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# EAA Chapter 32 News

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

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**October, 2022**

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



**Bob Murray and passenger during the last Young Eagle event of the year**

**WE HOPE TO SEE ALL OF YOU AT THE OCTOBER MEETING! 10:00 AM **OCTOBER 15TH** 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](mailto:newsletter@ea32.org).

# President's Corner

by Bill Doherty

We're off to a great start to October! Last weekend we had our last public Young Eagle event of the year at Creve Coeur Airport (1H0). As always, you made it a great success! The weather was beautiful, we had a good turnout of pilots and despite a couple last minute administrative challenges, all went well. If I recall correctly, we had 59 Young Eagles flown. Even though it was an away game for us, St. Charles Flying Service was also represented with two of their fleet of C-172s flown by Libby Yunger and Bill Jagust. Bill departed in the right seat with Lauren Peca on an extended flight back to KSET. I'm sure that was a great experience for Lauren to work on her flying skills with Mr. Bill!

Well that was the last public Young Eagle event for the year but we still have another Young Eagle rally and workshop as a private event at the ARC on Saturday, October 22. This is our first event with Minorities in Aviation and we are expecting around 60 kids who'd dearly love to experience aviation. We need pilots and volunteers for this event. We plan on some hands-on activities as well, maybe a tour of the CAF if possible. If the weather cooperates, we'll get them in the air.

While we've been working on summer flying and Young Eagle Rallies, the EAA B-17 "Aluminum Overcast" has still been in a hangar in Opa Locka, Florida. In addition to being concerned for the people of southwest florida, including some friends of mine, I was worried about the B-17. Hurricane Ian made a beeline for Opa Locka and from what I could see as it came ashore, the eye went directly over the airport. My heart sank as I thought it's destroyed for sure. Then, good news out of the devastation down there. Although the hangar sustained a lot of damage, Aluminum Overcast seems to have made it through with only some minor damage to the tail. They sure built them tough!

Hopefully, the repairs can continue. Obviously, the priority is for the people and the local community to recover. I'm sure we all share concern for everyone affected by the hurricane. The airplane repairs can wait a little longer for them to get back to somewhat normal. By the way, my friends in Lakeland did fine, only having to deal with lots of broken tree limbs.

I do intend to apply again for tour stops for the Ford Trimotor and the EAA B-25 "Berlin Express". I think we made a positive impression on the tour coordinators when the B-25 was here last year. With no big airshow next year perhaps we can get on the list for a stop of either aircraft. Personally, I'd like to see the Trimotor again if it's not under repair too.

October is our election month for Chapter President and Secretary. I believe Dave Deweese and I are the only current nominees. We also need to elect one Class II Director from the membership to the Board of Directors per Chapter Bylaws. This will be a 2 year term. Volunteers? Nominations will be accepted at the chapter meeting on October 15. Last year the chapter elected two Class II Directors to the Board, Don Doherty and Dave McGougan. The Board of Directors consists four Class I Directors (Chapter President, Vice President, Treasurer, and Secretary) and four Class II directors (Immediate Past President and three Directors elected from chapter membership).

And of course it wouldn't be October if we didn't have the big airport open house on October 29. We'll have our food tent set up along with the local 99's coffee stand and the



ARC open for visitors to learn about the many programs EAA has to offer. In addition to being one of our largest fund raisers and entertainment watching the St. Charles Flying Service pummel the distant infield with orange objects, this is a huge opportunity to recruit new members. Please come on out, if the weather is nice there may be another huge turn out like last year. We'll need the help!

Here's the link to this month's Chapter video with Charlie Becker discussing a new program for Young Eagle Coordinator training available now. This video is dated 9/28 so it's before Hurricane Ian came ashore.

<https://www.eaa.org/videos/chapters?playlistVideoid=6312989798112>

Here's another link to an EAA News Article discussing the B-17 surviving Ian and why exactly it's under repair in Florida.

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/eaab17-rides-through-hurricane-ian>

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 8 Young Eagles Rally Summary

**Jon Crackel**

Another successful Young Eagles Rally is in the books. The October event was slightly different than the rest since it was hosted at Creve Coeur, but we had perfect weather and I think the day was a huge success.

A big part of making that possible was Jim Hall and Bill Doherty moving a ton of gear from the ARC out to Creve Coeur and back. Thanks guys!

Like clockworks, Pam Hanson and Jennifer Skikas ran registration and check in, and Michelle Stephenson printed labels. Across the canopy Frank Dressel hosted a metal working activity for youth to learn how to rivet. This must have taken him a fair amount of preparation, and it also created a nifty cell phone stand.

Our amazing group working ground crew helped with all facets, and most importantly kept the flight line safe. I hesitate to name names for fear of missing someone, but everyone did a great job so it feels noteworthy to call them out. Thanks Harry Rahn, Benjamin Skikas, John Kinder, Bob and Lauren Peca, Dave Deweese, Joe Sargent, Bob Clark, Isaac Crackel, Bill Wehmeier, Paul Smith, David Doherty, Connor, and Chris Ward, who also arranged a color guard.

We utilized the southern most side of the airport and stayed clear of the fuel island traffic. This worked and felt a better spot than in the past. We staged on the south side of the Army Aviation Heritage Foundation's Hangar, and thanks to them for letting us borrow power and ramp space. Backing to their hangar is Independent Aviation Solutions and they offered their space to allow Laura Million to host the merit badge class indoors. They were gracious and said to never hesitate to ask them for their support for such things.

Of course, the event couldn't happen at all without the Pilots. It was good to see Charles Miano who was able to fly with us this event.

By the numbers – We had 50 register and only 5 no-shows. We added 13 walk-ins for a total of 58 Young Eagles flown. Worth mentioning that 10 parents also flew but are not included in the total.

Thanks to everyone for making this a success. It takes a team and I'm perpetually impressed with everyone's support.

Respectfully,

Jon Crackel – Young Eagles Coordinator

Pilot	Number of Young Eagles Flown
Jeff Stephenson	11
Bill Jagust	5
Bob Murray	5
Charles Miano	10
David Brickhaus	15
Libby Yunger	8
Randy Schroder	4
<b>Total</b>	<b>58</b>



All Young Eagle photos courtesy  
of Lisa Miano





# September Meeting Minutes

Dave Deweese



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

We approved last month's minutes.

Bob gave the Treasurer's report including checking, savings, and Ray Foundation account balances. Paypal and credit card reader: one purchase at YE, 2.5% fee we'll add to food. Online dues to 42 to cover this. Holiday speaker deposit paid.

Ralph Ballard is a member from the 60's. (Currently 88) Was a Rockford member for a time where he met Paul Poberezny. He recalls EAA32 meetings in the National Guard meeting at Lambert. He's currently building a J1-B: all wood pusher powered by a VW. He used to be a crew chief for the airlines, his dad had a PT-19, -22, and a Cessna 195 and kept them at Weiss Field. He paid for his training with the G.I. Bill, is a CFI, multi-engine, and an A&P.

Noah Pecor moved here from Wisconsin and is checking out local chapters. He has his PPL and a tailwheel endorsement.

We had a Young Eagles event last Saturday and were concerned we wouldn't had enough pilots. Several pilots showed up last minute and the event went well. Our next event is 10/8 at 1H0, an away game. Food plans are up in the air: we're not sure about the permits in St. Louis county. Notably we got a visit from the health inspector at our last event and passed. On 10/22 (maybe starting around 9) we're doing another event focused on Minorities in Aviation. We'll need lots of volunteers so we can do extra educational activities. We're tentatively planning to do these quarterly. We held a Zoom meeting and will hold another on 10/13, also need to inventory what materials we have here so we can order extra from HQ.

Isaiah soloed (Ray Foundation). Chris reports that he's due for his next payment but needs the paperwork. His next step is to pass the written test. He's already passed the Sporty's ground school.

Jim reports a virtual Explorer Scout meeting last week. Open House is on the 21st. They're lining up activities for the upcoming semester and looking for speakers. Jim reports they've got some new advisors but there's always room for more.

Chris says we could have a tour of the Gateway High School aviation program. Boeing is involved in their program including financial support.

Bill Wehmeyer reminds us that next Saturday is the annual Hangar Dance at CAF. Tickets are \$20 in advance, \$25 at the door. There's a big wedding going on there today, we asked about all the activity. Sounds like the daughter of a Charter executive.

Ron Burnett has food cards: Dierbergs. See him after the meeting.

New Business:

Elections coming up for President and Secretary. Dave Doherty reports that Bill has agreed to run again, Dave nominated him as candidate. Also I (Dave Deweese) will run for secretary again.

The Airport Open House is on 10/29, we'll sell food again and help out with parking cars and marshalling aircraft. Last year there was an amphibious Husky, Bill was able to navigate the wings over car tops. He'll also need to navigate HQ to get insurance arranged for the event. Libby asks if the 99s can share our booth and sell coffee and pumpkin pie, Bill says that will work.

Bob reports that our speakers are arranged for the Holiday Banquet: 12/10 at 1H0. We plan to start at 5, dinner at 6, program at 7, out by 9. They don't charge us but we made a donation to the museum as they have an airport employee in attendance. Next month we'll discuss pricing to cover the charge for our speaker.

We discussed checking the septic tank (how full) and heating gas (how empty).

Bill brought up quarterly events, build workshops and the like, through the winter to keep people engaged. No decisions necessary at this point - just think about it. We'll discuss it in the upcoming board meeting in November.

Frank discussed making the riveted cell phone stands at Creve Coeur next month and is looking for help getting kits together. Next event will be practice, he'll do it again at the Minorities in Aviation event.

Bill Doherty described a rotating wing jig Dave built to use for painting. Dave's also working on a device to carry all the control surfaces without damaging them. They'll be using a booth at an auto painting shop. They're planning on Insignia White, Atomic Red, and some gold highlights. Chris notes that Gateway has two paint booths.

Chris is going to take his instrument panel home today and check against all his instruments. He's ready to buy a bunch of the parts he needs to complete his 750.

Dave Doherty reports that the RV-12 gearbox is out for inspection, as well as the Dynon. They're doing a condition inspection at the same time. They hope to have it ready by the end of the month. (It's been about 6 years and 1300 hours.)

Ron is trying to decide what he wants to fly when he grows up. He bought a 1950 170 but his wife does not like it: tough for shorter people. Moral: make sure your wife likes a plane before you buy it. He's selling the RV-6 and has a buyer. If you're interested in the 170 get in touch with Ron Burnett.

Frank got an engine Thursday, he's looking for suggestions on keeping it pristine. Jim mentioned dessicant bags he uses.

Don Doherty asks where the gas can for the mower went. Jim thinks Harry has it.

Paul asked about some new member issues.

Chris signed up for the Leadership academy in January; Jim's going in October.

Dave McGougan was at the Festus Airport, which is closed. There are two planes left which have to be out by the end of the month. Jim reports that Jefferson County is planning to build a new airport. In the meantime they don't have an airport.

Lauren just got her 3rd class medical, she got her permit and is officially ready to solo.

Jon Crackel and his son both soloed, we discussed trimming shirts.



# Learners as We Go “Safety Is Paramount!” “Safety Is a Mindset”

mr. bill



After a week of facilitating the Professionalism, Leadership, and Mentoring Class at the day job for all FAR 121 Captains in DFW, I was looking forward to riding the Boeing 737 flight deck jump seat to head back to Saint Louis, MO and fly some young adults at the Creve Coeur, MO Airport on Saturday morning. The day job classes Professionalism, Leadership, and Mentoring (PLM) are required to be taken by all captains by April 27, 2023. It seems that with all the changes in the Federal Aviation Regulations, the airline company policies, and changes in the presentation of information (read that as iPads, Foreflight, Jeppesen, etc.) some pilots are behind in the updates that have occurred. Along with the pilot shortage, some new captains will be at the airline less than 18 months and will be captains on Boeing 737 and Airbus 320 aircraft. So, the PLM class was mandated.

Saturday was a beautiful morning but as can happen on these cool fall mornings the temperature was around 32° F and there was “frost on the pumpkins.” I arrived at Smartt Field and could see a layer of (radiation) fog over the field and the freshly plowed corn fields.



As I turned into SCFC ramp the little B-1rds (do not know what type of little birds they are) were flying above the fog. What a setup for the day. Nothing seemed to be working out right this day.



After a few moments though the sun came over the hangar tops and the air started to warm up. The ice started to thaw off the plane and I started to move a little faster with the warmth.

After adding oil and using the water on the plane from the melted ice, I cleaned off the wings and horizontal stab and the plane looked brand new.

The engine started on the fourth blade and after a longer warm up period the windshield was clear, the oil temperature was in the green, and we, (me and the machine) were ready for takeoff.

Arriving at Creve Coeur Airport was another situation. Being in the corner of the ramp area was a good thing BUT being in a corner with an airplane makes it tough on the pilot.

ALL the airplanes were set ALL IN A ROW and way too close to the next plane. It might have been better if we located on the outside of ALL the aircraft parked on the ramp and have a little more space to maneuver out of the area we were placed in with the airplane.



Also, several aircraft marshallers were in the direct line of sight of the airplane. If the pilot's feet had slipped or the brakes failed, WE WOULD HAVE HIT THE MARSHALLER AND POSSIBLY THE AIRCRAFT IN FRONT OF TAXIING AIRCRAFT!

SO, let us try to add additional space around the airplane.

WE did do an awesome and safe job BUT WE NEED TO GIVE OURSELVES MORE SPACE ESPECIALLY AT CREVE COEUR.

Well, on a personal note, I turned 64 years of age and have started the "countdown to retirement." The FARs stated that I can not fly a commercial aircraft on my 65<sup>th</sup> birthday.

Though the politicians have a bill in the Congress that may let us fly to 67 years and 11 months.

We shall see.

Alrighty gang, let us keep it SAFE out there and give each other a little more room and keep your head on a swivel and THANKS FOR A SAFE year here at EAA 32, THE SPIRIT OF ST. LOUIS.

A couple of Steve Wright quotes.....

"I'd kill for a Nobel Peace Prize."

"If at first you don't succeed, skydiving is NOT for you."



# Aviation Explorer Post 9032 Activities as of October 11, 2022 – Update

Jim Hall

10/7/2022 @ 7:44pm email sent to AE Post 9032  
Members and Advisors

“Hey everyone!

I wanted to let everyone know that tomorrow during the Young Eagles Event, the Gateway Youth Aeronautical Foundation will have their virtual reality Flight Simulators up and running! I got to try them out tonight and they are amazing! Even if you aren't doing a Young Eagles flight, still come swing by and try it out! The Young Eagle event is from 9am - 1pm tomorrow (10/8/22) at the Creve Coeur Airport.”

Connor Kelley  
Aviation Explorers  
Post 9032 | President

Additional Email shared from Aviation Explorers Post 9032 Advisor: “The calendar has tentative dates for our year's meetings that you may have seen come through and our officers have a lot of great stuff lined up for this fall!”

**October 12, 2022 @ 6 & 7pm Google Meet:  
Aviation Explorers Post 9032 Officers and  
Advisors**

**Tentative: Gateway Youth Aeronautical  
Foundation**

**When: Wed, October 19, 6:00pm – 7:30pm**

Where: 14301 Creve Coeur Airport Rd, St. Louis, MO 63146, USA ([map](#))

Description: Tentative: Meeting at the Gateway Youth Aeronautical Foundation to see their hangar, learn about what they do and try out their simulators!

**Tentative: Commercial Pilot Speaker**

**When: Wed, November 2, 6:00pm – 7:30pm**

Where: 6300 James S. McDonnell Blvd, Berkeley, MO 63134, USA ([map](#))

Description: Tentative: Commercial Pilot Speaker

## **\* Update on EAA Aviation Scholarships**

Are you interested in pursuing flight or a career in aviation or an aviation-related field? We encourage well-rounded individuals who are involved in their school or community and interested in the world of aviation to apply for an EAA scholarship.

Here are the key dates for this year's scholarship cycles:

**Next Cycle: Opens November 1, 2022 and Closes March 1, 2023 - Flight Training Scholarships & Post-Secondary Scholarships**

We also offer [Air Academy Camperships](#).

Questions should be directed to [Scholarships@EAA.org](mailto:Scholarships@EAA.org)

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

**\* Always available  
are EAA Virtual  
Cockpit Tours of 70  
different aircraft**

Climb into the airplanes in the EAA museum virtually to see what it is like to be in the pilot's seat! Use on your smartphone or desktop device

and simply pan around with your fingers or mouse to see every detail in the cockpit.

Photos courtesy of Lyle Jansma from [AeroCapture Images](#).

You can also view these on the Cockpit360 app, which is currently available through the [Apple](#) and [Google Play](#) stores.

Take a virtual walk through EAA's Eagle Hangar and the historic aircraft inside of this area.





<https://www.eaa.org/eaamuseum/cockpit-360-virtual-tour>

Instructions on how to use our virtual tour of the Eagle Hangar. Click the camera icons on each airplane to jump into the cockpit. Click the red hotspots to get back onto the ground tour of the Eagle Hangar. Click the white arrow on the floor to move throughout the hangar.

### Eagle Hangar Virtual Tour

Click on any camera icons to see further detail of the airplane. Use the navigation icons at the bottom to move, zoom, get information on the aircraft, or share.



**Where: Spirit of St Louis Airport, District of Freedom, 18270 Edison Ave, Chesterfield, MO 63005, USA**

**Description:** This meeting we will be going over how airplanes work and how to perform a preflight check at Spirit of St. Louis Airport!

“Students helped perform a pre-flight check last night at Spirit of St. Louis Airport! Thanks David Brickhaus for giving our explorers a lesson on owning aircraft and a great walk around of the airplane!”

### \* Recent AE Post Activity:

**Pre-flight Check and Airplane Basics with David Brickhaus**

**When: Wed, October 5, 6:00pm – 7:30pm**



Aviation Explorers read out from the Pre-Flight checklist and look for those items on the demo aircraft.



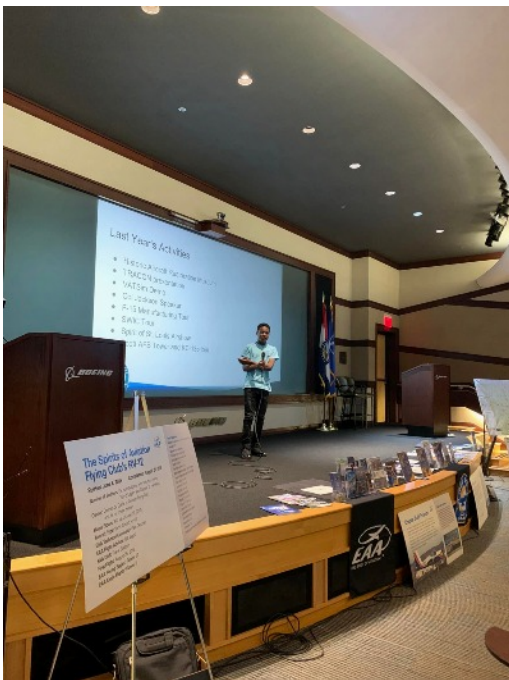
Aviation Explorers find out that there are also things that need to be pre-flight checked beneath the aircraft wings.

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

"We had a great turnout for our Open House last night! More than 15 new applications to Aviation Explorer Post 9032 were distributed. Thanks everyone for coming and learning about AE Post 9032." If you missed it and still want to learn more, please email [advisors@ae9032.org](mailto:advisors@ae9032.org)!



Aviation Explorers Post 9032 Officers gave examples of past activities at the Open House.



Aviation Explorers Post 9032 Officers answered questions and presented ideas at the Open House.

## September 13, 2022 @ 6 & 7pm Google Meet: Aviation Explorers Post 9032 Officers and Advisors

**\* 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):

1<sup>st</sup> Wednesday; 6-7pm General Meeting in Boeing Bldg. 100 Auditorium

2<sup>nd</sup> Wednesday; 6-7pm Post Officers and Advisors Virtual Online Meeting

- **Note:** the AE Post Officers and the AE Post Advisors Virtual Meetings have been combined into the same evening; to enable better synchronization of future activities.

3<sup>rd</sup> Wednesday; 6-7pm Guest Speaker or off-site Activity (day/ date subject to changes)



14TH  
ANNUAL



*St. Charles Flying Service Inc.*  
**PUMPKIN DROP**  
& OPEN HOUSE

SMARTT FIELD (KSET)

**SATURDAY, OCTOBER 29TH**

**PUMPKIN DROP COMPETITION (9:00 AM - 6:00 PM)**

**\$20 CASH ENTRY** fee to cover cost of pumpkins & prizes (Pilot responsible for plane & fuel costs).  
Rental planes/instructors available for non/pilots, and special fuel pricing for Pumpkin Drop Participants.  
**B-25 & Avenger will be dropping between 12:00 pm - 1:00 pm.**



This Year's Target  
will be SCFS's  
former courtesy car

- EAA Sponsored BBQ - 11:30 AM - 4:30 PM
- Live Band Chaparral Playing on West Ramp
- Static Helicopter Display by Army Heritage Foundation
- B-25 Bomber Rides Available
- Bounce House for the Kids



# **EAA Chapter 32 Banquet & Wilbur Wright Presentation to be held during the evening, on December 10, 2022**

**The famed aviator, 'Wilbur Wright' (Bill Nicks, educator and re-enactor) has confirmed that he has reserved the date to make his presentation and discuss the early aeronautical endeavors of the Wright brothers during the EAA Chapter 32 Banquet, which will be held in the evening, on 10 Dec, 2022.**

**He will bring all of his own materials needed for the presentation: which is to be a 'live' in-character talk with 'Wilbur Wright' from a podium in front of the room and he will also have a display table in the back for his tripods, photos, books etc.**

**You won't want to miss this exciting opportunity to enjoy sharing a great meal with your friends while being entertained and educated by the famous aviator, Wilbur Wright!**

**Location, Starting Time, Cost and Registration Information coming soon...**

HistoryKC.com specializes in providing Educational and Entertaining 1st Person Historical Re-enactments for businesses, service clubs, festivals, banquets, churches, historical societies etc. HistoryKC.com also conducts one day historical bus tours, in character, around Kansas City, Lawrence Ks and Abilene, Ks. HistoryKC.com brings the following great men to life: Dwight Eisenhower, Octave Chanute, Dr. James Naismith, Tom Pendergast & Wilbur Wright.....Over the years, HistoryKC.com has taken IKE to Topeka on Kansas Day for the Kansas State Historical Society.....Dr. Naismith to McPherson Kansas to Celebrate the 75th Anniversary of the first US Olympic Basketball Team....Wilbur Wright appeared in Burlington Iowa in conjunction with that Mississippi River town's airshow.....And Octave Chanute appeared with his Biographer, Simion Short, in Lenexa Kansas....Find all of them at [www.historykc.com](http://www.historykc.com) or try email at [historykc@gmail.com](mailto:historykc@gmail.com)

Bill performs Wilbur Wright, Dr. James Naismith, Boss Tom Pendergast, Dwight Eisenhower and Hannibal Bridge Builder Octave Chanute for groups, events, festivals, air shows (including the 2022 Spirit of St. Louis Air show & STEM Expo), families, banquets, conventions, parks and recreation departments, celebrations, historical societies, bus tours etc.





# AIR FACTS

## A Surprise Sunrise in an F-4 Phantom

By  
Neil Cosentino

*(EDITOR'S NOTE: I found this article and thought it was worth sharing with all of you, despite the fact that it's by an AIR FORCE guy.)*

It was well past midnight on a moonless night and I was shooting instrument approaches at EI Toro, a Marine Corps air base south of Los Angeles. I disliked these "Skyhook missions," but never turned one down. This was one of the last I flew but one that I remember the most.

The goal was to build up flying hours for a back-seater, or guy in the back (GIB), so that he could get the total hours he needed to graduate and go off to war. How crazy does it get when you have the privilege of flying the best aircraft in the USAF inventory, a new F-4E Phantom, and are told to just go out at night and bore holes in the sky?

We did many different instrument approaches at EI Toro, went back to the tanker for more fuel, did some night aerobatics over the ocean, and then back to instrument approaches. The only thing left would be to fly them inverted, lower the gear at the outer marker, and fly the glideslope inverted.

The repetition got boring and therefore dangerous, so I decided to knock it off and head back east across the mountains to George Air Force Base. We needed something to get us back on the ground at the edge of the legal fuel reserve, which if I remember correctly, was 2,000 pounds at shutdown.



I decided to use up the fuel in afterburner instead of doing more instrument approaches. Was it fatigue that made me do it? Was it the thrill of doing something different and

special with my Phantom? My plan was hatched from nowhere, a simulated double engine flame out from above 40,000 feet, directly above the approach end of the runway at George. Who would question that as a good training outcome?

We let down, descended onto and crossed the Mojave Desert in afterburner, keeping below the Mach. The desert was still in the gray darkness of early morning. The mountains to the east, toward Las Vegas, blocked the dawn causing many shades of desert gray. I flew a course 20 miles straight in at about 3,000 feet above the terrain and told the tower that I would start a climb to high key to start a simulated double engine flame-out. I did not tell them my altitude or speed, or how high I would climb—partly because I didn't know and would have to find out myself.

We shot across the dark grayness of the desert just under the sound barrier, careful not wake everyone with a sonic boom. The climb started at .98 Mach, which was my last look at the airspeed indicator as I pulled back and started up at about seven miles from the approach end of the runway. I had about 7,000 pounds of fuel remaining when I went into afterburner in level flight. Then I pulled hard back and shot straight up. The burners

**CONTINUED**

were eating up the fuel as I rotated. We slowly morphed into a rocket ship. The engine power, the thrust of the two J-79 engines in afterburner, was getting closer and closer to the weight of the empty aircraft and it was just before then that I pulled back on the stick and headed toward space.

I then enjoyed to spectacle of what it looked like to leave Earth as if we were a camera strapped to the moon rocket. The desert melted into a solid gray world below and for a brief moment we were on our way to the stars. It was a thrill ride, watching the earth disappear as we streaked vertically toward space like a rocket. We neared the edge of the atmosphere where a space suit would be needed.

I pulled back the throttles out of afterburner, slowly, ever so slowly, to the idle stops. My only concern was a single or double engine flameout as the altimeter kept spinning, trying to catch up with the aircraft. Up we went, and the air got thinner. I have never seen an altimeter spin the way it did: my last look was passing 50,000 feet as the aircraft slowed and stopped.

I awkwardly used both hands—below the top of the throttles—and pressed down on the red engine start igniter buttons to keep them hot. This kept the fuel ignited to prevent flameouts. I had to use the inside of both legs to hold the control stick neutral to let the aircraft fall out of the sky and float like a leaf back to earth. All I did was the keep the AOA steady to prevent a stall and spin. I let the Phantom have its way.

As luck would have it, the top of the Phantom was facing east just before the climb ended, with the airspeed stopping at zero knots. Moments before we started down, there was a shock, a blinding flash of light in the cockpit.

It was a total surprise and after the first moment of fright there was a smile and a sense of joy. The mountains to the east had slowed the sunrise upon desert for millions of years, but not for



us—we chased the sunrise, we made it happen. What frightened me at first, the explosion of light, was another unforgettable moment in my flying career. It was totally unplanned. The sunlight entered the cockpit in a flash directly above the cockpit, everything turned bright and crystal clear, all colors of the earth, the browns, greens and sand colors of the aircraft camouflage, the colors of the instruments and the cockpit were all pure and bright.

The world around us was so beautiful in those short moments, like a blessing from God. I remember the descent from the brilliant light down into the solid gray soup below and felt the air density increasing, giving me more control as we descended. I released one engine ignition button, paused and then released the other. I could feel the pitch and roll control gaining as the air density built. At about 45,000 feet I took full control again and started to maneuver into a flight path for high key at 30,000 feet. At 15,000 feet I lowered the gear for the simulated double engine flameout approach and landing. The control tower was advised that we were on our way down for a simulated dead stick landing.



The dead stick descent was almost directly over the runway. I could see the runway in the haze of the morning. The rest was routine, keeping the speed up while in idle and using the pitch like a glider to control the airspeed I needed for a safe touchdown. I don't know what my GIB thought after the flight. I never saw him again. I never told him not to talk about what we did, our out-of-this-world experience. But it was good to know, even now after all these years, we were not like the rest of the world at that moment. We had the wonderful surprise of making the sun rise and not having to wait like everyone else on Earth.

Was the risk taken that morning worth the moment? Were the flash and the short emersion of light in that high altitude sunrise worth it? Would you have taken the risk if given the chance? I hope so.

### About the Author

Cornelius "Neil" Cosentino became a US Air Force pilot in 1960, and went on to log over 6,000 hours in military, commercial and private flying. He flew the B-47, KC-135, F-4CDE, including three tours in Vietnam. He was awarded 9 Air Medals and the Distinguished Flying Cross. As a civilian, he holds an ATP, CFII/ME, Commercial Helicopter & Glider, SES, and A&P. He was the CEO of Air Treasure Cay air taxi, with 1,000 hours in the Piper Navajo and Cheyenne.

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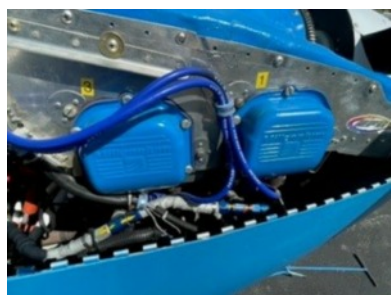
## Our Very Own Bob Clarke and the Shiny Metal Airplane



Cruise around the interwebtubes long enough and you will stumble across the darndest things. Here's a [YouTube video](#) of Bob Clarke and his beautiful (and incredibly shiny) Zenith CH750 Cruiser. Click on the link and check it out!

# Meet Ron Burnett...EAA Chapter 32's Aircraft Dealer of the Year for 2022

2011 RV6A Legal Mistress for sale. Lycoming 0360 dual EFII system 32, dual Odyssey PC680 batteries, GRT Horizon EX pilot side, copilot Sport EX, both touch screensUavionics Safe Fly, ADS-B In/out both screens, Interior by DJ at Cleaveland Tools, Protek Buss Manager, Plane Power 70 amps alternator, Digiflight dual axis autopilot, light weight starter, dual brakes, GRT 4000 EIS, Airframe 420+, engine 250 SMOH , Koger wide model retractable sunshade, military paint scheme, decals, vinyl wrap. Priced at \$98900, OBO.





# FOR SALE

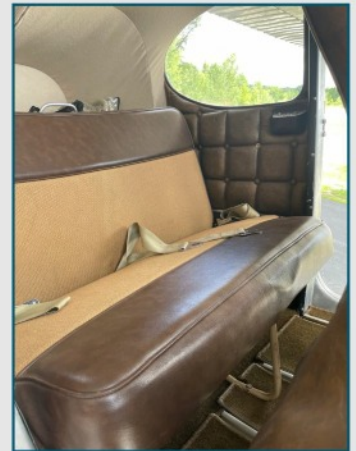
Really nice 1950 Cessna 170A · Serial number 19553

Bargain price of **\$69900**  
for newly rebuilt Continental 0300

Continental 0300 25 hours SMOH, Clean Airframe 3300/Annual May 2022. Plane Power alternator/ light weight starter, full size C172 windscreen, Mike buttons on each yoke, Radios: KY197A/GNC300XL 2/22 data base/Garmin 340 Intercom/KT76A certified July 2022, all seats have microphone jacks.

Handy tail pulls, 8.5 inch tires.

Located Greensfield M71 near STL area  
Times will change as aircraft flies. No ADS-B



Contact Ron Burnett  
314-518-8563

EAA CHAPTER 32 NEWS  
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