
EAA Chapter 32 News

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

August, 2022

Our gang at AirVenture 2022

Check out our fantastic Web Pages at
WWW.EAA32.ORG
Laura Million, Web Designer



WE HOPE TO SEE ALL OF YOU AT THE AUGUST MEETING! 10:00 AM **AUGUST 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 Tuesday ahead of the scheduled meeting. Send contributions to newsletter@ea32.org.

President's Corner

by Bill Doherty

Wow, it's hard for me to believe that only 3 weeks ago we were at AirVenture. I've been working almost without a day off since returning so it seems like so much more time has passed for me. With all the economic turmoil these days I was concerned the attendance would be down and subdued. Wrong!

It was another record year with attendance topping 650,000! There were new things to celebrate, new facilities to visit, and of course thousands upon thousands of airplanes to see. While the St. Louis area stewed in triple digits and was nearly washed away overnight, the weather in Oshkosh was perfect. I still have the sunburn from watching arrivals on Sunday to prove it.

Aviation Explorer Post 9032 was represented with their first trip to AirVenture. Several scouts attended along with their advisors. A few of them were even available to join us for the chapter photo. From what I could tell, they were having a great time and were wide-eyed at the experience and enormity of AirVenture!. I'm sure they came home full of great stories and memories to share with their families, friends, and the post. That will help bring in new recruits. Look for a growing contingent from Post 9032 next year and beyond.

Unfortunately there was a sad note to the week as well. As most of you know by now, Tom Poberezny passed on Monday, July 25, the first day of the convention. He was 75 and had been expected to visit during the convention but had a brief illness, entering the hospital on Friday night.

We'll miss Tom but we'll always remember the many contributions he made to EAA and to aviation. The convention greatly expanded under his leadership as Convention Chairman. He also led the effort to build the Airventure Museum and Pioneer Field on the convention grounds. Tom became CEO and Chairman of the Board of EAA as his father, Paul stepped back. That's not always a smooth transition for big organizations to make but Tom did a fantastic job.

Perhaps his greatest legacy is the Young Eagles Program which celebrates 30 years this year. Tom flew the first Young Eagle flight in 1992 at what we now know as AirVenture. The first Young Eagles that day included his daughter, Leslie Poberezny.



Chapter 32 is one of the chapters that have been active in the Young Eagle program every year of its existence. For this, we received an award which will be displayed for all to see in our Aviation Resource Center. We had it when we posed for our annual chapter photo shoot at the chapter convention headquarters of The Blue Barn.

Shortly after the chapter photo session, I made my way to Boeing Plaza along with many others to join in a mass photo session with hundreds of EAA members who've volunteered with Young Eagles. Bill Jagust and I found our way to Shawn Tucker who offered to sign our award. Later as I worked my way back to our campsite I stopped in the Chapter Pavilion in Camp Scholler for another Young Eagles Program celebration. There I asked Charlie Becker and Dave Leiting to join in a photo with the award.



I'm so proud of Chapter 32 and your decades of selfless volunteering to make us so successful in this program. In the pictures I'm holding the award with the chairman and leaders of the program, proudly for you as your representative. Well done Chapter 32! Shawn Tucker sincerely asked that I express his deepest gratitude for all you do for Young Eagles!

Building on the success of the Young Eagles Program, EAA has officially launched the AeroEducate Program. This was announced last year as a beta test but it is now out of testing and is live. AeroEducate is a web based, STEM oriented program designed to reach out to youth as young as 5 years old. It has multiple components that can be utilized by chapters, schools, parents and directly by the kids. There are different levels based on grade level, starting with kindergarten and going all the way to

12th grade. It uses a system of digital achievement badges that can be earned as kids progress through the program. These badges will also assist in qualifying for various scholarships and training programs provided by some of the program sponsors.

I believe this is going to be a great lead in program to engage youth in aviation activities and interests, not just as pilots before their Young Eagle experience. It encompasses many different career fields and was developed with North Carolina State University. AeroEducate is perfect to offer schools as a tool for their classrooms or to possibly establish aviation clubs as extra curricular activities. I'd have been all over that if it had been around when I was a high school student!

AeroEducate is a tool we can offer to other organizations seeking to engage youth locally in the St. Louis region. As we've grown in chapter size and activities, we now receive multiple inquiries from groups whose mission is to also engage youth in aviation education and opportunities. We've participated in several events attended by the Gateway Youth Aviation Foundation at Creve Coeur Airport. There are additional groups in the St. Louis region reaching out to us as well and some I'd like to reach out to.

Earlier this month we had hoped to have a workshop event with Minorities in Aviation. We were short on time and organization to plan this on such short notice but here is a perfect fit for AeroEducate and Young Eagles. We could do some hands on activities to make for some very neat workshops. I'm looking for a team to work on this.

Minorities in Aviation was started in 2019 by Geonovea West. She grew up in East St. Louis, graduated from high school and joined the Marine Corps where she served for 9 years as an avionics/electronics technician on attack helicopters including 1 tour in Iraq. She later



attended Embry Riddle University and holds a Bachelor of Science degree in Aeronautics along with an A&P certificate.

Geonovea is very passionate about helping kids get out of some very challenging surroundings in which to grow up. I've invited her to come to our chapter meeting to share their mission.

All these groups and programs add

up and complement each other, Aviation Explorers, GYAF, Minorities in Aviation, etc. They all look to engage the next generations from all backgrounds and provide pathways into aviation and possible scholarships, whether it be recreational or as a career field. AeroEducate is a common tool they can utilize today, leading into Young Eagles and more. This is tremendously exciting as we haven't even started scratching the surface. The potential of these opportunities is simply amazing!

It's going to be fun!!!

There hasn't yet been a Chapter Video posted for August from HQ. I'm sure they're exhausted. I did attach the link to the AeroEducate site. Please check it out and explore what's there. I know you'll like it.

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

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***

July Meeting Minutes

Dave Deweese



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

Bob gave the Treasurer's report, including checking, savings, and Ray Foundation account balances. With dues and money from the car shows our expenses have been covered so far, we'll coast until the airport open house in October, our next fundraising event. Hangars have gone up a bit in rent. We now have a PayPal account. (Be sure to get your email address right the first time.) The next thing will be to work with Laura to get this set up on the website for dues, etc. Note that there's a service charge involved. After that we'll get a card reader for event food sales.

New members and visitors. Joe Steiman is visiting from the organization we work with at YE events at 1H0, came to see what's up. John Kinder has had his PPL for a couple months. Evan and Marina got the first piece of an RV-9A, they both fly for a surveying company. Jerry Shaumberg recently moved from Wisconsin; Art Graves sent him. Dawson moved to St. Louis about 3 months ago, has a PPL and is working on instrument training.

We had a smaller YE event yesterday, flew some that would have flown at last weeks event (canceled due to weather). 18 total flown. One, in particular, mentioned an intention to become an astronaut. Our next event is 8/13, we already have 30 registered. We cap registrations at 50 to 55. The event took place at 1H0 so the kids had flight simulators available: they practiced landing on highways and flying through the arch.

At Oshkosh we always have a group photo, Bill plans to do it at the Blue Barn where we'll get our plaque for flying Young Eagles since the inception in 1992. Note the plan is to meet Thursday around noon.

Chris updated us on the Ray Foundation, Isaac got his ceremonial check (and photo). HQ would like us to have camp of some sort, we'll hold one in August (2-6). Attendees will work on Chris' airplane, do some map-reading, and do some flights. Chris will cook for volunteers, including lasagna, New York cheesecake, pulled pork, pizza, and more. We passed a sign-up sheet around. This camp gets us extra points (in addition to points for flying Young Eagles). We'll be working with an organization for minority youth in aviation.

Around 8 of our Explorer Scouts will attend Oshkosh. Lauren reports that their recent meeting was training including marshalling planes and other topics. They'll be doing other tasks at the base camp including in the kitchen. Bob notes that Explorer Scout volunteers do all the marshalling and parking.

Fundraising: Ron has \$25 and 100 food cards, see him after the meeting. Last month's newsletter included instructions for getting onto Raise Rights. Bob says we've made several hundred dollars this year.

Ron mentioned aviation insurance. Missouri has a new commissioner who wants to make auto and aviation insurance similar, underwriters are beginning to drop our state. Ron called the commissioner and the governor last year, including his state rep, though nothing has changed this year. There's an article in the current newsletter Ron recommends you read this and start calling people and complaining. We're the only state out of 50 that use this particular form and insurance companies don't like it. Bill recommends involving EAA HQ as well.

Joe spoke a bit about the Gateway Youth Aeronautical Foundation, spoke about his background including building plastic models and joining the Air Force. After the military he worked for St. Louis Community College which led to working at a high school. His group has a number of activities, including 4 flight simulators, at his facility in Creve Coeur. He's currently looking for volunteers so that they can keep the doors open as much as possible. Dave Doherty requested a newsletter article.

We have 2 new 12 x 12 pop-up tents.

Bob introduced David Hyde, a new member and tech counselor. Bob Clark and Tim Finley are also tech counselors: we're back up to 3 following the loss of Gale Derosier. Bob also got the flight simulator working with an older version. We're going to receive a newer PC.

Lisa Miano asked if anyone going to Oshkosh could send her their pictures - she'll include them in the Holiday Banquet presentation. Note that Gale and Victoria will be on the memorial wall this year, please attend the ceremony on the last Sunday if you can.

Evan volunteers to help with sheet metal projects to get experience building his RV-9.

Motion made and seconded to adjourn.

Another Successful Young Eagles Rally August 13

In the absence of details from this YE rally, we hope you enjoy the great pictures scattered through this newsletter, courtesy of Lisa Miano.



Learners as We Go “The Greatest Ever”

mr. bill



Well, ONE picture does say a lot.

This year there was MAGIC in the air and after the Saturday night storms, shown below (that kept down the dust down on the show grounds but DID stop the Saturday evening arrivals, NOTE: the positive spin.) That was it for the rainstorms. After Saturday, it was a GREAT week of weather.

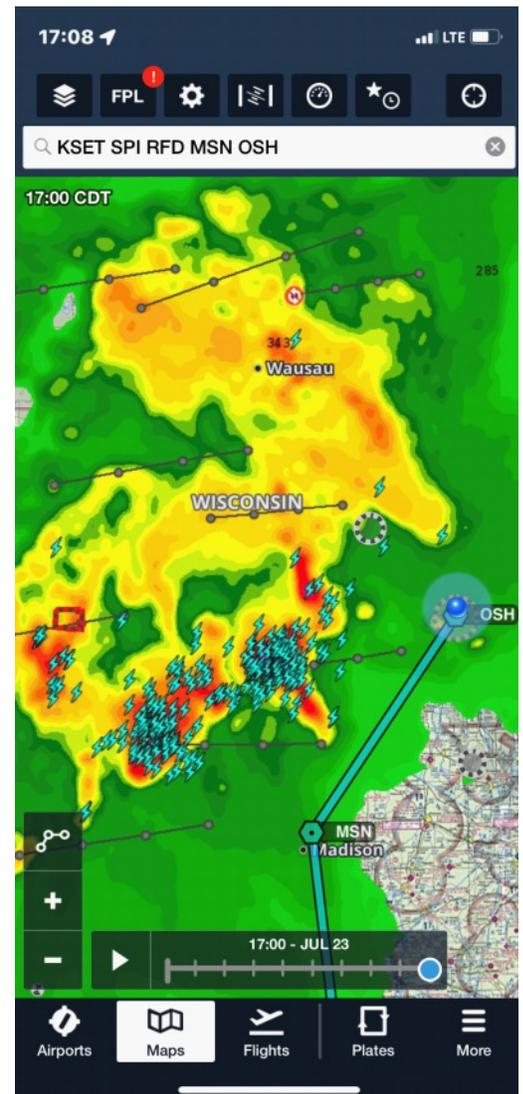
The NEW arrival routes per the New NOTAM (actually the new term is NOTICE TO AIR MISSIONS) were used and though SOME PILOTS had difficulty with the process, things went well. There were a few pilots on the radio trying to BULLY the FAA controllers by saying “You need to let us in!” One guy even stated: “Yeah, we are getting low on fuel.”

The response back was, “Then go to your alternate.”

Which was replied with, “Oshkosh IS our alternate!”

The controller told him to “Then pick another one.”

A Cessna L-19 Bird Dog had ground looped on runway 36 and the “Airport is CLOSED” at the time.



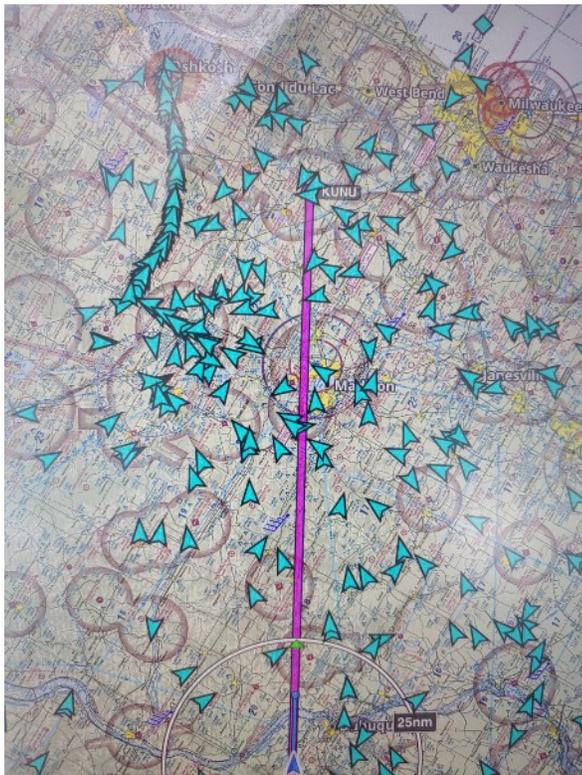
All photos from mr. bill's article



The EAA 32 RV-10 Pilots at Oshkosh

Our very own EAA 32 group of RV-10 Aircraft Men, were met as I arrived on the airshow grounds. I enjoyed eating breakfast with these gents and listening as they shared their great experience flying into the AirVenture. When they tried to climb up to the upper level of the Arrival Route to fly faster, they were told “to get down with the 90 knotters.”

As you can see things from the Foreflight screen shot of the arrival path the skies get a little busy and the pilots (and their passengers NEED TO KEEP THEIR HEADS ON A SWIVEL looking for airplanes!) As John, Brian, and Shane did!



The mr. bill traveling machine this year was a car because I was looking for aircraft parts and I had a TOP SECRET mission at the end of the event.

Driving up the east service road, West of Wittman Field, Oshkosh, Wisconsin, on Saturday afternoon one could quickly tell that the Camp Scholler was full of campers. A quick rundown the flight line Saturday at 1700 hours indicated that there were still some parking spots left. Mainly because of the bad weather on the horizon.

At the University of Wisconsin-Oshkosh dorm room Saturday night chatting with a Kansas couple in the lobby of a very empty A/C equipped dormitory, the line of weather hit. A big chunk of the dorms and the city lost electricity that was eventually restored by Sunday morning. Also Sunday morning the weather still was showing low clouds at 600 feet and strong winds. By noon the clouds were scattered to broken and the planes were flying and filling up the last empty spaces on the airport. And by Monday morning, the airfield was FULL. “Send the overflow to Fond du Lac, Wisconsin.”

The NEW sponsor of AirVenture was AIRBUS.

Not sure what all happen there. But because the Boeing Aircraft Company has dibs on the Airshow Center, just gotta figure that Airbus had to step up and sponsor the AirVenture Airshow.

The Sonex ONE-WEEK-WONDER was supposed to start on Sunday morning but actually got “constructing” on Monday morning and it did roll to the runway on the following Sunday.

Well, the BIG thing at AirVenture is the FLYMARKET. The line to wait for the “treasures” of the area was wrapped around the opening gate but yours truly made it in on the first wave when it opened at 0900. I was able to obtain a 1950s headset and microphone from the “treasures” that other people brought in FOR SALE at the salvage yard.

Here is a picture of that backyard of the FLYMARKET. Three PA-22 fuselages (No Rust) sitting on trailers. There was also a Navion Rangemaster.

Only trouble was that “they” sawed the wings off with a Sawzall.

CONTINUED on next page

Learners as We Go (continued)



There were parts, pictures, props, and flight suits. That was my other purchase. Doing these FIRST FLIGHTS I thought about wearing a Nomex Military Flight Suit. For \$50 dollars it was a good deal.

After the FLY MARKET a quick walk to the HOMEBUILDERS sign-in booth to obtain a ticket for the HB Dinner. So, a guy named Richard E. Van Grunsven was the guest speaker on Thursday night. When I arrived at the booth there were two tickets left after my purchase.

Because pictures save words....



The Van's RV-15



Tuesday we learned of the passing of Tom Poberezny

and all his photos of **ALL THE THINGS WE DO WRONG BUILDING THOSE HOMEBUILT AIRCRAFT.**

SOLUTION: Get another set of eyes on your project!

Vic's best was a RV-7 tail that is SUPPOSED to be assembled to the airframe with 5 bolts but only had..... **1 in place!!!**

Well, Thursday was a busy day with the Flight Advisor/Technical Counselor breakfast at 0700 in the morning, EAA Chapter 32 picture at noon and the 30 years of Young Eagles photo at 1:30 pm on the Boeing Plaza.



Vic Syracuse at the Flight Advisor/Technical Counselor Breakfast

The Flight Advisor/Technical Counselor Breakfast on Thursday morning at 0700 is always a special treat. This year was the BEST because of a man who has immersed himself into this Homebuilders Practice and is just a Master at Inspections of our EXPERIMENTAL Aircraft. And his photos of our Homebuilt aircraft that **“WE” did NOT assemble correctly are PRICELESS.....**

He writes for EAA and for Kitplanes magazines.

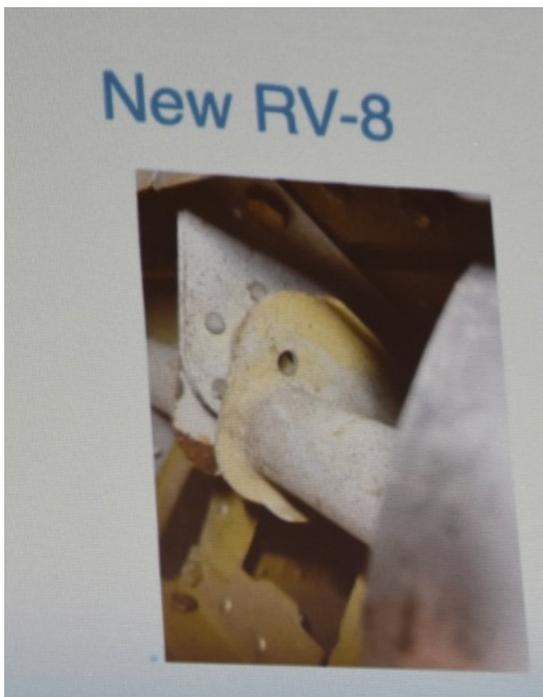


EAA 32 Prez. Bill Doherty, Sean D. Tucker, and Mr. Bill showing off our EAA Chapter 32 award for 30 years of Young Eagle Flights. SAFELY!

The evening HOMEBUILDERS DINNER at the Nature Center was the BEST too. Mr. Vic Syracuse won the Tony Bingelis Award for Technical Counselors for outstanding dedicated service.

Then, at the end of the day, the MAN himself, Richard Van Grunsven, spoke in his soft and dry humor way.

During his presentation of all the “cool” airplanes that he saw over the years since 1965 at Rockford and Oshkosh, it was mentioned that an RV-7 flew from France to Oshkosh. Those two pilots were recognized and got to shake hands with Van. When the two pilots stated that they were only scared when they looked out and saw **“ALL THE WATER!”** below them as they flew, Van replied with, “You should have flown on a cloudy day.”



RV-8 elevator halves NOT BOLTED TOGETHER

CONTINUED on next page

Learners as We Go (continued)

The other question asked of Van was, “Which is your favorite airplane?” Van’s response was, “Which is your favorite kid?”

I have tossed in a few more pictures here at the end for my special friends who were not able to make it this year.

I know I missed a bunch of things, but it certainly was an AWESOME EVENT this year. The BEST ever.

OH, one last but not the least
.....The ONE WEEK
WONDER...TAXIED

<https://us1.campaign-archive.com/?e=ea6558e49c&u=749bba5932a5bd5cc95950a5c&id=72ae4f37a>



Q? How many rivets are in the average Van’s aircraft?

A: About 14,000 rivets.

Q? How many kitplanes had been completed from Van’s kits as of the start of 2022 Oshkosh?

A: 11,115 aircraft kits have been completed.





Flying in Africa: When to Land, and Not to Land

Hello again from here at the tip of Africa, and I do hope you are all well. Winter hibernation is on the way for you, and we here in Africa, south of the equator, are slowly pulling the old crates out the hangars. Removing “Ratex,” rat poison pellets out of the funny nooks and crannies of the aircraft, and getting rid of the smelly odours still lurking.

Ratex do smell funny. Rats love it, I don't. But you don't need to cruise somewhere around Angels 15 and find out something serious is not working because Mr. Rat decided to chew through some wiring! Or he took the wiring to install in his chalet he built in the tail section of your pride and joy.

Well, that said; now is the time to polish up on your flying skills. Oh yeah, some of you will say “*I know how to fly.*” Right. I do too, but let us stand still for a moment and reflect back at what we know, and what we forgot.

Billy (not his real name) had his brand new Beechcraft Baron “seen to” at the local FBO. So, Monday afternoon he rocks up there and demand his aircraft be ready, because he has to fly to some or other place. Short version: FBO say NO! The aircraft is not ready yet, as they told him it would be ready on Tuesday. The customer is always right and Billy got his aircraft on Monday afternoon at 14:00.

Billy takes off in the twin. Billy is a “competent PPL,” and after a short preflight, because the aircraft was just serviced, Billy took off. Nothing funny, you would say. Only there was a little small wee thundercloud in his way. The “competent PPL” flew into this cloud and witnesses on the ground say they heard the engines screaming, a dull clunk of metal, a fireball, and a lazy black smoke cloud rising out of an aluminium lined hole in the ground. He hit the ground vertical, nose first!

So, what happened. Spatial disorientation by a PPL with no instrument experience, flying into a cloud? Nope. Maybe a little contributing factor. But the main cause was that the engine cowling on the left engine was not locked down into position, ripped off and hit the tail section, dislocating the rudder and one elevator. So sad, for the pretty nice aircraft.

Lesson: Check and recheck ALL and follow the preflight notes. DON'T just rely on memory and don't be hasty. It might make a difference at the supper table that night.

Also, the “competent” IFR rated pilot that filed an IFR flight-plan on a perfect sunny day with not a cloud in the sky. Winds were non-existent. Yet he flew straight into a mountain, because he did not look out the window and SAW the mountain in his way! Question: Did he even look at the map when planing his flight? Relying only on the auto-pilot, and was reading the girlie mag that was found in the wreckage afterwards?

That brings us to this month's story: During my stint with 305th Squadron, we took off one early morning with a nice camouflaged Cessna 185 tail-dragger from 42nd Squadron, SAAF.



The sun was not up yet, and I was in the right seat. While climbing out to the east, and just before crossing over the N1 Highway, I intercepted a radio call from the local SAPS (*South African Police Service - ed.*) Radio Control, about a possible motor vehicle collision near Hammanskraal on the N1 highway.

As usual, we were a mix bunch of “Agencies” aboard. Pilot from SAAF, yours truly from SAPS, the back seats filled with a guy from the SA Army and a guy from the Independent Electoral Commission.

The Pilot heard the radio call, and asked if we can go look, as we were only seven to ten minutes away, and the SAPS response vehicle would take longer to get to the scene.

I told him it was his call, and he dropped a left wing and turned onto a heading following the N1 Highway. The Cessna purred along at 115 knots and soon we saw the smoggy outline of Hammanskraal on the horizon. Hammanskraal was on that stage a totally black community and open fires were at the order of the day for either heat of cooking.

With the dawn still grey in the east, I could make out the flashing blue light of the Hammanskraal SAPS response vehicle way out to the west of the township. It will take them about twenty to thirty minutes to reach the N1.

That time of morning there was hardly any traffic on the road and soon we saw a construction truck overturned across two lanes of the highway. There were bodies laying strewn over the road. This was a case of construction workers being transported on the back of an open eight ton truck to their work place. Somehow the driver lost control, and the truck overturned.

The pilot said that help was far away and that we need to get more info on the condition of the injured. "How?" Was my question, and he just smiled and said: "We'll land on the highway."

Okay... My next question was: "Between the over bridges? No way!" And the pilot responded by saying: "It's like taking a Mirage under a bridge, we go in low. Trust me. I've done this before!"

We circled the scene, and the pilot assessed the approach and landing. I also assessed the situation and concluded that just maybe it could be done. Well, it was done. To perfection.

Coming in low with full flaps, the wheels just centimetres off the tar, we bled off speed and just as the wings and tail cleared the first bridge, we touched and stuck. We then taxied on towards the scene, and the pilot found a nice clear space for the aircraft on the median between the two double lane highway. Half hidden in the scrubs and bushes, we parked and shut down.

Assessing the scene I gave a sit-rep back to Radio Control. We needed ambulances. Plenty ambulances! Also, the "Black Van," as there was at least three that did not make it.

It did seem like our situation report helped and soon the scene was swarming with emergency response personnel. The scene was taken over by an officer of SAPS. Also, on the scene was the local traffic control boys.

Traffic was growing and traffic control was a nightmare. To add to this chaos the pilot asked the traffic official if he could clear a stretch of road, so we could take off.

"With what?" he replied, and nearly lost it when the pilot indicated the aircraft, neatly parked on the median between the shrubbery. The camo paint job did well to hide the aircraft and no one noticed it sitting there all the time! Now this was way back in 1994 and to find something flying on an accident scene was very unusual. It was in the time before helicopter transporting critical injured patients was the order of the day.

Needless to say, a stretch of road was cleared, and we took off, just clearing the last bridge, but we were up and away to continue our sortie for the day.

So: Lesson: Although this mission was successfully completed, was it worth risking four lives and a beautiful aircraft? I think it was, ten critical injured patients could be saved due to our timely situation report. Sometimes you just have to trust your instincts, and go with the flow.

Until next time!
Bye 4 now!
Dave.

(The pictures presented here are to illustrate the accidents on that stretch of the highway, and that aircraft can land there. The picture of the Cessna is to show the type we flew that day.)



Aviation Explorer Post 9032 Activities as of August 15, 2022 – Update

Jim Hall

September 21, 2022 @ 6pm Open House in Boeing Bldg. 100 Auditorium

- August 23, 2022 @ 5-6pm Google Meet: Recruiting/Fall AE Post 9032 include GSLAC
- **August 17, 2022 from 5-7pm @ Boeing Bldg. 100; Officer Planning Session.** Come with your laptops and notebooks and get ready to help plan this fall's events!
- **August 10, 2022 from 7-8:30pm Google Meet: Advisor's Meeting:** started getting ready for the fall season; talked about recruitment, open house dates, event ideas, and shared things learned at the EAA AirVenture Explorer Base. Took attendance and introduced new AE Advisors: Dylan, Mohammed, Anthony & Bryan.

Note: the shared meeting notes were sent out online and include instructions for Advisor applications and Youth Protection Training.

Other information includes: request for AirVenture youth to share their activities & experiences; Upcoming events; Officer meeting 17th; Open House Sept. 21st for recruitment; Flyers; Future topics; etc.

- **July 23-31, 2022 AE Post 9032 attended EAA AirVenture 2022. Six AE Youth and five Post Advisors participated in the Aviation Explorer Camp at EAA AirVenture 2022.** Transportation and adult participation was arranged with parents and AE Post Boeing Advisors; other EAA Chapter 32 AE Post Advisors were available if needed.

There were Daily Volunteering and endless opportunities for those Interested in learning about weather, aircraft engineering, building airplanes. Thousands of forums were conducted throughout the week. Redbird Flight Simulators conducted multiple sessions every day. Hundreds of commercial displays were available for visiting and opportunities abounded for just "plane talk" with pilots and other aviation enthusiasts. Also: Guest Speakers; Late-Night Movies; AEB Games/Activities; Post Meetings; Ground School Workshops.

- July 19-27, 2022 In addition to the Aviation Explorer Camp attendees at AirVenture:

Two Aviation Explorer Post 9032 Members sponsored by EAA Chapter 32: attended the EAA Advanced Air Academy; Session 1.

The EAA Advanced Air Academy also included full participation (access to forums, flight line and all associated activities) during EAA AirVenture.

Ground School/Classroom Topics: Fundamentals of flight science; Aircraft systems; Aircraft preflight; Flight controls and systems; Weather; Aerial navigation & Flight training requirements.

Aircraft Construction, Restoration and Maintenance Skills: Welding; Sheet metal work; Composite fabrication; Aeromodeling and woodworking.

Airplanes - Learn about aviation history and flight.

Also: tour the EAA AirVenture Museum; Fly EAA's flight simulators; Visit Pioneer Airport

- **July 6, 2022: during the Aviation Explorer Post 9032 general meeting.** "IT NEVER RAINS IN OSHKOSH, WI DURING AIRVENTURE." "However, better bring a rain coat!" – quote from AE Post 9032 Advisors as they went through the training and prep work with the AE youth as they finalized all requirements to attend the 2022 Aviation Explorer Camp during EAA AirVenture. Note: the only rain that fell was on July 23rd, Saturday night the rest of the AirVenture week had outstandingly beautiful weather.

Background: Boeing is the chartering organization for 'Learning for Life', Aviation Explorer Post 9032 and EAA Chapter 32 is continuing to supply additional AE Post Advisors and sponsor Aeronautical Information contact sources.

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

- 1st Wednesday; 6-7pm General Meeting in Boeing Bldg. 100 Auditorium
- 2nd Wednesday; 6-7pm Post Advisors Virtual Meeting
- 3rd Wednesday; 6-7pm Guest Speaker or offsite Activity
- 4th Wednesday; 7-8pm AE Post Officers Virtual Meeting

Note: the AE Post Officers and the AE Post Advisors Virtual Meetings will be combined into one; to enable better synchronizations of future activities.

Join Aviation Explorers!

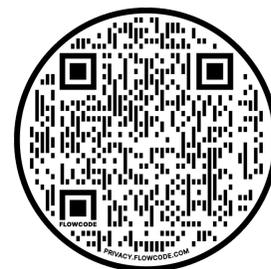


Ages 14-20



Open House

September 21st 6:00pm
Boeing Building 100 Auditorium



advisors@aepost9032.org



@aepost9032



Aviation Explorers
Post 9032



aepost9032.org

We are an after school club for students ages 14-20 interested in aviation! We meet twice monthly. Past activities includes talks from test pilots, tour of Scott AFB, tour of the F-15 factory, pre-flight checks, college tours, and AirVenture!

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