
EAA Chapter 32 News

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

January, 2022



No doubt this was a fond memory for those of you who attended AirVenture 2021. See inside this issue for a closer look at some of the highlights of “The Show” (at least for one of our members).

MEETING DATE CHANGE

We are moving the date of the January meeting one week ahead to January 22nd. Please don't show up on the 15th.

WE HOPE TO SEE ALL OF YOU AT THE JANUARY MEETING! 10:00 AM **JANUARY 22ND 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

Speaking of meetings, we're going to push back our January meeting one week from this Saturday to January 22. There are a couple reasons for this. We had scheduled the chapter officers to attend a Chapter Leadership Academy in Oshkosh this weekend. But due to the current uptick in COVID activity we decided it would not be a good idea to spend a whole weekend in close quarters in the Academy Lodge dormitory and classrooms. Hopefully there will be a reschedule date when things are better. I'll miss sitting in front of that huge fireplace and talking to other chapter leaders from all across EAA land.

We'll keep the meeting date on the 22nd this time to give a little more time for the local spread to calm down a bit...we hope.

Dues are due so when we are able to gather, please consider bringing a check made out to EAA Chapter 32 to our new Treasurer, Bob Murray. It's important we get these paid as soon as possible so we don't have issues with our annual roster. These are our basic operating funds to keep things moving in the chapter. Thank you all in advance for helping with this.

Unfortunately, national dues are going up from \$40 to \$48 in May of this year. Jack Pelton talks about this in the January Chapter Video. I've attached a link at the end of this article as always. If you haven't already considered it, this might be a good time to look into the Lifetime EAA Membership. As a reminder, EAA does require national membership to be in a local chapter.

We are not changing our dues in Chapter 32 for 2022 and at this time do not anticipate having to do so.

"This isn't the past or the present, Elaine. This is the future!"

Ted Stryker

As I recently read, 2022 is the birth year of George Jetson. It's amazing to see so many things I remember from my childhood and thought were only dreams in an imaginary future world are now common everyday things. I was a fan of science fiction as a boy and was amazed how in the movie "2001: A Space Odyssey" David Bowman, the main character had this clipboard thing that had a screen on which he could view video messages from back on Earth. I thought something like that would be impossible. That movie came out in 1968.

Now I can't live without my iPad to access everything. Flying cars still seem to be a way off but there are those who are working on it and the technology is advancing all the time! Soon...

Well, it's January and it's getting cold but so far this winter hasn't been too horrible. Once we get through mid-February, we're usually past the worst of it and Spring Training will be in full swing for the Cardinals. There is much to do so we still need to get to planning and doing. Spring and outdoor activities will be here sooner than you think. In only 3 chapter meetings we'll be into Young Eagle season and more.

Okay, back to fun stuff. If you need a winter aviation fix, EAA is once again having Homebuilders Week from January 24 through January 28. This is the online series of webinar events like mini online Airventure Forums. Here's a link with more info and how to register.

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/11-18-2021-eea-homebuilders-week-online-webinar-series-returns-in-january?>

A couple other things we need to start working on are building and decorating a chapter Adirondack chair for us to take to Oshkosh and put in the Blue Barn. Along with this is the direction sign for the post in front of the Blue Barn. We have the plans for the chair and the dimensions for the sign. My idea is to somehow either paint or inscribe our chapter logo on the chair and have the sign indicate course heading and distance to the ARC from Wittman Field.

There are several big activities coming up in 2022. We've been invited back to Creve Coeur Airport for a couple of Young Eagle events. We also need to follow up with our attendees from our Eagle Workshop and take them flying. The weather wasn't cooperative the day we had such a large group in attendance. We'll continue developing that program and have another event in the Spring.

St. Charles Regional Airport is hosting a car rally in April, and we've been asked to have a food booth. This could be a BIG fundraiser, thus keeping dues down for us. There's talk about a fly-in that day as well but before we commit to that we need to do some due diligence with HQ about it.

And 2022 is an airshow year at Spirit of St. Louis Airport. While I haven't seen much about it lately, I will pursue getting us in the line-up of exhibitors as well as a good location on the grounds. We have much to offer the STEM community and this will allow us to show this off along with our associated Aviation Explorer Post.

Good things are coming this year. We love having all of you in our family and look forward to another great year of participation in our activities.

Here's the link to the January Chapter Video with Jack Pelton. This came out on 12/22/2021.

<https://www.eaa.org/videos/chapters?playlistVideoId=6288161757001>

I'll see you at the ARC or maybe around the pattern and if any of you devise a Jetson flying car, especially one that can fold up into a briefcase I WANT A RIDE!!!

Until then stay vigilant and fly safe!

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

November Meeting Minutes

Dave Deweese



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

Nick Crawford from Godfrey Illinois is visiting, used to be a member of 32, now a member in the IL chapter (8064). David Bates from Waterloo, IL, has been a student pilot since '98. Bill notes that he got his PPL last year but his student status goes back to the Reagan administration.

Vasili thanks us all for the Ray scholarship. (And brought bagels.)

Dues are due, you can begin paying now.

Bill wants to have a board meeting the 2nd week of December.

Flood report: the Mississippi is at 15.9 feet and level.

Don gave the Treasurer's report including savings, checking, and Ray Foundation account balances.

Chris updated us on the Ray Foundation, the money has not arrived in our account yet, Elite wants \$1,600 for a block of time. We're 100% guaranteed a 50/50, not on the full scholarship so we need to vote. We can only get one or the other, but need to apply for the 50/50 now. We're assured that because we had a full scholarship last year. Our chances are good for getting the full version thanks to our prior success rate: we've had two full so far and one 50/50. We'll know in 2022 if we qualify or not, then we have until October to put a candidate forward. Chris wants to get on this earlier: a stumbling block is the written test. We've got a pool of candidates in the Explorer post. Ron Burnett notes that, in his Florida chapter, there's a flight instructor who is a good coach for their candidates. Jim Hall suggested purchasing a Sporty's ground school for the chapter and meeting with the candidates weekly to help them study, Chris will contact them and see if it's okay to purchase the course and teach more than

one student. (Noting that Chris acts as a mediator between student/candidates, instructors, and the chapter.) Rick May moves that we try full the full scholarship, seconded and voted in favor. McDonnell was always a supporter of scouting and might have funding available if we choose to pursue the 50/50 in the future. Lauren asks how to apply, Chris explained the process.

Bill received an email on additional, post-secondary scholarships for students pursuing aviation-related degrees. See Bill if interested.
EAA.org/scholarships.

Rick May gave a Young Eagles and Flying Start update. A number were here for the 11/13 event. There were a good mix of people learning to fly, Rick appreciates everyone who spoke. He suggests another event in the spring, maybe at Spirit of St. Louis, Elite Aviation - Bill will speak with them. Any pilots who are interested in taking Flying Start participants up let Rick know. Dave Doherty and Joe Sargent volunteered. One comment Rick received was a request for more information on becoming an Air Force pilot. Rick's considering some more formal training for the Young Eagles season, maybe in March. Dave Doherty suggests barbecuing food for the event. Rick and Ron discussed the forms: the older versions are obsolete after 2021. This year we had 8 sessions scheduled, 6 happened, 297 flown over 206 flights. (50 planes, 106 ground crew.) Reminder to check your youth protection program status.

Bill got an email to the effect that chapter service award pins, supply chain issues will delay this.

Question: when is the Blue Angels event? 6/11-12. Bill is laying the groundwork for having a presence/pavilion. Rick notes that we usually have a Young Eagles event on that day, we'll move it back in case we get some signups at the event. This will also be a STEM event, we may have two locations.

Jim Hall updated us on the status of Explorer Post 9032. Meetings are currently being held at Boeing, they enjoy the venue. They have almost 20 scouts (age group 14 to 20) and have almost as many advisors. Since the participants tend to have other activities like band or sports so can't make every event, but are enthusiastic. The visit to the museum at 1H0 went well. A Gee-Bee fuselage generated a lot of questions, as did other unusual features on older aircraft. 12/5 there will be a TRACON presentation, 2022 events are in planning. Virtual advisor meetings take place the first week of every month, they seek out suggestions from the participants for topics. Jim also notes that Youth Protection and BSA training is required for all advisors.

Bob reported on activities of the membership committee. He has taken over the roster which used to be managed by Jim Bower in an Access database. We're now using an online tool. It's available primarily to officers versus general membership. Note that the mailing list is still in Google, Bob is keeping the parallel. There are additional data points in the online roster such as nickname, aircraft built but no longer owned, cell versus home phone. We're updating the chapter form to match and will ask members to update their information.

Mike Schwarzkopf has food cards, reminded us about Shop with Scrip: there are lots of opportunities with holiday shopping. We've done over \$400 from Shop with Scrip this year.

We're still in need of Technical and Flight Advisors. Bill has some names in mind.

Bob Murray updated us on the upcoming Holiday Banquet. We're scheduled at 1H0, two weeks from today (Saturday, 12/4, 5pm), a little earlier this year

so we can be out by 9 to 9:30. We'll need a few volunteers starting around 1 or 2pm. Jim Bower emailed the registration form. Our speaker is Jackie Jackson, a Boeing test pilot who did some interesting stuff even before that. We'll have our traditional (optional) gift exchange and a 50/50 raffle. (Gifts usually around \$15) BYOB, we'll provide mixers, soda, tea. \$27 in advance, \$32 at the door. Thanks to Bob's wife who always works hard on this event.

Debrief on the 10/30 Airport Open House. We made over \$2,000 in food sales. Michelle suggested Venmo for next year's events, Bill says we're looking into it. We've got some leftover food, frozen burgers and such, that we'll sell at cost: it typically doesn't last over the winter. Libby notes that she's gotten comments around how good the burgers were this year.

Updates on aircraft projects:

Chris is selling his house, some of the proceeds will go to buying an engine. In the short term he's planning on living in his camper and going on lots of flying adventures.

Bob Clark is waiting on the FAA, shooting for the first week of December to get a DAR in.

The Graves brothers are dealing with some other issues around a rental property, they'll start up again after Thanksgiving.

The RV-6A is moving along, Dave Doherty reports that it's about ready for paint.

Ron Burnett has changed his RV over to dual EFII (System 32). He's had some communication issues around getting the programmable unit configured. It's set up now such that it runs nicely, he's flown about 5 or 6 hours but is not yet ready to give rides: it's electrically dependent so if any issues arise he plans to play it safe. He also notes that he's had it vinyl wrapped. If he were to do it again he'd paint any areas that might get fuel dripped on them as the vinyl comes away from the surface.

November Meeting Minutes

(Continued)

Fundraising opportunities for 2022: There will be a car show at the airport in April, we plan to sell food. Bill would also like to try a pancake breakfast.

Bill asks for suggestions for meeting speakers and presentations. Possible workshops, YE camp planning, Flying start program planning.

Nick Crawford wants to sell a Pazmany PL-4 project. He's got the engine as well, a VW conversion. Fuselage is 85 to 90% done, he'll sell it all for \$8,000.

Lisa's been updating chapter photos, see her if your picture is not on the board.

December Meeting (AKA Holiday Party) Minutes

Dave Deweese

Bob Murray spoke after the meal after our holiday dinner, thanks much to all who worked to put the event together.

Bob started our presentation with a photo history of McDonnell aircraft from an air museum he visited.

Bill Doherty took over and mentioned that we missed last year's holiday event thanks to COVID. Event attendance reflects our Young Eagles events this year: everyone was ready to get back to events. Oshkosh was also big in 2021. We made record food sales at the October Airport Open House.

Rick reported on our recent Young Eagles season and presented awards. We had eight events schedules, six events flown with the best participation and most flights in years. Note that two of our events took place here at 1H0 where we're meeting this evening. 294 Young Eagles flown plus 21 parents. Bill Jagust complimented the chapter on our awareness of safety at these events.

After this Bill handed out chapter awards. Certificates and awards are delayed until January. Bill and Dave Doherty presented lifetime chapter memberships to Rick Emery, noting especially his role in ARC construction, and Don Doherty for his years as treasurer, and in particular his work at putting the books in order after a few years of disarray.

After award presentation Bill introduced our guest speaker, Col. Jack Jackson.

Learners as we Go

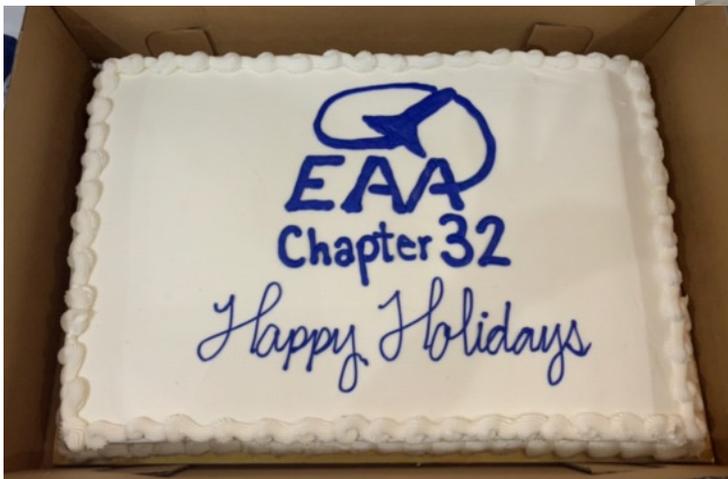
”The Good: EAA 32 Holiday Party

And the Not so Good

The Ultimate “Get-There-Home-Itis”



Well, I am glad the good people at Chapter EAA 32 ended the year on a GREAT note with an awesome Holiday Party. The great backroom of the Creve Coeur Airport was the perfect aviation setting for this annual gathering of the OLD and YOUNG in the crowd. It was so nice to see the young and future pilots of our group in the building for a very fun and enjoyable evening.



And with a guest speaker, General Jack, who knew his crowd and was a very knowledgeable and a very funny man, the night was awesome. In short, he was telling us and showing us pictures of a Russian jet that he was asked by “some people” to fly and evaluate its performance.

Well, about 10 minutes into seeing these photos and hearing his words I had to say in my best Russian voice, “Comrade, where did you get these pictures?”

Captain Jack quickly stated that these were the ones that he was allowed to keep after his adventure over on the other side of the world. That adventure was to fly a Russian fighter jet. He informed us that he was told, “Don’t ask the wrong question while talking to the KGB!”

WELCOME AND HAPPY NEW YEARS!

I am hoping that we can get these masks off our faces by March 18, 2022. The mandate says that is the latest end date for masks on faces of people traveling on airplanes. WE SHALL SEE!!!

Several items have popped up in the news lately and I really wanted to touch on one that really hits home. It is a situation like our own Smartt Field. From time to time out at Smartt Field you can see an airplane coming from the northeast at about 450 above ground level as they are flying the VOR-A approach to runway 18. The idea in flying this instrument approach to runway 18 (it is a VOR-A because it is more than 30 degrees off the centerline of the runway) is to **HOPEFULLY** find yourself, below the clouds on a $\frac{3}{4}$ mile final at 450 feet above the ground and land straight in on the south runway, Runway 18. If the winds were strong out of the west and you chose to land on the west runway, Runway 27, you would just STAY at 450 feet above ground and fly around the air traffic pattern keeping the runway in sight at ALL times and enter the downwind for runway 27 and when, **YOU CAN MAKE A NORMAL APPROACH TO LANDING ON RUNWAY 27, YOU CAN LEAVE YOUR CIRCLING ALTITUDE, THE 450 FEET ABOVE**

GROUND LEVEL, AND LAND THE AIRPLANE ON RUNWAY 27.

If you were circling east of Smartt Field the big concern is the Portage de Sioux power plant stacks.

With all this stated, here is what a Gates Learjet 35A did at Gillespie Field. Basically, the same flight BUT, on the approach chart the instructions state:

DO NOT CIRCLE EAST OF THE FIELD

Here is the AOPA report on the flight and it is so sad that two beautiful nurses were hurt because of the knucklehead maneuvers of these pilots. Mainly the captain.

https://www.aopa.org/training-and-safety/online-learning/early-analysis/N880Z?utm_source=epilot&utm_medium=email&utm_campaign=asi+products

Having flown these Learjets they are great to “crank and bank” in good VFR Visual Flight Rules weather. But that approach was a bad idea that just kept getting worse. They had an RNAV approach that would have left the jet at 450’ on a 1 mile final for the south runway.

THEY CHOSE to stay on top of the clouds and for legal reasons, cancel their Instrument Flight Plan.

THEY CHOSE to circle and try to find the runway in all the city lights in an area with mountains.

Well, you get the idea.

The same thing could happen to us with Smartt Field. The airport is near the river and is in a low-lying area that can fog up and present us with the same situation.

THE SOLUTION:

Go to high ground like Alton Airport and land using the straight in ILS system which will let you get down to 200 feet above the ground. The runways there have bright instrument landing light systems to guide you to the runway. BE SAFE! Cranking and banking a Learjet looking for the runway caught these pilots peeking out the window and stall spinning the airplane into the ground.

Would this happen to a Boeing 737 Driver?

Funny you should ask? Now that I am International-ly qualified to go to remote island airports, and I have found myself in the same situation. Basically, where the approach states: 250 knots at 13,000 feet, BUT the controller wanted me to be flying over that intersection at 310 knots. GREAT! Ten minutes later I found myself at 5,000 feet on a three mile final for the runway 14 at Nassau, Bahamas struggling to get down and lose altitude. After two meandering turns, we both realized that this landing was not going to happen, so we did a “soft” go around. The jet climbs at 1,000 per minute. Nice and slow so things happen slow. BUT, because we messed up the controller’s traffic flow of landing, we were punished and advised to land on runway 10. No worries. Just a big WIDE turn taking our time and not “cranking and banking” to get back to the airport and nicely line up with the new runway.

LIVE TO FLY ANOTHER DAY!

Speaking of flying another day, it seems that with this Covid stuff hanging around we pilots are getting a little rusty and the accident rate is ticking up again. When possible, please try to take a SAFETY PILOT or a CFI Certified Flight Instructor to go up with you. SCFS-Saint Charles Flying Service has many young and talented flight instructors at your service for \$52 dollars an hour. A small price to pay for someone who you can trust and can help you through any situations you may be facing with your RUSTY SELF!

Q? American Airlines recently painted an Airbus 319. How much weight did the paint add to the planes total weight?

A: 125 pounds

Q? Are you Youth Protected for this year’s Young Eagle Flights?

A: Check with your YE Coordinator who has all your data. NO Protection Plan, No YE Rallies for you.

I will end with you just gotta love how people think. NOBODY wanted to be the person to damage the EAA writing on the cake.

Aviation Explorer Post 9032 Activities September 2021 through February 2022

Jim Hall

After a delay from the initial AE Post 9032 startup and activities that ran 2019 through early 2020; the 'Learning for Life' Aviation Explorer post is back. Boeing is the chartering organization for Aviation Explorer Post 9032 and EAA Chapter 32 is continuing to supply additional AE Post Advisors and as an Aeronautical Information mentor source.

- **Aviation Explorer Post 9032 Open House was held on Wed, September 29**, 6pm – 7pm in the Boeing 100 auditorium. Description “Come learn about Aviation Explorers, what it is, and how to join!”
- **First AE Post 9032 Meeting Wed, October 6,**



**Aviation Explorer Post 9032 Orientation
@ Boeing Building 100 Auditorium**

6:00pm – 7:30pm in the Boeing building 100 cafeteria. Description “Meet at Boeing Building 100 Auditorium. Enter through doors to the left of the main building 100 entrance.”

- ***EAA32 Young Eagle Rally Sat, October 9, 9am – 12pm.** ARC 6410 Grafton Ferry Rd, Portage Des Sioux, MO. **AE Post 9032 members** invited to participate.

- **AE Post 9032 Activity Wed, October 20**, 6pm – 8pm. 14301 **Creve Coeur Airport for Aircraft Familiarization** and learn how to properly **pre-flight an RV10** (Bob Murray) aircraft and other safety measures we take before flying.



**Bob Murray shows how to pre-flight an
RV-10 in the hangar at Creve Coeur Airport**



**Aviation Explorer Post 9032 learns how
to do an RV-10 preflight fuel check**

- ***EAA32, CAF & St. Charles Regional Airport Open House Sat, October 30, 9am – 4pm.** 6410 Grafton Ferry Rd, Portage Des Sioux, MO. **AE Post 9032 members** invited to participate.

- **AE Post 9032 Meeting Wed, November 3, 6pm – 7pm** 6300 James S. McDonnell Blvd, Boeing Building 100 Cafeteria; Berkeley, MO
- **Aviation Explorer Post 9032 Advisor Virtual Meeting Wed, November 10, 6pm – 7pm** online via google meets. Monthly advisor meeting will be on the second Wednesday of the month.
- ***EAA32 Flying Start Program Sat, November 13, 9am – 2pm.** At ARC 6410 Grafton Ferry Rd, Portage Des Sioux, MO. AE Post members invited to participate.
- **AE Post 9032 Activity at Historic Aircraft Restoration Museum Tour Wed, November 17, 6:00pm – 7:30pm.** Creve Coeur Airport 3127 Creve Coeur Mill Rd, St. Louis, MO 63146



The de Havilland Dragon Rapide rates a smart phone photo for sure



Some of the AE youth, parents & advisors @ Creve Coeur Historic Aircraft Restoration Museum



Could this partial fuselage be from a Gee Bee Model R Super Sportster?



AE 9032 youth check out a nicely restored, white & blue Driggs Dart II biplane



Who was “The Great Waldo Pepper”?

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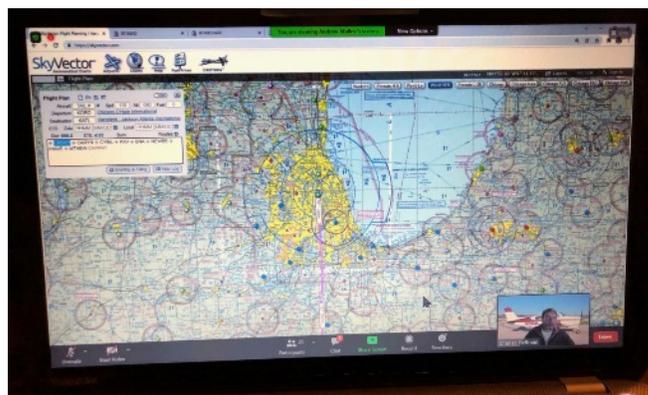
Aviation Explorer Post 9032 Activities

September 2021 through February 2022 (Continued)



The U.S. Mail moved across the country using open cockpit airplanes and wooden body trucks.

- **AE Post 9032 VATSIM Demo with Andrew Mallek on Thu, January 6, 2022 6:30pm (VIRTUAL)**
Presented via Zoom Meeting; 28 participants from 2 different Aviation Explorer Posts (both youth members & advisors), including EAA members; also pilots and former Air Traffic Controllers learned about the “Virtual Air Traffic Simulator” (an online flight simulation network).



On-screen look at VATSIM demo from the Controller’s view

- **AE Post 9032 General Meeting Wed, December 1, 6pm – 7pm** Boeing Building 100, 6300 James S. McDonnell Blvd, Berkeley, MO 63134. “**Learn about how airplanes work, how you can become a pilot, and all the benefits of being a pilot with David Brickhaus!** He has a ton of experience and knowledge so if you are interested in becoming a pilot, this is the talk for you! David has been flying since 1986 and has been an Airline Transport Pilot, Seaplane Pilot, and Certified Flight Instructor, is rated for ASEL/ASES/AMEL/Instrument, and is an aircraft owner. He is a member of EAA and AOPA and flies for Young Eagles.
- **AE Post 9032 Advisor Virtual Meeting Wed, December 8, 6pm – 7pm.** online via google meets.
- **AE Post 9032 TRACON Presentation Wed, December 15, 6pm – 7pm** Boeing Building 100 Prologue Rm, 6300 James S. McDonnell Blvd, Berkeley, MO 63134. AE meeting to hear a presentation from **Pete Seddon, an Air Traffic Controller with TRACON.** The presentation covers the roles and responsibilities of air traffic controllers as well as outlines how air traffic control works on the local and national level.



On-screen look at VATSIM demo from the pilot’s perspective

- **AE Post 9032 Advisor Virtual Meeting Wed, January 12, 6pm – 7pm.** online via google meets.
- **AE Post 9032 Election information Wed, January 19, 6pm - Boeing Building 100**
Find out about open positions, how to run, and expectations for officers!

- **AE Post 9032 Elections! Wed, February 2, 6pm - Boeing Building 100**
Run for a position, or just come to listen and vote. This will be for a shortened 4 month position as elections will occur again in May.
- **AE Post 9032 Advisor Virtual Meeting Wed, February 9, 6pm – 7pm.** online via google meets.
- **AE Post 9032 Col Jackson Presentation Wed, February 16, 6pm - Boeing Building 100**

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

Thinking Back, Looking Forward (introspection from an EAA Chapter 32 member)

Jim Hall

The last couple of years have given all of us many opportunities to appreciate the good things we've all been given a chance to be a part of; establishing friendships, learning new skills, achieving goals and perhaps most importantly, establishing what it is to be resilient.

We've worked together to wade through flood waters, wear masks, clean up mud, wash hands and respect each other even more as we approached unforeseen changes with humor and grace to help ourselves and others keep successfully meeting each challenge.

Thanks to each of you within our chapter family for sharing your strengths and leadership as we move into our new year. I'm sure we'll all work together to continue following the proud legacy established by all who have made this chapter one of the very best in EAA.

A few observations from this past year absolutely have to include AirVenture 2021.



EAA Chapter 32 members posed for the traditional photo under the arch



The Doherty clan demonstrates their most photogenic poses at the EAA32 chapter campsite

Experiencing the Camp Scholler Chapter 32 campsite led to memorable evenings around the campfire sharing hot dogs and hamburgers, dodging smoke and swapping stories of the sights seen each day on the airshow grounds. One evening, Bill's smart phone sent out a NASA alert that prompted everyone to look up and view the highest flying craft of the week, as the International Space Station sailed brightly past our chairs, reflecting the sunlight far above in the dark Wisconsin sky. Another night a campsite movie projected on a tarp ("Bombers B-52" starring Natalie Wood & Carl Malden) kept some members awake long enough to view the ending.

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Thinking Back, Looking Forward (introspection from an EAA Chapter 32 member)

(Continued)



The EAA Fly Market showcased an aircraft fuselage converted to an RV – perhaps an idea for a future Chapter 32 build project?



Who can resist finding just one (or two) more perfect tools for the best price in the EAA Fly Market? Automatic Center Punch & 3/8” x 1/4” Drive 2-Way Socket Adapter



There's at least one flying Bede BD-4C aircraft in chapter 32; maybe a build project of the Bede-derived Litestar-E1 (an Electric AutoCycle) would appeal to some of our members.



A directional arrow and/ or entire signpost would be a nice Chapter 32 addition to the 2022 AirVenture experience (might be a good idea to have one at the ARC also). And isn't that Adirondack chair already on our chapter build list?



Of course, there are other ideas of things we could make to share at Young Eagles events. Maybe RV-12 “N32YE” painted on plywood? It would look good as a traveling signpost and be fun too.



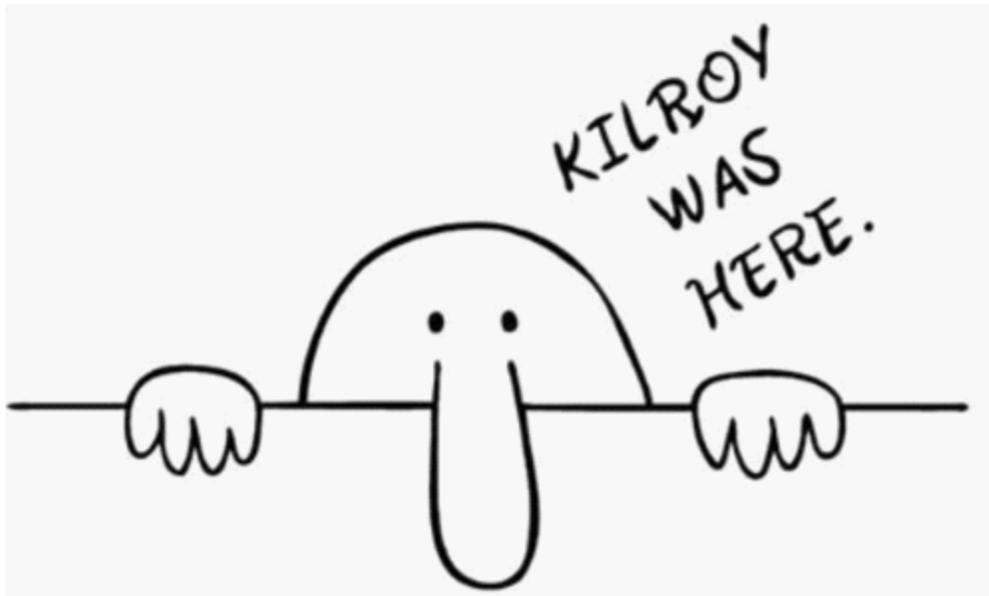
My niece and her sons and my daughter during a Young Eagles event in March, 2011. They all got to fly that day thanks to the kindness of EAA Chapter 32. Although, my niece and daughter had both been to AirVenture with me some years earlier; the youngest boy in this photo called me on his 16th birthday in 2019 and we then spent the entire week at Camp Scholler; he took a flight on the B-17 and explored different career options while we explored the airshow grounds. Those amazing days and many others since joining this chapter a few years before that are the reason I enjoy being a part of this group.

A final observation; there are many special things I've noticed being around the members of Chapter 32 and I suspect you have too.

Little things that they share in quiet ways: 'Charles Lindbear' was always a co-pilot, or passenger, for one of our pilots every time she flew Young Eagles; speaking of passengers, one of our pilots flies a two seat aircraft with only a single YE along, but always has 'Wallace and Gromit' looking out of the passenger windows on his fuselage; if you look really closely you may notice the

graphic 'Kilroy was here' hidden near the tail of another airplane; also, one of our pilots shared some info at a meeting this past summer that he has registered to get a Samson 'Switchblade' (not for use as a weapon) but as a unique new concept of a three-wheeled flying car.

I'm looking forward to enjoying and learning even more during this coming year!



Blast From the Past...

The Crash of the F-84 Thunderjet

From “Just a Walk Down the Road: The History of Southern St. Charles County, Missouri”

by Bob Brail

Small town life in America is usually associated with a slow paced existence where extraordinary, exciting events rarely occur. New Melle can fairly be described as a small town, but on September 14, 1962, at around 3:30 in the afternoon, something unimaginable happened which people still remember fifty-five years later.



On Friday, September 14, 1962, thirty-five year old Captain Thomas J. Huber, a member of the 164th Tactical Fighter Squadron of the Ohio Air National Guard, was flying from Tinker Air Force Base in Oklahoma City, Oklahoma, to the Air National Guard base in Mansfield, Ohio. Huber, from Lodi, Ohio, was a World War II and Korean War veteran; more recently he had served during the Berlin Crisis in October, 1961. His unit had been released from active duty in August, 1962, but he had volunteered to serve another month. Huber was enroute with two other jets on training mission.

Huber's aircraft was an F84 Thunderjet. The F84 was an older plane; production began in 1950's. The F84 had a maximum speed of 650 miles per hour, but the jet could reach supersonic speed by diving.

As Huber and his comrades flew over St. Charles County, Huber's F84 experienced a complete engine failure at 30,000 feet. Huber immediately radioed Lambert Field at 3:20 PM, stating his need to do an emergency landing there. Lambert authorities quickly lined a runway with fire engines, but as minutes passed, it became apparent Huber wasn't going to make it. Capt. Huber tried to restart his jet until it descended nearly five miles, to 5000 feet. He then made the decision to eject but noticed the jet was headed directly toward a farm house, so he decided to stay longer in his jet to avoid crashing into the house.

Captain Huber finally ejected at 2000 feet. The jet passed just above the Alvin Grapethin farm north of New Melle, streaking from the southwest to the northeast. Mrs. Grapethin looked out a window and saw the a jet passing at treetop level. Just before it crashed, the jet passed low over the livestock pens on the farm's east side, scattering cattle and hogs (several hogs were reported still missing later that day).

The F84 cut a 700 foot swath through woods, finally exploding and burning in a rocky, wooded area near the Grapethin farm buildings. The jet stopped about 350 feet south of the Orf farm, leaving a crater ten feet across and two feet deep.

By 5:30 PM, the crash site was cordoned off. That same day, Thomas Murphy, the Federal Aviation Administration inspector for the St. Louis region, flew to the crash site in an Army helicopter. That afternoon and into the evening, many area folks stopped by to see the crash site.

Several current area residents have memories of that unusual day fifty-six years ago. Donnie Kops, at the time a ten year old fifth grader at Daniel Boone School, remembers standing with his classmates outside the building, waiting to board the bus for the ride home. Suddenly they saw the jet overhead and then, to their great surprise, they watched the pilot eject and his parachute appear. About five second later, Kops remembers hearing the boom as the jet crashed and exploded.

Tim Ahmeling was a fifth grader at a Catholic school so he had arrived home from school earlier that afternoon. He and his friends, the Schellert boys, Bobby, Billy, and Fred, were shooting their bb guns in the Schellerts' pasture near a pond when the low jet went directly over them. They also witnessed the pilot's ejection and heard the explosion a few second later. Ahmeling remembers that the two older Schellert boys, who were both in high school, raced ahead of their younger brother and him as they ran towards the woods to investigate.

Gene Joerling, then a junior at Francis Howell High School, and his brother Jim, a freshman, were headed for home on the school bus, near the intersection of Hopewell Road and Highway D when several kids noticed a plane trailing smoke very close to the ground. As soon as the Joerling brothers reached New Melle, they joined school friends Bobby Tuepker, Michael Heil, and Michael Berry in Tuepker's pickup truck. Using the smoke from the explosion as their guide, they headed east on Highway D, turned north on Hopewell Road, and then turned west on an unnamed gravel road. After parking the truck, they boys walked through a heavily wooded area, calling out for the pilot, who soon yelled back, "I'm over here." At this time, they were at least two miles from the crashed jet on the other side of Dardenne Creek. Capt. Huber, whose only injury was a bruised leg, was seated on a tree stump, smoking a cigarette, with his parachute piled beside him, less than a mile from Highway D. After Huber asked where he was and the location of the nearest airport, Gene Joerling remembers that he and his friends guided Huber back to the highway, where he was found by the Missouri Highway Patrol.

Other area men with memories of the crash are Mike Grapethin and Mark Fowler, grandsons of the Grapethins. Grapethin remembers the crash site with "jet parts all over." The jet had torn through trees, clearing a path to the point of impact, about 250 feet from the edge of the field, just over the hill from the house. The military secured the area and soon recovered all the crash debris, or so they thought. Grapethin and Fowler both recall often finding parts of the jet at the crash over the several few years. Fowler remembers finding small parts in hayfields in the early 1980's and states that burned trees stood for several years.

The boys' adventure would continue in the coming days. Gene Joerling, Jim Joerling, and Tim Ahmeling all remember being interviewed later by military authorities as the military attempted to understand what had happened to Huber and their F84 Thunderjet. Ahmeling remembers the question, "Was the plane listing?" and trying to answer as accurately as possible.

And soon life returned to normal in New Melle, which is the way of small towns. However, the day of the jet crash has lived on in the memories of the folks from New Melle who saw it happen on that fall day in 1962.

SOURCES: "Airport National Guard" (ci.mansfield.oh.us); findagrave.com; Marthasville Record (digital.shsmo.org); Sandusky Register (newspaperarchive.com); St. Charles Journal (newspaperarchive.com); St. Louis Post-Dispatch (sccld.lib.mo.us/hnpstlouispostdispatch shell/index); Steubenville (OH) Herald Star (newspaperarchive.com); Thomas Huber obituary (legacy.com). Interviews: Tim Ahmeling, Mark Fowler, Mike Grapethin, Gene Joerlin, Jim Joerling, Donnie Kops.

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