
EAA Chapter 32 News

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

November, 2023



**Another successful and fun (but cold) pumpkin drop
is in the archives.**

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@eaa32.org.

President's Corner

by Bill Doherty

When I was taking flying lessons, my instructor told me to make my radio calls as "Skyhawk" then the tail number. He advised me that if I announced as "Cessna" at some point I could potentially be confused with a Cessna Citation. Ha, ha...

Recently, I've become accustomed to seeing Skyhawks flying around at work. There are several now operating out of Spirit of St. Louis Airport. I've noticed they have a distinct sound to them whenever they take off to do pattern work. They don't really sound like Citations, but they are, well a bit loud.

No, these aren't Cessna 172 Skyhawks. These are Douglas TA-4 Skyhawk two seat attack jet trainers. Boeing has been operating at least two or three of them as chase aircraft for some of their projects in development. I'm not sure if they're actually based at Spirit but they receive maintenance at Avmats on the north side of the field. They're not as loud as F/A-18s but they definitely make some noise.

And these aren't the only jet warbirds at Spirit. Avmats has long had a T-2 Buckeye they've been restoring. For years it had no engines installed but now it does and is flying. In the past two weeks I've seen it flying in the pattern several times. It also makes quite a roar. It's not the most elegant looking machine but it does seem to have pretty impressive performance. These are the aircraft carrier-based jet trainers that were replaced by the T-45 Goshawk, itself an aircraft that seems louder than its size justifies. We see them too from time to time, but none are operating out of Spirit, only transient active Navy or Marines.

Along with the Skyhawks and Buckeye there are two more jet warbirds I've seen over on the north side of the airport. One is an L-39 Albatros. That one might have been a quick transient. I've only seen it a couple times and not in the last week.

Lastly, is the one I dearly want to see fly again. Tucked away on a cradle in one of the hangars is a North American FJ-4 Fury. That's the Navy derivative of the F-86 Sabre. I saw that one as I finished towing a Gulfstream onto their ramp a few months ago. I enquired about it and learned it has had a couple landing mishaps, thus the cradle. It's a beautiful plane that's been to AirVenture multiple times. Unfortunately, I think that's where one of the incidents occurred. It's bad enough when an active military plane has a landing go south on them but when it's a privately owned rare airplane, that really has to hurt somebody's wallet!

Well, I hope they get it fixed so it can join the other jet warbirds and make its own noise signature for the neighbors up on the hill south of the airport.

We had a great turnout at the Airport Open House at the end of October and everyone did a fantastic job helping with food sales and directing cars. The weather cooperated long enough for St. Charles Flying Service to have their annual pumpkin drop, culminating in the CAF B-25 dropping loads of pumpkins in two passes. This year they scored at least a couple direct hits from the bomber. We had a successful fundraising food booth which included a pancake breakfast that we intentionally did not advertise ahead of time. In retail that's sometimes called a "soft opening".

I think we've developed a good methodology for pancake production. That'll come in handy for next Spring. I hope to have a Chapter Pancake Breakfast for the region, especially if there's another car show at KSET.

November is our last official meeting for the year and it's time for elections of a couple officers and a couple members of the Chapter Board of Directors. By the way, there's a Chapter Board meeting this Thursday at the ARC at 6:00pm. These meetings are open to any chapter members who wish to attend.

Our chapter Holiday Banquet is Saturday, December 2nd at Creve Coeur Airport in their main building as we've had in the past. Bob Murray is the contact person for this and has sent out an email announcement to all members so do check your email.

Starting on November 1st numerous educational scholarship programs opened their application windows, including the Ray Foundation Program. We'll apply again for this scholarship opportunity. So far, we've had 100% success with all our scholars from Chapter 32. I'm including a link to the EAA website pages that list quite a few scholarships that are now available. Note, there are two groups, one lists flight training scholarships, and one lists post-secondary scholarships for programs involving aviation but not necessarily flight training. There's plenty of demand for all career paths in the aviation industry from airport and FBO management to Airframe and Powerplant or Avionics technicians. Many of these fields pay quite well.

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

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

If you're seeing this and are eligible to apply, do so for as many as possible. You might just get multiple scholarships awarded to you. Or, if you know someone who may be interested, feel free to share this information with them.

Even if someone's not yet old enough for a scholarship or maybe not old enough for a Young Eagle flight, here's a link to the AeroEducat site as well. We won't have a Young Eagles event until the Spring but maybe this will gain and build their interest.

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

As I try to do every month, here's a link to the Monthly Chapter Video from Charlie Becker at HQ. Enjoy.

<https://www.eaa.org/videos/chapters?playlistVideoId=6339278127112>

Well, that's about all I have this time around. I'll see you at the ARC or maybe around the pattern. Stay vigilant and fly safe.

*Blue Skies!
Bill Doherty,
President*

EAA Spirit of St. Louis Chapter 32



October Meeting Minutes

Dave Deweese



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

Your absent-minded secretary forgot his laptop and will take notes the old-fashioned analog way. I'll transcribe them to digital later and will try not to miss too much.

Our new nametags are here and printed, Lauren Peca will hand them out after the meeting.

Congrats to Bill Jagust on his retirement from the airlines, we'll spray him with a water cannon later. His co-pilot showed him the house he grew up in, built of handmade bricks with a chimney, then said, "And now I'm sitting next to you, old man!" After that the airport broke out the water cannons on their plane - his sisters were in the back and got to see the whole thing. Afterwards Bill attended the Albuquerque balloon fest: from an airliner to a balloon.

Visitors include Daniel who formerly belonged to an EAA chapter in Chicago before college. Since graduating he misses aviation.

Bob gave the Treasurer's report including checking, savings, PayPal, and Ray Scholarship account balances. The last check for Lauren is due any day.

Bill reported river levels, Ken suggested a flood committee and has volunteers lined up to plan ahead for the next flood. Contact Ken if you have suggestions or want to be involved. General plan is to have everything on pallets and an 18-wheeler and trailer available. Don Doherty notes that the walls are hinged.

Old business -

October Young Eagles was canceled due to weather, but Chris Ward came out to do the Boy Scout merit badge program. Frank helped out. They had a mom and son drive clear from Kansas City. Mr. Bill says we've had attendees at our YE events from as far away as Iowa; he likes to ask "Where did you come from and how did you hear about us?" It often comes down to the fact that we're the most active chapter in the area. Jeff notes that other chapters still have events planned for this year and will need pilots, Bill confirms: Troy has an event on 11/11 along with a STEM program. Jeff and Jim Hall discussed formalizing communications between local chapters for better scheduling. It's pretty well known that we do ours on the second Saturday of the month, others do one event per year.

Ray Scholarship -

Chris and Bill presented Lauren with a new Lightspeed headset. They had her take it out and try it on for a photo op. (Lisa Miano was in attendance and will get Marco's picture for the board.) Lauren passed her written with a 92, and told us that the founder of her flight school told her she needed to get at least a 90. Chris reminds us that we need to apply for 2024 scholarships in November. We've gotten them every year and can continue as long as we demonstrate success. Next year Chris is paying for one scholarship, motion was made and seconded for the chapter to apply for two. We've got the slots, and can now think about specific candidates.

Chris says there's a new principal at Gateway High: Dr. Barry. Chris is working in their aviation department and says anyone from EAA32 can register online with St. Louis Public Schools to help train students. Let them know what you can teach or demonstrate. They currently have 12 students. Chris is moving his plane there in a few weeks, the goal is to have multiple projects. In summer '24 Boeing will be starting a program. We'll plan to hold our January gathering at Gateway High to get a tour of the facilities.

Bob Murray discussed plans for the holiday banquet. We'll start at 4:30pm on 12/2 at 1H0 as last year, dinner will start at 5:30 and we'll plan on being out by 9:00. Admission will be \$35 per person in advance. Libby has been investigating another reenactor but found that the cost is prohibitive. Jim says the Lambert airport spokesperson is an engaging speaker who knows both the history and future of the airport. We had a show of hands and Jim will contact him.

Explorer Scouts are keeping busy. Libby arranged a tour of the Lambert tower, around 30 scouts plus parents and advisors attended. They also got to tour the American Airlines tower. Several FAA staffers came in on their day off to speak to the group, one topic included notifying Kansas City when military jets plan a Viking takeoff. One scout asked if a student pilot is allowed to fly into Lambert with an instructor: yes, if you communicate with them first, and there's no fee unless you park overnight. Melissa, a supervisor at the tower, spoke about FAA careers. She started as a secretary and worked her way up, recalling past school teachers who tried to tell her NOT to look out windows. A later tour brought the scouts to Spirit where they got to see preflight procedures for a Gulfstream. Bob Murray, Dave Brikhaus, and Libby also attended.

Upcoming Open House: Dennis Bampton has a deal with a pumpkin supplier plus a backup. The gourds have to be small enough to fit through a window. We're expecting around 2,000 people, we'll be selling food and parking cars. St. Charles Flying Service will take care of airplane parking. Ron Burnett notes that you have to sign up with St. Charles Flying Service to take part in the competition and asked if he might park his Luscombe near the ARC. Yes - we'd like to have some airplanes to show off.

Bill asks for volunteers to show up before 0900, we'll start cooking at 1000.

Chapter Officer elections take place in November for VP, Treasurer, and Class II Directors. Currently this is Jim Hall, Bob Murray, Don Doherty, and Libby Yunger. We opened the floor for nominations, the current group was nominated and seconded. Jim Hall notes that there are many possible named positions we can include: Lisa Miano as Photographer, for example. Bill Doherty recommends the Chapter Leadership academy for anyone interested in a position. We voted to make Ken Derks our new Operations/Facilities Manager, a position held in the past by Don Doherty.

We'll plan to have another Board of Directors meeting in November.

Ron Burnett has Dierberg's food cards. He'll be headed for Florida after the Open House, where he's active in a couple of chapters, including one in Pensacola. He reports that their facility is about a quarter of the size of the ARC.

Geanovea is back in the St. Louis area from Florida. She's staying near Mascouta and is working with a school district there.

Jennifer Skikas passes along thanks from Ben for sponsorship to the air academy. He's got school and work commitments this weekend and had to miss the meeting.

Bob Murray reminds us that dues are due: \$40. We'll discuss at the board meeting if we need to raise them.





As usual, the big event for October is the Airport Open House. Earlier in the week I looked forward to directing traffic in cargo shorts and a t-shirt, but ended up shivering on the tundra out by Skylink. Maybe it was fortunate that the weather was cloudy and chilly: if not we wouldn't have had room for all who attended. I got the last possible spaces filled, on a patch of pavement to the west of Skylink, just as the B-25 lined up for its bombing run.

Just after the gourds fell, trailing red, white, and blue smoke, the exodus began. I headed back to the ARC to warm up. There was still a crowd buying food, and it sounds like we did pretty well considering the cold day. Anna Berkbigler, one of our repeat Young Eagles, came out to volunteer - she stayed busy a good bit longer than I did, selling out the last of our burgers and brats.

I would've missed the Open House if it had been rained out: it has become part of my Halloween tradition. Another part is finding a local farm where I can buy a future Jack-o-Lantern. You'll often see a trailer-load of pumpkins near a gravel driveway. Pick one out, stick your cash in a box, and you're ready for the thirty-first.

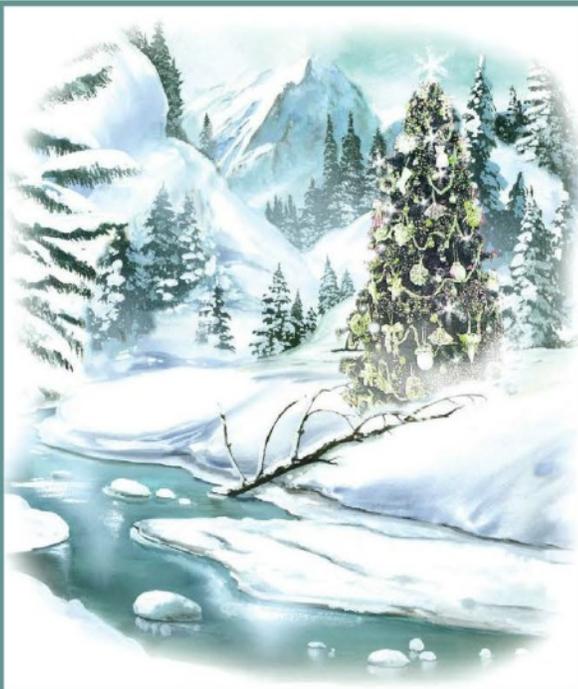


Another part of my personal ritual is the watching of the Stooges and the bird-in-the-skull. Halloween is great for flying things: bats, witches, ghosts. My first encounter with Moe, Larry, and Curly was an episode that included a parrot who climbed into an empty cranium before



terrorizing the boys. Mom did not approve of Stooze slapstick, so I tried to watch in silence, but how can a kid who loves flying toys and skeletons keep quiet with such comedy?

Hope your All Hallows was a good one. I'll see you at the meeting.



All EAA Chapter 32 members, both past and present, and their family members and friends, are invited to the

2023 Holiday and Chapter Recognition Awards Banquet

Saturday, December 2, 2023

4:30 Social Hour / 5:30 Dinner Served

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*

Program: Roger Lotz

Public Information Manager/Spokesperson
St. Louis Lambert International Airport



\$35 per person in advance
(by November 25th / \$40 at the door*)

Please bring a wrapped gift to place under the Christmas tree.
Select a gift when your ticket number is called.
Suggested gift price is \$18

Roasted Top Round of Beef au jus, Orange Maple Glazed Ham, Classic Fried Chicken, Penne Bolognese, Scalloped Potatoes, Citrus Almondine Green Beans, Fresh dinner rolls, Dessert, Appetizers, Soft drinks, Iced tea and Coffee

Business casual attire

USPS Mailed Reservation Form

Please complete the reservation information below and mail with your payment before November 25th to Bob Murray, 241 Kings Drive, Florissant MO 63034-1310

In addition, please let Bob know by email that you've USPS mailed a payment: bmurray@eaa32.org

EAA Member's Name _____ Number of Guests _____

Guests' Names: _____

Total Number Attending _____ @ \$ 35 = \$ _____ Please make your check payable to **EAA32**

~ or ~



Email Reservation



Please email your name and guests' names to Bob Murray at bmurray@eaa32.org by November 25th and pay \$35 at the door.

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

Will young children be attending with you? Let us know their names and ages and we'll have a gift under the tree for them. Please provide their names for the gift tags.

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

Learners as We Go “Thank You All for a Wonder Year and Life!”

mr. bill



Well Gang, another successful year and a SAFE year at EAA 32. A BIG thank you for all the GREAT people behind the scenes that make things HAPPEN so those pilots can fly the kids on those Young Eagle Flights.

A nice THANK YOU to the Conce\$\$ion People who keep the drinks cold and the burgers hot. It looks like we had a GOOD Fund-raising year too!

But this year's, YEAR END adventures were special for me because with RETIREMENT, I now can enjoy all the fun!

What FUN you ask????



A simple box of Pumpkins



A simple airplane with its back door off.

And the winning airplane in the pumpkin drop for the last two years.



I was privileged to have a BACK seat in his beautiful Piper Cherokee Saratoga as he gave Young Eagle Flights and empowered the Ladies we had in the airplane that day. It was so cool to watch. And as they flew over their High School in Washington, Missouri it was a joy to see them beam from ear to ear as they took pictures of the ground below.

Well before we end this year, I have found a few videos that I know you will see the “important lesson” that is displayed in the flight.

And here were my co-pilots for the drop. The young individual with the Green Bay hat (GB-Great Bomber) got two drops inside the 25-foot circle around the car!

The coolest drop of the day.

<https://www.facebook.com/100008141434224/videos/1446680032561499/>

I want to say a BIG thank you to a dear pilot friend, a fellow Certified Flight Instructor, (and farm boy) who has also educated the ladies at the EAA 32 Sign In Desk with his knowledge of the farm fields.

Mr. David B has been an awesome help throughout the year. Especially at the last of the events of this year where WE were the guest speakers for 30 minutes at the Washington, MO STEM Program. His knowledge on the ROTC and Military aspect of aviation schooled me along with the 30 young adults in the room. THANK YOU Captain David.

Thank you so much for being there to help mentor, guide and FLY the Young Eagles. I should say Flight Instruct the youngsters that you also put into the LEFT seat of the airplane.



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Learners as We Go (Continued)



CFI David and his crew

<https://www.youtube.com/watch?v=9ipOfKqiWY0>

The Man who trusts his BRAKES!

<https://www.youtube.com/watch?v=TrT-vI0sljA&t=76s>

Using TOO MUCH RUDDER Turning onto Final

https://www.youtube.com/watch?v=KtJvGFxU_0k&t=2s

We need to be careful when there are helicopters in the area!!!

Well gang, THANK YOU ALL! For a FUN YEAR, a SAFE YEAR, and a HAPPY NEW YEAR just around the corner.

P.S. Do they still do this in letters?

Here are some pictures around the Smartt Field Airport of the Private Duck Blinds in the area.

NOTE TO SELF: These people pay some BIG BUCK\$\$ to shoot Geese. They hide in those little areas and point loaded shotguns to the sky and go "BANG!"



Duck Blind with reflecting geese decoys

<https://youtu.be/evE3WmYAavVY?si=dNBgM7VxnAFrS9Xu>



POWER, PITCH, LET THE AIRPLANE CLIMB, THEN,
FLAPS 20*, THEN, KEEP CLIMBING UNTIL YOU
CAN RETRACT THE REST OF THE FLAPS.....AND
TRY THAT LANDING AGAIN!

And one more that Captain Ken saw at
the Wing of Hope STEM program this
past weekend.....



Dave McGougan's Kitfox Project

First let me say that having my plane inspected this fall is not going to happen. Life just got in the way and then I found several major mistakes that have to be corrected. But first let me say that my wife planned a 10 day vacation around my birthday (Sept. 20) when my trip to Oshkosh fell thru. We drove to Kittyhawk NC and toured the Wright Brothers sites and memorial. A lifelong dream come true and I would say to anyone with an interest in aviation you must make this trip. After several other stops we ended up at the USAF Museum in Dayton. I hadn't been there in 10 years and it was surprisingly improved.

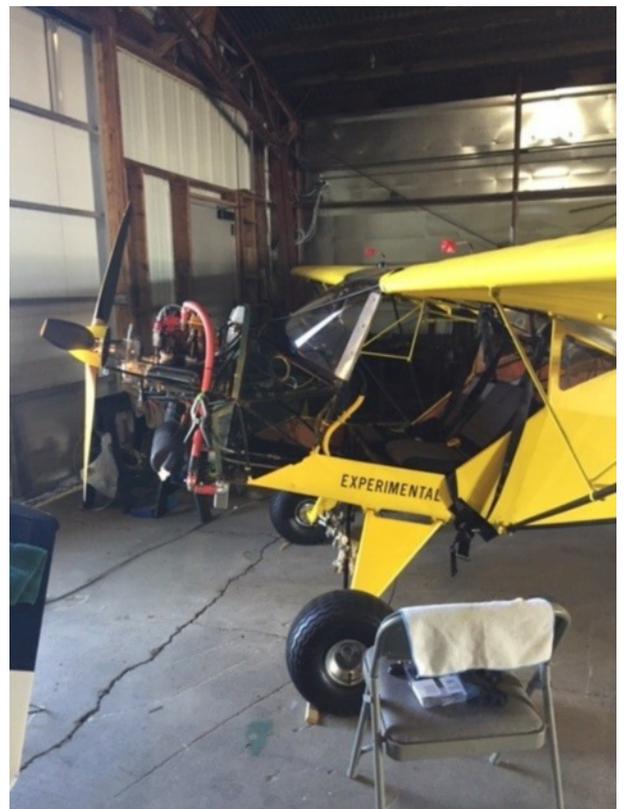
After returning home my wife came down with the flu, gave it to me and we both were down for some time. When I was finally able to get back to the airport I finalized the placement of the muffler and realized the system would not fit inside the cowling! I've been working on and off on this issue since. The next item to get in my way was the mechanical braking system. My original idea..... was flawed and I literally went back to the drawing board. I am currently working on that issue. Then after weeks of waiting on GSC Props to get back with me on torque values I used another source and torqued them down, finished things up and installed the spinner only to hear from the company with correct values. Crap! Redo. Since I moved an hour away I do not make it up as much as I need to, so things are moving slowly.

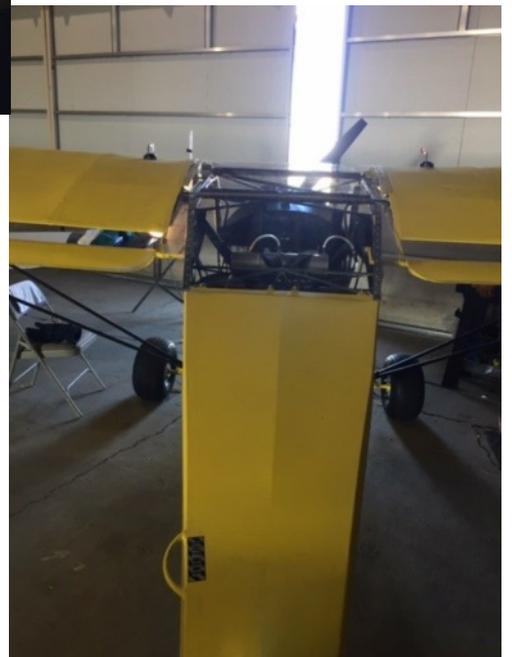
Notice in the photos the the plexiglass covers have been removed. I had planned to show it during the Open House, but the cold and wet forecast changed my mind.

I have only a few things left but they are crucial. The carb cables must be installed, the doors (at my house) installed, the radio (at home) installed, compass installed and swung, two fuel filters added and coolant.

A continuing problem is finishing up the paperwork and creating a page on the FAA website. If anyone has completed these challenges lately, please feel free to contact me. I have very poor computer skills, in fact my meager education included slide rule computation. That will tell you how far behind the curve I am with computers.

*Best ever,
Dave m*





I Was at Meigs Field

By Michael Brown

Stolen from “Air Facts”, 11/8/23

Reflecting on the Chicago disaster 20 years later

“I always savor flying, but that night was extra special for some reason.”

That’s how Dr. George Shehl recalls his base-to-final turn into runway 18 of Meigs Field on the beautiful evening of March 30, 2003. Little did Dr. Shehl, or anyone,

know that it would be the last arrival to Chicago’s lakefront airport.

Hours after Dr. Shehl closed the canopy door on his 1980 Bonanza and went to his nearby hotel, bulldozers would roll onto Meigs. Under the cover of darkness, and without any notice or approval, Chicago’s mayor, Richard Daley, drove old Meigs Field down.

Meigs Field has a place of lore in general aviation circles. Since its creation in 1948, it was the model for what general aviation could bring to a major American city. A young Y2K audience remembers Meigs as the feature airport on Microsoft Flight Simulator for years. However, politicians saw the



airport as an eyesore instead of an asset. Mayor Daley was the most adamant about closing Meigs in order to build a park. After 9/11, Mayor Daley capitalized on the nation’s fears of aviation-based terrorism and

pushed harder for shutting down the airport. When he couldn’t get his way through legal channels, he used the government’s brute force and destroyed Meigs Field one March night.

Shehl had come to Chicago from his home in Clarksburg, West Virginia to attend a cardiologist convention that weekend. “That night I went out with a former classmate who was living in Chicago at the time.” After a fun night with his old friend, Dr. Shehl woke up the next morning to a phone call from the same friend with strange news. “Hey George, they just plowed up Meigs Field!” At first Dr. Shehl didn’t believe him. “It was

around April 1st, so I assumed this was a really bad April Fool's joke. I told him 'Nice try,' but he replied that he wasn't joking... 'Mayor Daley just trashed the airport!'"

Dr. Shehl then went onto the balcony from his hotel and confirmed the awful sight- Meigs Field was cratered. Massive "Xs" were bulldozed into the lone runway, making it unusable. "Shock and disappointment" is how Dr. Shehl described his feelings upon realizing what had happened. He, along with 20 other small airplanes, were now trapped in the heart of Chicago. How would they get out? That was the question that buzzed around the Meigs FBO, the Chicago FSDO, and all the way up to the FAA headquarters in Washington D.C. Nobody seemed to have an answer for the stranded pilots. Dr. Shehl recalled "somebody pitched the idea they would take the airplanes apart and boat them out. I was sick."

Finally, the FAA stipulated a day on which the airplanes would be able to use the 2,500 foot taxiway to take off from Meigs Field. It was quick by government standards – too quick. In fact, Dr. Shehl's trip back was only delayed by a day. Why the urgency? The mayor, the government, and/or the FAA likely wanted those airplanes off Meigs Field as soon as possible to avoid the public relations nightmare which was already unfolding. Dr. Shehl's wife didn't learn about the airport closure

from her husband, but rather an ABC reporter who had called the house asking for an interview.

The FAA's hurry up and leave attitude was apparent in the way they handled the departures at Meigs. "A front had just moved through Chicago that day and it brought with it a nasty 25 knots northerly wind with 1,600 foot overcast ceilings." Normally that wouldn't be a problem, except this wasn't a normal day. The FAA instructed the pilots that a northbound de-



parture was not allowed, and they couldn't pick up their IFR clearance on the ground. The reason? A new TFR had appeared overnight on top of Chicago, citing terrorist fears. The TFR

started just one mile north of Meigs.

Dr. Shehl, faced with a short runway and a 25-knot tailwind, did what many might not have the courage to do. He told the FAA no. He was not going to put his airplane, or himself, at risk so the government could avoid embarrassment. On a day when it seemed like big government couldn't lose, a general aviation pilot dealt them a small reality check. Eventually the FAA agreed to allow a north departure but stood firm on keeping the TFR in place.

Dr. Shehl firewalled his Bonanza's throttle and with the strong wind made it off the taxiway in plenty of space. He kept it low, fast, and tight on his right turn out

CONTINUED

I Was at Meigs Field (continued)

over the lake. “It was kinda fun buzzing out of there just a couple hundred feet over the planetarium at the end of the island.” The trouble for the departures didn’t end there. The Chicago approach controllers were not used to pilots picking up their clearance in the air and seemed to put Dr. Shehl on the back burner while they were barely 1,000 feet over a socked in Lake Michigan.

“I need my clearance to Clarksburg, and I need it now.” Dr. Shehl told them, his patience obviously wearing thin. “And boy, I got it.” Dr. Shehl recalls with a bit of a smile in his voice. The rest of the flight was uneventful, but it was a memory George Shehl hasn’t soon forgotten. Twenty years later Dr. Shehl is still flying the same Bonanza he took to Meigs Field that day, N58SS. Last year he was awarded the Wright Brothers Master Pilot Award given to an aviator for 50 years of accident-free flying. It’s the highest honor received by a civilian pilot.

His advice to pilots reflecting on that fateful trip 20 years later? “Stay sharp and keep up your airmanship. You never know when you’re going to need those short field take-offs or IFR procedures to get you out of a situation you didn’t even put yourself in.” He also remarked “Don’t be afraid to stand your ground, even to the FAA, for the safety of your flight.”



While the story of Meigs Field is a sad one for general aviation, Dr. Shehl’s experience shows that even on a morning when law and order was thrown to the wayside, a pilot’s training and common sense carried the day.



[Michael Brown](#)

Michael Brown grew up on the banks of the Tennessee River in Chattanooga, TN. He is a private pilot with 280 hours total time and an instrument and seaplane rating. He comes from a family of aviation. His grandfather worked for Delta Airlines for 37 years and his father is a pilot. Michael graduated from Texas Christian University last May with a double major in Business and Communications. He is currently a first-year law student at Tulane University, where he hopes to become a transportation attorney. When he is not flying or studying, Michael enjoys biking and cheering on his Atlanta Braves.

Pumpkin Drop

Ron Burnett

The morning of the event showed low ceilings and rain showers in the area and I don't intentionally get the Luscombe wet. We launched, flew over at 1000 AGL just below the clouds. We were released almost 30 minutes beyond our reservation and on our first pass I was not lined up so we aborted. Second pass we were long, 3rd pass short and last, close. Joe was an Army Bird dog mechanic and I was a Marine. In true tradition of our services, we bracketed the target and our last drop was fire for effect, but rats, out of ammo. We had a hotdog at EAA 32 and flew back to Greensfield, just getting the Luscombe stored, and the rains came to beat the band.



Joe, pretending he isn't cold



Joe is ready to be my "pumpkin-adier. Not much spare room in a Luscombe



The plane that won last year. Rear door removed. Gets a better target view and drop point

Aviation Explorer Post 9032 Activities Update for November, 2023

Jim Hall, AE Advisor

We've had some queries about what is seen and done during an Aviation Explorer Post event. This prompted sharing observations from two recent AE Activities for October and November during tours of STL Lambert Airport Operations and the CAF MO Wing at Smartt Field:

At both recent activities, twenty to thirty participants attended; including Youth, Parents and Advisors from Boeing & EAA 32.

At the Lambert Airport tour in October: hosted by Roger Lotz; STL Airport Spokesperson and PR Manager, he shared information about American Airlines Operations; which has 20% of STL traffic and approx. 29-32 flights a day, only 22 on Saturday. Southwest Airlines has 60% of the daily air traffic. STL International airport has about 7,000 employees. During snow or ice they use snow plows first and then sand, not salt, on runways. FAA approved STL's 2023 airport master plan to meet expected air travel demand. This includes a single new terminal retaining the historic domes for all commercial airline passenger activities and also a bigger garage. STL's largest runway – 12R, 30L, built in the 1950s, has been under construction for more than a year and is expected to be finished in 2023. Roger also answered a question about the use of external lightning indicator red/yellow lights for ground crew workers which light up when potential conditions exist. Also, noted the construction of new Boeing buildings on and near the airport perimeters.

While touring the 10-story FAA STL Control Tower, the FAA tower manager and personnel shared their own experiences managing aircraft traffic. There are three primary methods they use in the tower to manage air traffic safety: Sound communications (via radio & phone), Sight input (looking out the windows) and Instrumentation (radar, wind shear indicators, etc.). The STL tower is very sturdy and was unaffected by the tornado that hit the airport on Good Friday in 2011. One of the tower personnel shared that she originally started with the FAA as a secretary and then trained to become a controller more than 10 years ago. She stated she loves her job and gets paid to look out the windows every day. She recalled being told as a grade school student by her teacher to “pay attention, that there were no jobs that pay for looking out the window.” The teacher was wrong about that. The FAA tower manager told the Explorers about handling a “Viking Departure” from STL (sometimes requested by jet fighter test pilots) where the

aircraft accelerates straight up, going from ATCT (air traffic control tower), to TRACON Departure control and then is moved to the Kansas City Air Route Traffic Control Center. It requires some communication handoffs, but is impressive to watch. The tower controllers shared that they welcome general aviation pilots to make use of the airport for training and they generally know when a student is learning radio communications and will help clarify when asked.

During the November tour of the CAF Missouri Wing (Commemorative Air Force) Museum and Hanger at Smartt Field (St. Charles Regional Airport) the Explorers were again broken up into three groups and led through the facility by docents who shared information and answered question about the aircraft, ground vehicles and historical exhibits on display. Starting in the Mission Planning Room and Officers Club they were briefed on the history of US involvement in WWII and presented an actual Pacific Island B-25 aircraft bombing run displayed on the mission planning board from January 9th, 1945. Actual photos of aircraft and crew lined the walls of the room and showed what it looked like for the 501st Squadron of the 345th Bomb Group. The B-25 aircraft often made runs from 200 feet AGL and bombs were equipped with parachutes to slow them down enough to give the aircraft time to clear the area before they went off. There was a photo of an aircraft being loaded with an unusual item (and a model suspended from the ceiling) with the caption: “We drop everything, including the kitchen sink.” Even during war, a sense of humor was important. In 26 months of combat the unit flew 9,120 sorties, dropped 58,000 bombs, fired 12,500,000 rounds of 50 caliber ammunition and lost 177 aircraft, with 712 men killed.

In the hangar, the Explorers were shown the support vehicles used in the war; questions and explanations were posed by the docents about what they were seeing. Tread on the tires of all vehicles was non-directional to prevent an observer from being able to discern later which way they headed down the dirt/sand roads. The Jeep on display sported a 50 cal. weapon for defense from snipers and had a welded upright length of angle iron attached to the front with a sharp edge to deflect and cut any defensive wire strung across a road they were traveling. This concept was later adopted to helicopters in Vietnam to protect them from damage in jungle clearings where they landed. Visiting each of the aircraft on display allowed the Explorers to see the transition in

flight training from entry level aircraft like the lightweight L3 Liaison airplane to the more powerful Stearman trainer and then onwards to the TBM Avenger (Torpedo Bomber) or the B-25 Mitchell (Medium Bomber). One of the items that was talked about were the four different colors of the engine nacelles each of the B-25 Squadrons flew with to allow easy group identification during missions. Also on display in the hangar is an early Northrup (Radioplane) an unmanned target drone.

Rounding out the CAF tour was a visit to the CAF museum which has a yearly focused artifact display relating to the different time periods of WWII. The room has weapons, uniforms, letters, photos, home front newspapers and explanations of how and why decisions were made relating to the cultures of that era. Also, the docents introduced the evolution of national relationships that took place from ‘enemies to friends’ when the conflict was over. The interest level of all in attendance was high throughout this learning experience.

ABOUT POST 9032

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

Additional links to AE Post activities are listed below:

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

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

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Aviation Explorer Post 9032 Activities Update for November, 2023 (continued)

Upcoming Plans:

- November 15, 6pm FAAST (FAA Safety Team) Randal Ottinger, Safety Program Manager, speaks in the Boeing Prologue Auditorium, Building 101
- December, 2023 Holidays Vacation Schedule
- January 24, 2024 6pm Pete Seddon of STL “Gateway” TRACON (Terminal Radar Approach Control) speaks at Boeing Prologue Auditorium
- February 21, 2024 6pm Rocket Making with St. Louis Rocketry Association
- February 24, 2024 IUAC Ultralight/Light Sport Symposium held at SWIC; Granite City, IL
- March 6, 2024 St. Louis Astronomical Society Star Observation Party
- March 20, 2024 Proposed Navy Recruiter Speaker re: Nuclear Engineering
- April 3, 2024 Proposed Air Evac Helicopter Facility Tour
- April 17, 2024 Proposed tour of South Western Illinois College Aviation Program
- June 8 & 9, 2024 Spirit of St. Louis Air Show & STEM Expo

St. Louis Rocketry Association

<https://www.stlouisrocketry.com/> Date: TBD Maintains two insured launch sites. The model rocket launches are held at Buder Park. High power launches are held at Elsberry, Missouri site. AE have been invited to attend.

Recently Completed Activities:

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

- November 8, 6:30-8:00pm Aviation Explorer Post 9032 Officers & Advisors Virtual Meeting
- November 1, 6pm tour of CAF (Commemorative Air Force) Museum at St. Charles County Regional Airport (Smartt Field)
- October 18, St Louis Astronomical Society <https://www.slasonline.org/> Description: Stargazing with the St. Louis Astronomical Society – **Note: weather canceled.**

- October 11, 6:30-8:00pm Aviation Explorer Post 9032 Officers & Advisors Virtual Meeting
- October 7, 9-12:45 Operations tour STL Lambert Inter Airport; FAA control tower is included. Note: 25 Students; 3 Advisors; 3 Chaperones (parents) attended.
- October 4, 6pm Aircraft Pre-flight in a Spirit of St. Louis Airport hangar by Bryan Chavez. Note: had nearly 20 Students; 5 Advisors; 6 Parents

Update on EAA and Other Aviation Scholarships

NOTE: Look ahead by gathering information for filling out scholarship applications and plan on including demonstrations of your “Passion” for pursuing aviation by listing your demonstrated participation in aviation activities throughout the year. Next round of scholarships will be here before you know it! We encourage well-rounded individuals who are involved in their school or community and interested in the world of aviation to apply for an EAA scholarship.

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

Tentative dates for Aviation Explorer Post 9032 meetings and activities are on the website calendar:

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

The AE post officers had a lot of great activities lined up this year and are working on arranging even more for 2024.

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

- 1st Wednesday; 6-7pm General Meeting in Boeing Bldg. 100 Auditorium
- 2nd Wednesday; 6:30 & 7pm Post Officers and Advisors Virtual Online Meetings
- 3rd Wednesday; 6-7pm Guest Speaker or offsite Activity (day/ date subject to changes)

Forwarded FYI - Re: the business side of EAA Chapter Dates from John Egan, EAA

shared by Jim Hall

Important Dates for Your EAA Chapter/Squadron

January

Plan your Monthly Programming and Events
Evaluate and update your chapter five-year strategic plan
Young Eagles Flight Credits Reimbursements deadline – January 15
Ray Scholarship Chapter Application deadline - January 31
Attend Chapter Leadership Training Opportunities (January – April)

February

Young Eagle Credit Value Notifications Sent to Chapters
Sign-Ups Open for Chapters at AirVenture Opportunities
 Chapter Group Camping
 Chapter Pancake Breakfast Fundraising
 Chapter Pavilion Use – lunch and evenings

March

Order Chapter Promotional Materials for Your Events
Use free ChapterBlasts to promote your chapter events

April

Consider Nominations for Chapter Awards at AirVenture
 Lifetime Major Achievement Award
 Chapter Web Editor Award
 Chapter Newsletter Editor Award

May

If 501(c)(3), Last Day to File Form 990N is May 15
EAA Learn to Fly Day May 15 – Host a Flying Start Event
Chapter Nominations for Chapter Awards at AirVenture Deadline - May 31

June

Sign-Ups Close for Chapters at AirVenture
 International Young Eagles Day – Second Saturday in June
 Chapter Group Camping – Late June
 Lifetime Major Achievement Award – Late June
 Chapter Web Editor Award – Late June
 Chapter Newsletter Editor Award – Late June

CONTINUED

Forwarded FYI (continued)

July

EAA AirVenture Oshkosh – Late July

Volunteer at AirVenture

Participate in AirVenture chapter activities

August

Revisit your chapter five-year strategic plan and yearly events calendar

September

Form a Chapter Officer Nominating Committee

October

Ray Scholarship Scholars Applications deadline – Oct. 31

Attend Chapter Leadership Training Opportunities (Oct. – Nov.)

November

Chapter Officer Election Month

Chapter Service Award Pins Mailed to Chapters

Plan yearly chapter awards ceremony

Use EAA National Pins and Certificates and offer specific chapter awards

Chapter Renewal Opens Nov. 1 – Gather your officer information

Ray Scholarship Chapter Applications Opens – Nov. 1

Chapter Survey Request Sent to Chapters – Nov. 1

December

Chapter Renewal Due by Dec. 31

Spend Young Eagle Credits by End of Year

EAA CHAPTER 32 NEWS
Jim Bower, Editor
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