVERYONE IN EAA 32 AND OUR NATIONAL FAMILY FOR ALL YOU DO! THANKS FOR SHOWING UP TO THE FAMILY REUNION IN OSHKOSH, WI.

**At EAA 32 YOUNG EAGLE EVENTS!**

**CONTINUED**



The center of the puddle is water that is being expelled from the lower fuel system sump. **This water and aviation fuel DO NOT mix.**



# Learners as We Go (Continued)

Well talking about Family Reunions? This Father/Daughter came up to me on Saturday (8/12) at the EAA 32 Young Eagle event and the man said he was Michael Baker???? Baker, Baker,.....

OMG! This is the grandson of Tom Baker, a very active past member who brought so much FUN to the chapter with his mockup P-51 aircraft that thousands of kids sat in, in Saint Louis, MO and at the Oshkosh Airshow. The airplane made the trip with Michael's dad after Tom could not drive it up to Oshkosh. The mockup made it to Oshkosh for 20 years before being retired.

Well, I gave Michael his YOUNG EAGLE Flight back in the day, so I was honored to take his daughter, Madilynn Baker, up for her Young Eagle Flight! Wow!

Like I said FAMILY. EAA Family! EAA 32 Family!

It was GREAT to see you all at the local Family Reunion.



***BE SAFE FAMILY!***

*mr. bill*

## Good Golly!



**Your friendly editor saw this photo on a Facebook scale modeling page. Who remembers when Chapter 32 had our own “Miss Molly”?**



# August 12<sup>th</sup> Young Eagle Rally Report

**Jon Crakel**

Thank you all for another safe and successful Young Eagles rally on August 12. After overnight rain, the morning was clear and we had 7 pilots able to participate. All kids who showed up were able to receive a ride, and we ended up flying 43 Young Eagles.

Unexpectedly a pilot who rents hangar space from skylink was at the airport and he pushed his Robinson R22 in front of the ARC. We had this awesome static display, and fielded numerous questions about whether that was an option for Young Eagles flights. It was not, but somehow Isaac Crakel was offered a quick ride and took advantage.

Speaking of Isaac - Maybe this belongs in a Ray Aviation category, but as a proud dad I have to highlight his achievement. The day before our rally he completed his check ride and is now officially a private pilot! We're sincerely grateful for the chapter's support and the Ray Foundation for making this significant milestone possible. Isaac is over the moon happy and excited to keep learning. Here's a picture post checkride with his DPE, David Bradley.

This week we will be opening the registration for the September rally. We hope to see you there if you're able to help.

*Happy flying!*  
**Jon Crakel**  
*Young Eagles Coordinator*





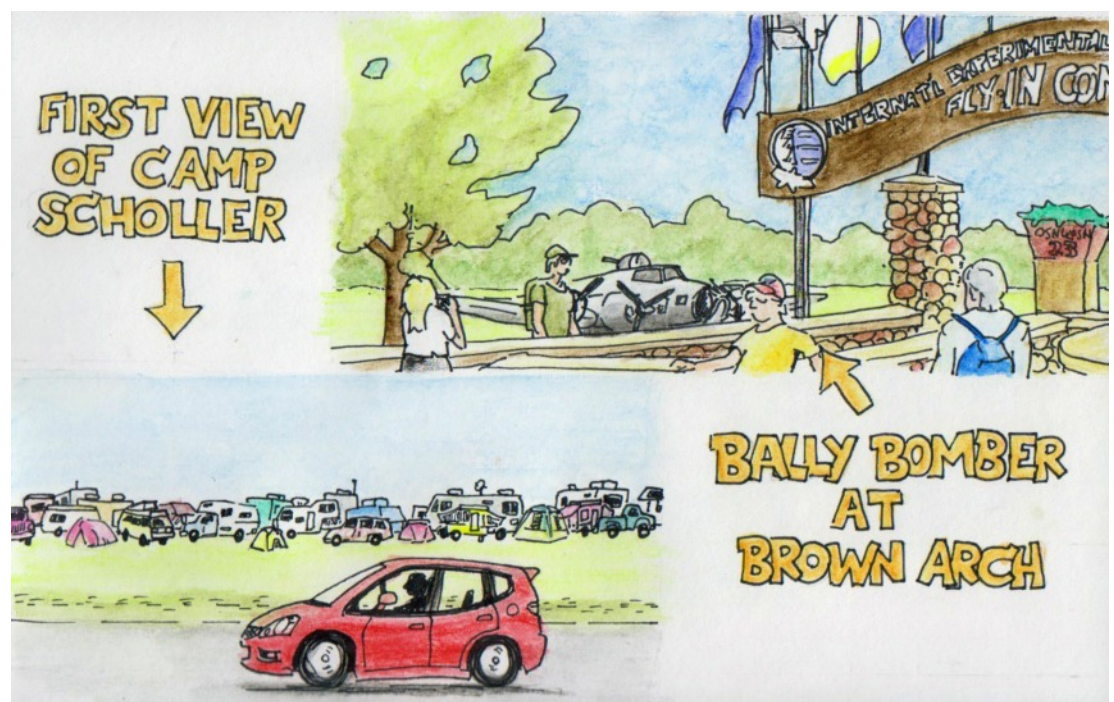
**1. The place is huge.** Saturday afternoon I turned from 26 onto Poberezny Drive and was immediately amazed at the sprawl of campers and tents off to starboard. Sunday was my first walk to the AirVenture grounds. The east-west scale of Camp Scholler is as impressive as north-south, and after getting through the gates and walking the length of 18/36, already crowded with rows of airplanes from one end to the other, I was amazed again. Words fall short: you must witness this spectacle in person.

**2. You will meet famous people.** Perused the vendor list and found that a company I discovered on YouTube (<https://www.flitetest.com/>) had a tent in the Fly Market area. In my personal world of niche interests these people are celebrities and I got to say howdy to them. (Thanks to Paul, by the way, for alerting me to the Fly Market.)

**3. You will meet famous airplanes.** Sunday's initial explorations brought me to the Brown Arch. Nearby was the Bally Bomber. Wow! I've read a lot about this bird and here it was in real life. The Super Guppy was there, too, and as a kid who's old enough to remember when she carried Saturn V boosters it sure was a thrill to walk beneath her wings.

#### 4. Official Visitor's Guide is your friend.

You can download an app to track events, workshops, and such, but despite my Web Developer day job I'm very much an analog guy, and this lists schedules and vendors on paper. It's easy to review and annotate with a pen. In fact, I did this each morning as I drank coffee and applied sunscreen.





**5. There's a lot more than airplanes.** To my surprise and satisfaction, I found a live, acoustic, Irish music jam session put on by the Flying Musicians Association. It has inspired me to revisit my banjo, if I can carve some time from writing and illustrating. In the museum I attended a talk by Cam Martin on writing memoirs about flying experiences and life in general.

**6. Prepare to walk.** Many online blog posts and YouTube videos I found suggested comfortable walking shoes, a fine suggestion, though I might add that you should spend at least a few months of regular walks to break them (and yourself) in. It's easy to put in five to ten miles a day of road work, so a bit of training pays off big time.

**7. Leverage your experts.** Having Jeff and Michelle organizing the camp site took several variables out of my Oshkosh equation. Camping with the chapter gave me access to experienced Airventure experts. Finally, I've never been a camper, but my wife's youth was full of tents and campsites. I let her act as my outfitter and ended up well prepared, even for thunderstorms.

**8. The Oshkosh Diet.** Related to "Prepare to walk", despite consuming my share of cold soda, ice cream, and sugary canned coffees, I came home around five pounds lighter than when I left. For my fellow office-dwellers, be forewarned: a week of outdoor activity in July heat will be a real change of pace.

**9. Man Purse.** I'm guilty of scoffing at my wife and daughters for fussing over their purses. AirVenture humbled me, as I recalled a lesson from college: back packs are our friends. All I needed for a day's adventures was right there when needed. If you're interested in my supply list, I can do another writeup on that.

**10. They were right: you can't see it all in a week.** My Official Visitors Guide is worn and dog-eared from constant browsing, and that doesn't include suggestions from friends and strangers over what to see next. When people told me you couldn't see everything in a week, I thought they might be exaggerating. Now I know better and am glad they put this show on every year.



# NC-85862 1946 Aeronca Chief 11AC-256 Rescue and Restoration

Mike Benne

Jon Benne

## August 2023 Project Update

### Status Update

Aeronca – short for Aeronautical Corporation of America<sup>1</sup> - was founded in 1928 and was the first U.S. company to manufacture light sport aircraft. To compete with other aircraft manufacturers, particularly after World War 2, it was essential to build aircraft as cheaply as possible. Therefore, the Aeronca 11AC Chief and 7AC Champ are only different in the fuselage width with the Champ a bit slimmer due to tandem seating while the Chief has a wider fuselage due to side-by-side seating. They share the same 65 horsepower engine, propellers, wings, landing gear, empennage and cowling. The Chief uses yoke controls while the Champ uses joystick controls. It is important to note that the slimmer Champ outsold the Chief by three to one (7200 Champions vs 2418 Chiefs).

The Chief wing is essentially the same structure as the Champ (fig 3) but the side-by-side seating increased the effective wing area from 170 ft<sup>2</sup> to 175 ft<sup>2</sup>, and the maximum takeoff weight increased 31 lbs. from 1219 lbs. to 1250 lbs. for the Chief, keeping the wing loading approximately the same.

If you follow the project on the restoration of our 1946 Aeronca 11AC Chief we reported back in May that the spars on both wings had to be replaced due to damage by rodents or cracks in the wood. During the winter, we had assembled the frame of the right wing and were starting on the left wing. The left wing has since been assembled, and we are ready to square or “trammel” the wing. If you are restoring a Chief wing or a Champ wing, they are the same in many aspects, and the information in this status update may apply to your work.

Trammeling the wing ensures that the truss formed by the two parallel spars, the four compression tubes and the cross bracing is square in the airplane wing. This procedure is accomplished using a trammel bar.

**Trammels** are used to measure distance between two points that are too great to be reached with dividers. A trammel is a bar with metal points at each end and is used to measure the diagonal reference points along the spar beams. By adjusting the individual cross braces, we can check whether one leg of the X formed by the cross bracing is the same distance as the other leg.

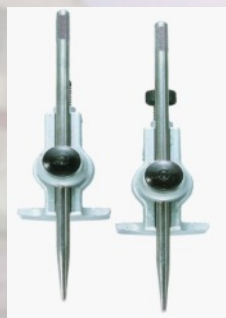


Figure 1  
Trammel Points

We purchased our General Tools Model 523 trammel set from Amazon for \$36 (Fig 1), and used an inch and a half wide wooden MDF primed board purchased from Lowes to complete our adjustable trammel bar, which was about five feet long.

Rigidity between the pair of front and rear wooden spars

of each wing is accomplished on the Aeronca Champs and Chiefs by the use of eight drag wires and four compression struts. The four compression struts mounted between the two wood spars are 4130 round steel tubing, with brackets welded on each end. The struts are not heat treated. These compression assemblies are bolted to the rear and front spars.

The drag wires are heat treated steel and are threaded on each end. They are adjusted by turning them until the distance between the center of the rear spar at the inboard compression strut and the center of the front spar at the next outboard compression strut is exactly the same.

Care is used when rebuilding and repairing the wing to avoid the use of tools such as pliers or vise grips which may scratch or nick the wires. A small scratch in this material may develop into a crack and subsequent failure.

The opposite rib positions should be the same distance - if not then the spars may be bowed inward or outward and not conform to the required rectangle. It took about an hour to set up and trammel each wing.

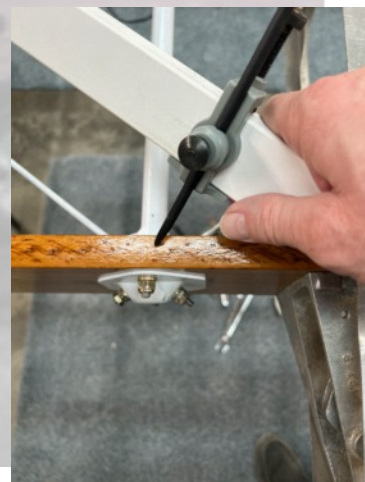


Figure 2 Centering Trammel Point



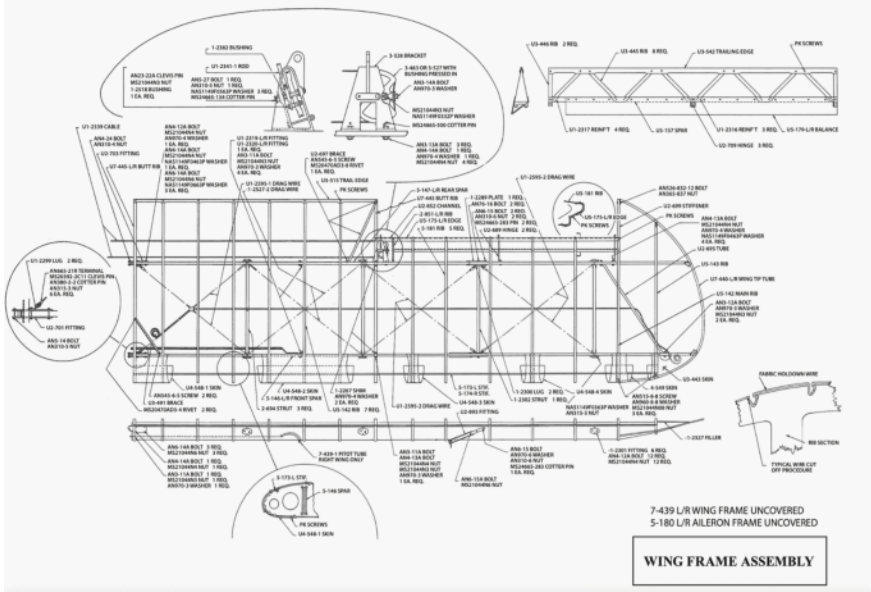


Figure 3 Champ/Chief Wing Assembly

Information on “How to Trammel a Wing”, written by Gary Leopold<sup>2</sup>, is included for completeness. It is the procedure that we used to set up our wings.

#### Preparation:

1. The wing is normally placed upside down and positioned to rest flat.
2. On wings with left- and right-hand threaded drag wires, place all right-hand threads to the front and left hand to the rear, or vice-versa.
3. Project the centerline of each compression member to the centerline of each spar. It is sometimes helpful to stretch a thin sight line along an edge parallel to each spar to aid in ensuring the spar remains straight.

#### Trammeling:

1. Mark precise center points at the centerline of each spar where it intersects with the projected centerline of each compression member. The exact spacing of distance between spar centerlines at each compression member must be maintained not to exceed 1/32". If the spacing is greater than 1/32", it may be necessary to shim one end of the compression member.
2. A set of trammel points and rigid bar should be used when trammeling (squaring) a wing.
3. Starting at the root end of the wing, set one point at the root compression member centerline mark on the front spar (A). Use figure 4 Trammel Touch Points for reference. Adjust the second point to the centerline mark diagonally on the rear spar of the next compression member (B).
4. Reverse and measure the crossing diagonal (C and D). Adjust the tightness of this pair of wires until this first bay pair of diagonals are equal in length. Do not overtighten drag and anti-drag wires; they should be firm but not too tight. The wire in the short direction can be lengthened (loosened) and the long wire can be shortened (tightened) to equalize the measurement.
5. Repeat steps 3 and 4 for each bay or pair of wires, example D to E and B to F. All that is necessary is to have each individual bay squarely adjusted and all of the wires close to the same tension. The individual bays may be different lengths particularly toward the wing tip.
6. Before securing wire locknuts, make sure that none of the wires are twisted (light oil on the threads will help prevent this). Also, be sure not to damage the wires in any way.

Hopefully in the next installment, we will talk a bit about truss-braced wings. The length of the truss braces on the Champ and the Chief are different in length due to the disparity in fuselage width between the two airplanes.

<sup>1</sup> The designs for the Champ and the Chief are now held by the American Champion Aircraft Company in Wisconsin.

<sup>2</sup> Retrieved 13 August 2023

<http://gobinkley.com/hostedpictures/How-to-Trammel-a-wing.pdf>

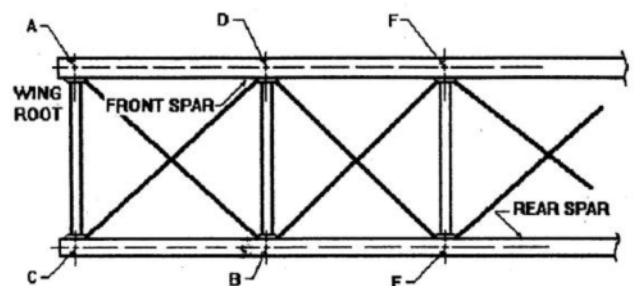


Figure 4 Trammel Touch Points

# AOPA news release re: MOSAIC PROPOSED RULE PUBLISHED

(Thanks to Jim Hall for submitting this.)

July 25, 2023 By Dave Hirschman as published in AOPA news and media

The multiyear Modernization of Special Airworthiness Certification (MOSAIC) reforms are on the verge of delivering sweeping and far-reaching changes that promise huge benefits to a broad spectrum of general aviation pilots, aircraft owners, instructors, technicians, and manufacturers.

The FAA published a [notice of proposed rulemaking](#) (NPRM) on July 24 that, if adopted, promises major benefits to GA as soon as the end of this year. The notice was released July 19 for public inspection, and AOPA continues to analyze the details of the document. AOPA Vice President of Regulatory Affairs Murray Huling said AOPA's forthcoming comments will include identifying a problem with the FAA's proposed stall speed limitation and providing recommended language to rectify it:

"The clean stall speed ( $V_{S1}$ ) of 54 knots is too low. It would allow a Cessna 182 but not allow a Piper Cherokee, and also exclude many other popular four-seat aircraft," Huling said. "We will push to get it revised to incorporate all logical four-seat aircraft."

AOPA will submit detailed comments by the October 23 deadline, and encourages members to do the same.

The main thrust of MOSAIC redefines the light sport aircraft category and dramatically raises the size and performance capabilities of airplanes that can be flown by sport pilots.

MOSAIC ditches the current LSA weight limit of 600 kilograms (1,320 pounds) and replaces it with "performance-based" measures such as a 54-knot maximum clean stall speed ( $V_{S1}$ ) that will allow airplanes with gross weights up to about 3,000 pounds to be operated by sport pilots.

The new regulations also do away with the current 120-knot LSA speed restriction and allow controllable-pitch propellers and retractable landing gear. Sport pilots also will be allowed to fly at night and operate the more capable aircraft with appropriate training and instructor endorsements. Under the new definition, light sport airplanes can have up to four seats, and travel at a top speed of 250 knots calibrated airspeed. In anticipation of vertical takeoff and landing aircraft, MOSAIC replaces the current requirement that LSAs have a "single, reciprocating engine" with an open-ended allowance for "any number and type" of powerplant.

It's a head-spinning turnabout.

Under the current LSA rules, for example, a Cessna 152 doesn't qualify because it has a gross weight of more than 600 kilograms. The new rules will allow 150s and 152s, as well as a Cessna 172, 172RG, 170, 180, and some 182s.

Sport pilots would still be limited to taking no more than one passenger at a time even if the airplane has more seats than that. MOSAIC also imposes certain noise restrictions.

MOSAIC also allows the use of relatively inexpensive, safety-enhancing avionics to be installed in LSA aircraft regardless of whether they're FAA certified, and it allows manufacturer-approved, appropriately equipped LSA airplanes and qualified pilots to fly under IFR in instrument conditions.

Angle of attack indicators, envelope protection equipment, and moving maps are encouraged under MOSAIC to promote "safe and cost-effective flight training."

Among those likely to be enthusiastic about the proposed changes are owners of existing aircraft that could soon qualify as LSAs, and experimental avionics firms that can sell their products much more broadly.

"LSA aircraft have been shown to have a lower accident rate than experimental/amateur-built airplanes," the NPRM states. "The FAA intends for these expansions to increase safety by encouraging aircraft owners, who may be deciding between an experimental aircraft or a light-sport category aircraft, to choose aircraft higher on the safety continuum."

MOSAIC also allows some aerial work for LSAs that hasn't been permitted under existing rules.

Pipeline patrol, aerial photography, search and rescue, and advertising are all being considered under MOSAIC (although carrying passengers for hire is not).

MOSAIC points out some of the ways that new technologies such as fly-by-wire flight control systems and full authority digital engine control powerplants with single-lever power controls have increased performance and reliability while decreasing pilot workload.

Increasing aircraft safety and performance have historically been mutually exclusive. But the authors of MOSAIC say they believe they don't have to be.

According to the NPRM, the FAA "recognizes that this is a balancing act."

Published in AOPA news and media



# Curious about what the MOSAIC Notice of Proposed Rulemaking would change for sport pilots and light sport aircraft?

## Learn more from these charts:

Sport Pilot		
	Current	MOSAIC (July 2023 NPRM)
Aircraft privileges	Airplanes, gliders, lighter-than-air (LTA), powered-parachutes (PP), weight-shift control (WSC), kit-built, gyroplanes	Airplanes, gliders, LTA, PP, WSC, gyroplanes Some helicopters and other types with simplified flight controls
Max seats	2 (2 occupants)	4 (2 occupants)
Weight	1,320 lbs (land)/1,430 lbs (sea)	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean ( $V_{S1}$ )	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight ( $V_h$ )	120 knots	250 knots
Powerplant	Single reciprocating engine	N/A (for airplanes, only single engine rating available)
Propeller	Fixed or ground-adjustable	Fixed, ground-adjustable, automated, or manually controllable-pitch with endorsement
Landing gear	Fixed (except glider/water)	Fixed, or retractable with endorsement
Pilot endorsements	N/A	Manually controllable-pitch prop, retractable gear, complex, night
Medical	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn, current FAA medical certificate or BasicMed required for night only
Limitations	Day VFR at or below 10,000 MSL	Day or Night VFR at or below 10,000 MSL (night requires endorsement and a current FAA medical or BasicMed)

Light-Sport Aircraft		
	Current	MOSAIC (July 2023 NPRM)
Aircraft class	Airplanes, gliders, LTA, PP, WSC, kit-built	Any
Max seats	2	4 seats for airplanes, 2 seats for other types
Max weight	1,320 lbs for land-based, 1,430 lbs for amphibious	N/A (around 3,000 lbs based on other parameters)
Max stall speed clean ( $V_{S1}$ )	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight ( $V_h$ )	120 knots	250 knots
Powerplant	Single reciprocating engine	Any
Propeller	Fixed	Any
Landing gear	Fixed (except glider/water)	Fixed or retractable
Commercial activities	Flight training	Flight training, aerial work
Alterations	All alterations approved by manufacturer or person approved by FAA	Minor alterations allowed without authorization from the manufacturer or person approved by the FAA

# Aviation Explorer Post 9032 Activities Update for August, 2023

Jim Hall, AE Advisor

## ABOUT POST 9032

Aviation Explorer Post 9032 is an established career exploration program based in St. Louis, MO. Originating from the Greater St. Louis Area Council; AE Post 9032 is supported and chartered by Boeing and the Experimental Aircraft Association, Chapter 32. AE Post 9032 is focused on engaging youth groups, ages 14 to 20, as a 'Learning for Life' program involved 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 the rest of 2023; 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 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/>

Entry Level Aviation Job Opportunity shared on 7-8-23 by Connor Kelley (former Aviation Explorer Post Officer and current AE Post 9032 Advisor):

"Please forward this to the whole post... Hey everyone!

If you're looking for a part-time job in aviation, I have a really great opportunity for you! The Creve Coeur Airport has several linemen positions available. What would you be doing? Your main job is refueling aircraft, giving tours of the Historic Aircraft Restoration Museum, and caring for the pilot's lounge. Pay starts at minimum wage, I myself work around 20-25 hours a week. This is a great opportunity to build connections in the aviation world and get to hang around some cool aircraft. If you are interested or have any questions please feel free to reach out to me. Job applications can be found at the Creve Coeur Airport FBO."

❖ Note: At least one youth member of EAA Chapter 32 took advantage of this job posting and is now employed at Creve Coeur Airport!

## Upcoming Plans:

- 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
- **September 20, 2023, 6:00pm – 7:30pm Aviation Explorer Post 9032 Open House! New Flyers announcing the AE Post Open House will be available soon. Please share the information with any school groups and invite any interested youth to come and check it out!**
- October 4, 6pm Aircraft Pre-flight in Spirit of St. Louis Airport hangar by Bryan Chavez
- October 18, 6pm Speaker from St Louis Astronomical Society – TBD
- October 28 Open House at St. Charles County Airport (Smartt Field)
- November 1, 6pm tour of Commemorative Air Force Museum at St. Charles County Airport
- November/ December Date TBD tour of St. Louis Lambert International Airport



### Year to Date - Completed Activities:

- July 24-30, 2023 Aviation Explorer Camp at EAA AirVenture. Note: Many of the members of AE Post 9032 and Advisors attended and initial feedback is that they enjoyed it immensely and thought the experience was awesome. Also noted: the opportunity to test themselves and their camping skills against a couple of the intense Oshkosh evening rain storms that left a couple of their tents saturated and the campers within adjusted by relocating to a larger (and drier) tent. 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 Hall 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 Explorer Post 9032 Activities Update for August, 2023 (Continued)

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!
- 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>

All Young Eagle photos courtesy of Lisa Miano



**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 stuff 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)



EAA CHAPTER 32 NEWS  
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