
EAA Chapter 32 News

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

November, 2021



**“Show Me” getting ready to make a pass
during this year’s pumpkin drop.**

**WE HOPE TO SEE ALL OF YOU AT THE NOVEMBER MEETING! 10:00 AM NOVEMBER 20TH 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

9032 would be quite impressive for the upcoming St. Louis Airshow and STEM Expo in June of 2022. There's definitely an interest in aviation out there and Chapter 32 can show how EAA can deliver with these programs. The public is looking for fun opportunities and diversions from the news.

During challenging times like we face these days, aviation supplies such a welcome escape. To borrow from my brother, Dave's comments on Saturday, when we fly, all the world and it's problems are down there and we're up above, away from it in the sky and for a while we can focus on just that and all the beauty surrounding us.

Aviation Explorer Post 9032 is making remarkable strides as the group continues to grow and define their course. Their upcoming schedule of activities for the first half of 2022 is quite impressive. I'm looking forward to all they have planned.

With the holidays fast approaching, I always start looking forward to our annual Holiday Banquet. Last year we had to cancel because of the pandemic but as with all our other activities, we're definitely having one this year. Please note the date is Saturday, December 4. I previously gave the wrong information last month. Details can be found in this newsletter. I'm excited to be able to enjoy an evening with Chapter 32. I truly missed this last year.

Our speaker for the evening will be Colonel Jack Jackson, USMC (retired) who you may recognize as one of if not the highest time Harrier pilot. You've no doubt seen some of his displays in the aircraft. He also has some other intriguing experiences flying some Russian aircraft. In speaking with him, he said he can discuss some of those experiences so that will be the topic of his presentation. He authored a book about his career experiences, and I asked him to bring some as many of our members would surely be interested in buying a copy.

Wow, it's November already! The leaves have changed but some are still colorful. The wind has picked up as the seasons are changing and back at the workplace the term "de-ice" is back in our daily vocabulary.

We were quite successful at our fundraising food booth at the Airport Open-House on October 30th. This past Saturday, November 13th, we had our first Flying Start program at the ARC. We weren't sure how many to expect in attendance but quickly found ourselves looking for more chairs! I'll call that a win even though Mother Nature had other ideas about doing any Eagle Flights. The aforementioned winds were pretty gusty, so we'll have to work on contacting those who attended and try to get them an Eagle Flight as soon as possible. It was indeed very rewarding to see such a response from the community and so many people interested in learning to fly.

We learned a lot in the event as well. I saw some opportunities for us to develop our program and I'm confident the Flying Start programs will become a big hit, just as the Young Eagle rallies have evolved. I hope to do another Flying Start program early in the spring at Spirit of St. Louis Airport. That way we can have a dedicated event on each end of our Young Eagle season, cover a greater geographical area, and involve more flight schools.

There's a big potential audience for programs like this, especially in the west St. Louis County area. I want our presence there to grow beyond the tours of the B-17, B-25, and Trimotor. The more interest we can help nurture in the St. Louis region, the better for all of us involved in it. Plus, an exhibit that discusses the Flying Start program, AeroEducate, Young Eagles, and Aviation Explorer Post

That's all I have for this month. Here's the link to the chapter video if you want more information from Charlie Becker about what's up at HQ. Always good stuff!

<https://www.eaa.org/videos/chapters?playlistVideoId=6279418530001>

I'll see you at the ARC or maybe around the pattern!

Until then stay vigilant and fly safe!

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



September Meeting Minutes

Dave Deweese



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

Visitors and new members: Aaron, who took a Young Eagles flight this month, was here with his mother Andrea. She may have a race with her son to see who becomes a pilot first. John Jameson, one of our explorer scouts, also took a flight this month. Lee Arnold returned for a meeting.

We've wrapped up Young Eagles after a great year, our Explorer post is ramping up, along with several airplane and building projects. We plan to have a board meeting the second week of November.

Bill reported the river levels.

Don gave the Treasurer's report including checking, savings, and Ray Foundation account balances. We have some upcoming expenses included filling the fuel tank and food for the open house.

Chris is trying to find out what's up in HQ around our Ray Foundation candidate: they're sending paperwork and other materials but in a different order. He'll work with Vasili to identify a flight school and will meet with them to explain the program. Don notes that we may need to fill out a form specifying routing for the funds into our account.

Rick was unable to attend last weekend's event, we muddled through nevertheless. He thanks those who volunteered in his absence. We flew 60 kids with 6 planes. For the year we've flown 300. At the Christmas party he'll report official numbers for 2021. YEDay.org is moving to a site that will include everything that involves youth education. Note that AeroEducate is still in beta, please review if you get the chance. Gateway Youth Foundation and the airport were happy with the event, there was some physical distance between our tent and Gateway so we'll think about improving flow. Next 1H0 event will be in June.

In this month chapter video the Flying Start program was mentioned. We can't do events for this in conjunction with Young Eagles. If we do a Flying Start event between now and the end of the year HQ will send two

Oshkosh wristbands. Chris notes that several interested adults approached him. He'd like to institute a sign-up sheet to track names and contact information. Jefferson City did an "Eagle Rally", which worked, but the follow-up system fell apart: we need to stay in contact with attendees to maintain interest. Rick suggests getting instructors involved; it's geared towards people who are ready to begin lessons. Bill read off the official description of the program and criteria for chapter involvement: we qualify on the various points. He asked if the chapter's interested, Bill would like try for the second week in November (11/13, here at the ARC). Show of hands, motion made and seconded. Bill will contact some flight schools.

Explorer post report from Jim: Boeing has taken on charter responsibilities. Several meetings have taken place in their facilities as well. We've got enough volunteers, and 13 or 14 scouts. Next meeting Bob will do a preflight at 1H0. Libby has contacted Tracon to do a presentation. In the future they'll tour the history museum at 1H0. AviationExplorers9032.org.

Membership Committee met last night on Zoom. They discussed software solutions for managing membership; we're looking for chapter members in I.T. who have suggestions for free/open source solutions. EAA has a solution they'll evaluate. We definitely need something that's simple to use and share with various officers and the organization in general. Currently we have a few single points of failure in our process, our new system will ideally be managed by more than one person.

Rick asked about prorated dues: due date is always in January.

Fundraising: Mike has a bunch of Dierberg's food cards. The Shop With Scrip program has around 8 active members, we've made around \$300 so far, \$48 last month. When you shop at a participating retailer (WalMart, Tar-

get, Home Depot) a percentage goes to the chapter, Bill notes that you can load your card using an app on your phone while you're in the store. With the holidays coming up Mike can order physical gift cards.

We still need technical and flight advisors. With Gale's passing we're down to one technical advisor.

Holiday banquet (12/4 at 1H0) update: Bob reports that his wife is looking into caterers. Traditionally we've started at 6, we'd like to move it up an hour to 5 (and be done by 9), the caterer has a time preference and the airport has to have an employee on-site. Menu will include prime rib, chicken, pasta side, green beans, mashed potatoes. We're thinking \$25 per person will pay for the food. We still need a speaker. Bill is thinking about Jack Jackson who flew Harriers. We may be able to leverage our Explorer post/Boeing connections.

Airport Open House 10/30: we still need a food permit from St. Charles County. Libby and the 99s will sell coffee and decorate pumpkins. We'll also manage car parking. The Gateway group will bring their F-4 cockpit, we may set it up on the ramp. We'll do ramp marshalling on the west ramp.

Project updates. The Zenith 801 flew a week ago. The 750 brothers are nearly ready for a technical inspection. Bob Clark's super-shiny plane is now in the chapter hangar. Dave's been working on the RV-6A. The windshield is on and it's almost ready to paint. Lee's thinking about a Hummel Ultracruiser or H5, he's going to visit a finished project to see if he fits.

We're ready to vote on Vice President (Jim Hall) and Treasurer (Bob Murray) as well as two Class II Directors: Don Doherty and Dave McGougan. No other candidates. Moved, seconded, and voted all of them in.

Jim Hall suggests a clean-up event next weekend prior to the open house.

Editor's Corner

This edition of the EAA Chapter 32 newsletter is the last one of the year, since we don't have a regular meeting in December. Instead, the Holiday Party stands in for that.

I want to thank everybody for their contributions this year. That's what the newsletter is all about: keeping your fellow Chapter members informed as to what's going on in your world. I would like to ask one huge favor of everybody:

If possible (and only if you can do it), I would like to have text and supporting photos sent separately. I'm sure you have ideas as to where you want your photos to appear in the article, so my suggestion is to put it together the way you want (usually in Word), then convert it to a PDF for guidance. After that, you can send the text and pictures as separate submittals. This makes MY life easier, but I'm pretty versatile. If this isn't doable for you, I'll deal with it. In the unlikely event you send me something I can't work with, I'll let you know.

Happy Thanksgiving, Merry Christmas, and a Happy New Year to everybody!

Thanks!

Jim Bower

NOTE: The invitation/reservation form is attached to the e-mail along with this newsletter. If you didn't get your copy, please contact the editor. Thanks!



*All EAA Chapter 32 members, both past and present,
and their family members and friends, are invited to the*
2021 Holiday and Chapter Recognition Awards Banquet
Saturday, December 4, 2021

5:00 pm


Creve Coeur Airport

14301 Creve Coeur Airport Road, St. Louis, Missouri 63146-2032
In the airport office building at the end of the entrance road

\$27 per person in advance (by November 27th) / \$32 at the door*

(includes dinner, dessert, soft drinks, iced tea and coffee)

Business casual attire

5:00	Check-In	<p>Receive your name tags</p> <p>Sign up for the 50/50 drawing: 1 ticket for \$1 and 6 tickets for \$5 50% to winner and 50% to the Air Academy Scholarships fund</p> <p>Receive a ticket for the gift exchange.</p> <p>Please bring a wrapped gift to place under the Christmas tree.</p> <p>Select a gift when your ticket number is called.</p> <p>Suggested gift price is \$15.</p>
5:00	Social Hour	<p>Stop by the beverage table for</p> <p>Soft drinks, iced tea, hot tea, ice water and coffee</p> <p>Wine glasses and bottle openers provided for your convenience (BYOB)</p> <p>Chapter Activity Slide Show</p>
6:00	Dinner	<p>Prime Rib, Smothered Chicken Chardonnay, Herb Roasted Potatoes, Cheese Tortellini in Red Sauce, Green Beans, Salad, and Dinner Rolls from <i>Catering To You</i></p>
7:00	Evening Program	 <p>Young Eagles Report and Awards</p> <p>Chapter Awards</p>
7:30	Feature Presentation	<p>Colonel Jack Jackson (USMC Ret.)</p> <p>Col. Jackson is a highly decorated Marine Corps veteran who flew more than 600 combat 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, before being elected to the Missouri State House of Representatives in 2002.</p>
8:15	Drawing and Gift Exchange	<p>50/50 drawing</p> <p>Select a gift from under the Christmas tree when your ticket number is called.</p>



**Please complete a reservation form and/or email your name and guests' names
to Don Doherty at treasurer@eaa32.org by November 27 (and pay \$27 at the door).**

**Early sign-up helps both our planning and the caterer.*

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

Hope to see you there!!





Learners as we Go

“Thank You for a Safe Year!”

mr. bill



In this THANKSGIVING time of year, I am extremely thankful for all the safe flying that has taken place this year. REALLY! Nothing makes the year a bummer if something gets broke or someone gets hurt. Let me say that the EAA Technical Counselor Program and the EAA Flight Advisor Program has helped keep the accident rate down for this year so PLEASE continue to use these FREE programs.

At the day job on all the walls are these two words:

SAFETY FIRST

Plaques are placed on the walls of the ready room. Even outside on the ramp and terminal building walls.

SAFETY is a state of mind. As I tried to point out this year in the writings and presentations of this year, that in all aspects of a flight you need a:

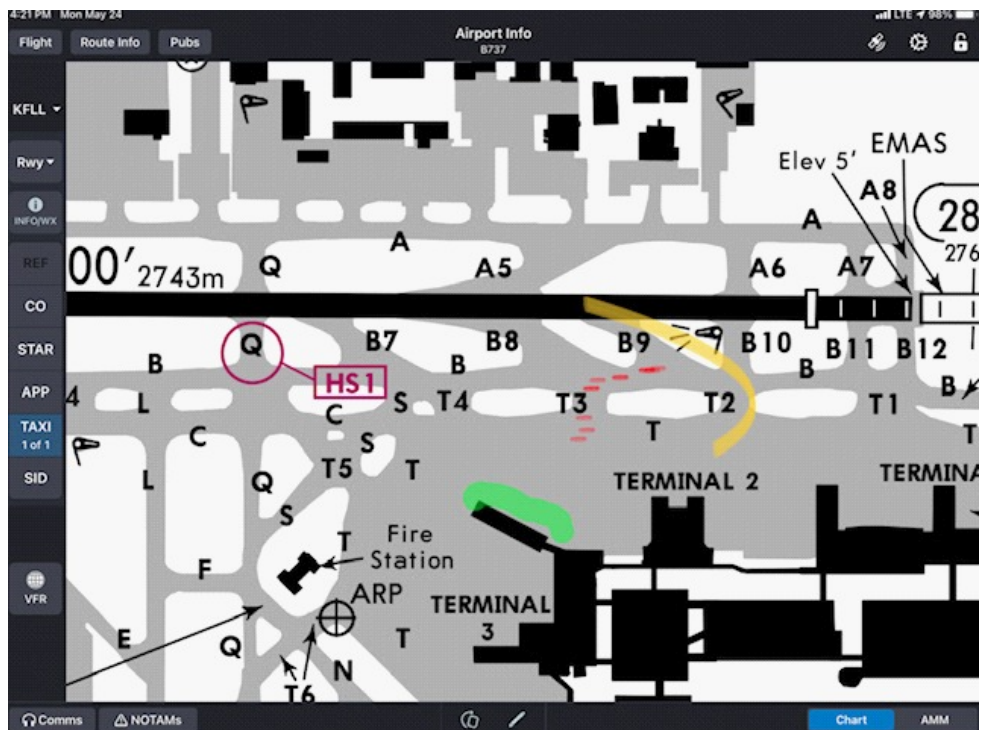
SAFETY OUTLET

At the day job this year I had one dilemma where I said “We can do that for you Mr. Tower Controller, at the tower in Fort Lauderdale, FL.” By saying “ROGER!” I almost drove thru some taxiway lights. Looking at the Jeppesen 10-9 Airport chart below for a landing to the East (that is Left to right on the chart) on runway 10 Left, the normal exit off the runway was 45 degrees on to taxiway T2. But because there was an airplane under tow on my right of where I was to be, on a parallel taxiway, Mr. Controller asked us to do a 135 degree turn to the right on to T3. “OK!” Little did we know that there were taxiway lights BETWEEN the T2 and T3 taxiways, dividing the two turn offs between the taxiways. Because the turn off was to the RIGHT side of the aircraft and I was sitting in the LEFT seat of the airplane, I did not see everything until I was 90 degrees into the turn. A

quick application of the brakes stopped me from buying some broken green taxiway glass as I would have taxied thru the area.

I asked the tower for permission to stay on the runway and he said, “Yes.” The he asked, “Was his fault or your fault?” “No, its is asphalt that has these green taxiway lights sticking out of it. I am just short of the area of the lights, but I cannot turn without hitting them.” I opened the window and thought I might make be able to make the turn but...

SAFETY FIRST. I had not hit anything yet so do not push your luck. The tower gave me the runway for 10 minutes. But 5 minutes later we were pushed backed and at the gate. The supervisor asked if I was OK? I



All photos from mr. bill's article

asked, "Are you?" She stated that I arrived on time so all was well.

The rampers driving the tug told me it was the most excitement they had all day.

So, the moral of the story is to STOP. LOOK. EVALUATE. And make the next move.

The planned turn off was the Yellow line for T2. The dashed Red Line was the turn the tower requested us to do with the airplane. And below was the Green painted, Green taxiway lighted area in between the two areas of T2 and T3 right at runway exit B9 that did not show up on any chart. Just in the windshield!

You can tell in the picture below by the other tire skid marks that this was not the first time this area has surprised a pilot. A view of Google Maps shows aircraft tire marks going right thru the green area. That is what the Chief Pilot pulled up to reference what I had done that day. Those are NOT my doing!



You can see my airplane's dual nose wheel tire black marks just approaching the taxiway lights. The big thick black tire marks were from the terminal tug that I asked to come out and push us back onto the runway (because half of the B-737 was still over the runway edge line. Those are the 10 Left runway edge yellow lines behind the blue aircraft tug!) So, the terminal aircraft tug pushed us out of the green lighted area, released us, and we were NOW able to complete the remaining 45 degrees of the turn to the right. A NEAR

IMPOSSIBLE TURN, but hey we are pilots, we can do it!

"UNABLE"

Because of instances like these the FAA, the Friendly Aviation Administration has come up with a new word for use to use. It is

"UNABLE"

This is becoming a standard phrase if we become "task saturated" and we are asked to do something that may overload us, or we are not comfortable with as pilots.

Knowing what I know NOW about that turnoff at T2 and T3, **UNABLE!**

I just wanted to close this year's article with a

BIG THANK YOU

***TO THE LEADERSHIP OF EAA 32 FOR MAKING IT THRU THE COVID -19 DILEMMA.**

***TO THE EAA 32 YOUNG EAGLE PILOTS FOR FLYING A SAFE OPERATION AT SMARTT FIELD. A BIGGER THANK YOU FOR THE EVEN TRICKIER OPERATION AT THE CREVE COEUR AIRPORT.**

***MR. DENNIS WISS, OUR AIRPORT DIRECTOR FOR THE MANY UPGRADES THAT HAPPENED THIS YEAR.**

(NOW IF WE COULD KEEP THE FLOOD WATERS AT BAY, OR IN THE RIVER, THAT WOULD BE GREAT!)

***TO ALL THOSE PEOPLE BEHIND THE SCENES THAT DO NOT GET RECOGNITION BUT WHO WENT THE EXTRA MILE TO KEEP US FLYING SAFELY ANOTHER DAY!**

***And especially to our NEWSLETTER EDITOR WHO MAKES ALL THIS COME TOGETHER IN A NICE PACKAGE!**

HAPPY THANKSGIVING

AND

MERRY CHRISTMAS TO ALL!

mr. bill

Embracing The Crosswinds of Life: Chasing Your Dreams with Cross Control

Dave Zilz

The long-time Zilz family Zenith 801 project, known as “Crosswind” graduated from a hangar queen to a flying experimental aircraft with its Second first-flight on Friday, Oct 8, 2021; over 15 years after its First first-flight.

This is the story of the Zilz family’s journey from Crosswind to Crosswind II, and the blessings experienced along the way.

Spoiler Alert: It Flies!

It All Started at Airventure: Oshkosh 2000

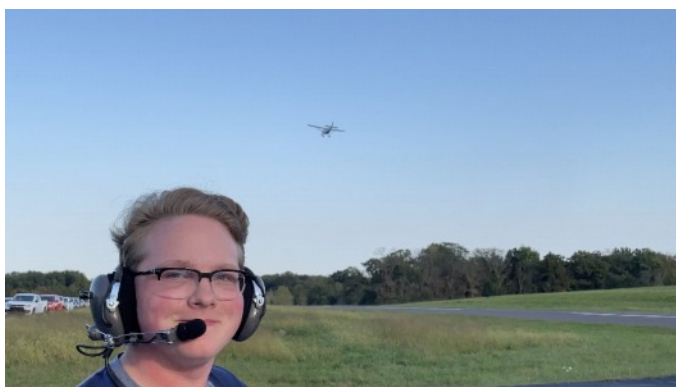
The Zilz family made an unplanned, first-time ever, one-day stop at Airventure during their driving / camping vacation in July 2000. As a result of that stop, the kit builder bug bit them, and the rest is history. Spending the rest of that vacation looking at brochures and catalogues collected at Oshkosh, and reflecting on the displays and kit plane tents, Dave

began looking for opportunities to take the next step and let the family get some first-hand experience on whether or not this would be a project they could all support. A rudder workshop hosted by Zenith aircraft in Mexico, MO in November 2000, was the answer!

Dave arranged for a “romantic weekend getaway” in Mexico, MO for he and his wife, Tammy, with the main event being a hands-on rudder workshop at the Zenith factory. Tammy was a good sport and actively participated in all phases of the workshop as a way of supporting Dave’s dreams. The real breakthrough occurred during the riveting phase of the rudder build when Tammy announced, “I kind of like this!” By the end of the workshop, the hook was set and Dave and Tammy left with an elevator kit, which they took home to let their girls, 5 and 8 years old at the time, join in on the fun.



**N143ZT, Crosswind II
lifting off from Rwy 9 at
M71 on Friday, October
8, 2021**



**Matt Zilz, ground crew
chief, monitors first-
flight activities**



**Dave Zilz and son, Matt, cele-
brating after a great first-flight**

Over the next five years and 2000 man-hours, Dave and his family worked together to build and assemble one component at a time, first in their basement, then in their garage, and finally in a hangar at Greensfield Airport, M71, in Moscow Mills, MO.



Loading up Crosswind for her move to the Hangar at M71, November 2004

More Family to Support the Project

In addition to the blessing of seeing the Crosswind project move from parts to components, to a real airplane; the Zilz family grew with the addition of a future Ground Crew Chief, when Matthew arrived in January 2005. One year later, Matt and the girls were helping to prep for Crosswind's first flight.



Dave with future Crew Chief, Matt.



Arrival and unloading for her new hangar home at M71.

All photos courtesy of the author.

What's in a Name: Crosswind

In December 2001, with nothing more than parts and plans in the Zilz basement, the family build team worked together to develop a characteristic paint scheme and associated name.



Prepping for first-flight, Jan 2006.

"Cross Control" is a technique that some pilots use to keep the nose of the airplane pointed straight down the runway when the wind is trying to blow the plane off course. Dropping the windward wing and applying opposite rudder feels un-natural at first, but with practice becomes a technique that pilots trust in to bring them a perfect landing even during rough weather. Our family applies another form of "Cross Control" to hold course even when "crosswinds" of life try to blow us away from our intended direction. We use the Cross of Jesus Christ. **"Crosswind" was born!**



A Prophetic Namesake: The Week the Winds Blew

On Saturday, January 14, 2006 Dave's father-in-law, Ron Gordy, served as the original ground crew chief and shared in the thrill of the FIRST, first-flight of Crosswind! What a thrill!!

After two more flights over the next couple of days, the thrill of owning and flying a plane that was built as a family project was an indescribable blessing! The thrill of those experiences was short-lived on Wednesday, January 18, 2006 when Crosswind took her last flight.

Reflections: Hidden Blessings

Following is the note that was sent to family and friends following Crosswind's last flight:

My Friends and Family -

Today was the day we pilots all anticipate but are never really ready for.

At 4000 ft and 2 miles east of Greensfield Airport, Crosswind N143ZT lost all fuel pressure and the engine stopped. Although I could see the airport, I was too far to make the runway and had to select a field.

14 January 2006: The Thrill of First Flight



After selecting the field, I tried to start the engine several times, changed fuel tanks, turned on the electric fuel pump, followed all the procedures, but still no fuel pressure, and hence, no fuel to the engine.

Unfortunately, there was a tree row at the edge of the field and power lines above the trees, which I didn't see until it was too late, I chose the trees instead of the power line.

The result was that I walked away without a scratch (a miracle), but Crosswind is ... well see for yourself.

18 January 2006: The Disappointment of Last Flight



In case you're wondering, there was plenty of fuel still on the plane and after I collected my thoughts, I tried the fuel pump again on the ground and it produced fuel pressure. Additional investigation will hopefully define what caused the original problem. ([NTSB Report](#))

Following is a copy of some text from our website and the reason that we call our plane "Crosswind". Today, I am convinced that "Cross Control" was in full force!

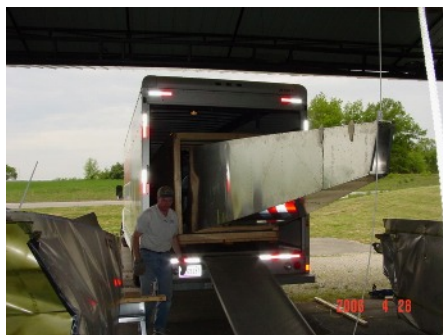
Life is filled with peaks and valleys. Our reaction to each defines who we are. This past week I have had both, peaks and valleys. I have been defined by the name that was given to me at my Baptism. I am a Christian. Today, Christ was there to protect my body. Although my spirit is bruised by this disappointment, He is here now and will be here in the future to carry me through this disappointment and on to new mountain top experiences.

- Romans 8:28: “And we know that in all things God works for the good of those who love him, who have been called according to his purpose.”
- Proverbs 3: 5-6: “Trust in the LORD with all your heart and lean not on your own understanding; in all your ways acknowledge him, and he will make your paths straight.”

Dave

A New Beginning: Crosswind II

The family build team discussed and decided to salvage what could be re-used and to begin the project again starting with a Zenith Quick-Build kit that was delivered in April 2006, and our future crew chief, Matt Zilz, was becoming an “airport bum” from an early age!



Divine Interruptions: Crossfire

As the family build team worked to get Crosswind II into the air, another opportunity presented itself; a 1964 Mooney M20E that was looking for a new family. By August 2007, Crosswind II was sharing a hangar with a vintage Mooney, nicknamed “Crossfire”. Crossfire became a great family traveler with annual trips to Airventure, visits to grandparents, volunteer flights for Pilots ‘n Paws, and many great family days at the hangar. Of course, all those flights in the Mooney slowed progress on Crosswind II.



Focus and Finish: Crosswind II

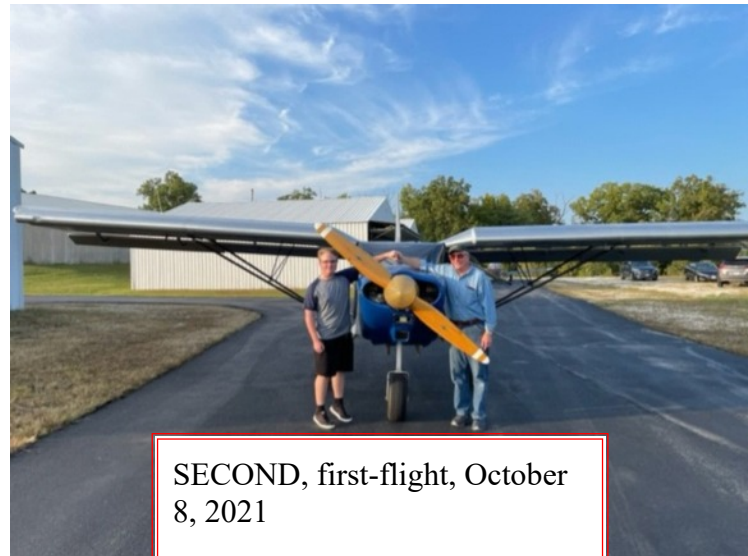
Although the family build team has grown and moved into their own careers and pursuits, Crosswind II has still been a goal, and 2021 was our target for finishing and flying this labor of love. With a big push over Summer 2021, which included initial engine runs and taxi tests, the cool Fall weather became the target for the Second first-flight of N143ZT, Crosswind II.



FIRST first-flight, January 14, 2006

Pilot: Dave Zilz

Crew Chief: Ron Gordy



SECOND, first-flight, October 8, 2021

Pilot: Dave Zilz

Crew Chief: Matt Zilz

In Memory of Ron Gordy



Proverbs 3: 5-6: "Trust in the LORD with all your heart and lean not on your own understanding; in all your ways acknowledge him, and he will make your paths straight."

#32's First "Flying Start" Program Successful

About 2 or 3 weeks ago several of us thought maybe we should try and hold a "Flying Start" program to finish up the year. To refresh, Flying Start is an EAA designed program to inform adult members and prospective members of their options to get involved in the aviation community and show them the steps needed to possibly achieving a pilot's certification. With our recent influx of new members including both late teens and their parents as well as our resurgence of the Explorer Post #9032 members, we thought "may be a good idea". From the look at the attendance, it would appear our guests agreed. Saturday the 13th brought out 20 individuals who I believe all stayed and sat through the over 2-hour presentation. Unfortunately, the weather was really not conducive to the typically offered "Eagle Flight" afterwards, but we will get those scheduled as soon as we can. Our guests included several new EAA #32 members, members of Explorer post 9032 and their parents as well as few others that apparently found out through friends and family.

I am quite sure our 2021 successful "Young Eagles" rally numbers helped in this endeavor as well. (See elsewhere.) Everyone's involvement in #32's effort to continue growth of the GA community should be very proud of our achievements the last 12 months, especially with the circumstances we all have had to deal with during the pandemic. A special thanks to our members who participated in this past Saturday's event. Bill Doherty gave an overview of EAA as well as our chapter's local participation. Jim Hall, Jeff Stephenson, Bob Murray, Joe Sargent, Dave Doherty and Theresa Harkins all gave their perspectives on why they learned to fly as well as some of their experiences including building. Finally, Bill Jagust (Mr. Bill) wrapped it up with a presentation I would title more like "Why haven't you started to learn to fly". Bill's seasoned experience with teaching, reviews, various certificates and all that other stuff was well received by all. Thanks to everyone that participated in the event

New EAA Registration Site for Flying Start and Eagle Flights

As we had heard might happen, EAA has released a new public registration site for both Eagle Flights events and Flying Start programs. This site is very comparable to the Young Eagles Day site many of you have been using during this year. The page can be found at <https://flyingstart.org>. This site will appear to be very similar to YEDay but they are different in that typically Young Eagle Rallies and Eagle Flights are not scheduled at the same time. The data for volunteers for both does appear to be linked. However published future events will be listed separately on each site. I am still learning this site, but in the future I believe I will need to invite you to either type of event individually. Your response to attending an event will then allow you to see communication via e-mail regarding anything associated with the specific event. I don't know if any of that makes sense if not, give me a call and we can discuss. Next spring, I am hoping to speak at one of our early meetings on using the registration sites. See you Saturday the 20th for the last regular chapter meeting of 2021.



Chapter #32 2021 Young Eagle Rally Recap

I thought everyone would be interested in how our 2021 Young Eagle Rallies did this year. First of all, according to my preliminary numbers, this year ranks as the largest flight numbers for our events in any one year, with just shy of 300 Young Eagles flown for the year. More impressive, this year was the first after a still questionable situation with the pandemic. Congratulations to all of you and a heart filled **THANK YOU ALL!**

Note: Numbers listed are from documents created for our use at chapter events and may not be identical to those numbers from headquarters. Numbers do not necessarily include individual pilot information forwarded to Oshkosh and do not include potential Eagle Flights credited to an individual pilot.

Event Date	Young Eagles Flown	Young Eagles Flights	Planes/Pilots Available	Additional Ground Crew
April 10 th 2021	Event Cancelled Due to Weather			
May 7 th & 8 th (2 Day Event combi)	21	21	9	11
June 5 th 2021 @ Creve Coeur	57	36	6	14
June 12 th 2021	42	31	9	15
July 10 th 2021	Event Cancelled Due to Weather			
Aug 14 th 2021	56	48	11	16
Sep. 11 th 2021	61	36	7	19
Oct 9 th 2021 @ Creve Coeur	57	32	6	21
Nov 13 th 2021 Flying Start	3 22 Guests	2	2	10
Totals	297	206	50	106



All Pumpkin Drop and Flying Start photos courtesy of Lisa Miano.

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