
EAA Chapter 32 News

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

June, 2023

R.I.P. Don Jonas

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



Sadly, we lost another member of our EAA Chapter 32 family. Don Jonas was a great pilot, instructor, and friend to all. We will sorely miss him. Here he is showing a couple of Young Eagles his Cessna 170.

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

One of the things I enjoy each year as Spring and Summer come around is the occasional encounter with rare aircraft. This past week I watched a Bell 47 helicopter fly over the FBO where I work. Also, as I finished towing a Gulfstream 550 to one of the maintenance facilities on the field I spied in their hangar an FJ-4 Fury! It was up on stands undergoing repairs after a gear up landing. I can't imagine there are many of these left flying. Maybe it's the last one, once the repairs are finished, that is. The same facility also has not one but two TA-4 Skyhawks that frequently show up. I understand they're used by Boeing as chase planes for the MQ-25 program. I'd love to hitch a ride in one of them but the chances of that are far, far too small to calculate... although never zero.

Speaking of airplane rides and if my info is correct, in the first two weeks of June Chapter 32 flew 100 Young Eagles! The event at Creve Coeur Airport flew 48 when we had planned to fly around 15 for the Gateway Youth Aviation Foundation. Of the several rallies we've had there, this one was the least stressful. We had a much better ramp location with more space for our pilots to park. This past Saturday (June 10th) was International Young Eagles Day. Chapter 32 flew 52 more Young Eagles. It was a beautiful day in which we had 9 pilots turn out for the rally. We fired up the grill and cooked our burgers, hotdogs, and brats to feed hungry volunteers and guests.

After the rally several of the pilots and a few additional chapter members, me included, participated in a memorial flyover for Don Jonas, Lifetime Chapter 32 member who recently flew west at the age of 91. ***(Click here to see a YouTube video of the flyover: <https://youtu.be/t18xKAVY8Os>)*** Don absolutely loved flying and made a career as a company pilot flying Sabreliners for Barry Wehmiller Corporation. After retiring he continued sharing his love of aviation as an instructor. Several of us chapter members have cherished entries in our logbooks from Don. He loved flying Young Eagles and flew 477.

There was a celebration of life for Don on Saturday at their home at Woodliff Airpark, just southeast of Foristell, Missouri. That was so appropriate to have it on International Young Eagle Day.

Soon to be retired Captain Bill Jagust led the briefing for the flight of 9 aircraft. The first three would be in formation with Randy Schroder in the lead in his RV-12. Dave Doherty would be the left wing in his RV-12, and Bob Murray would be right wing in the RV-9A Joe Sargent built. I rode in the right seat with Dave.

The group agreed on an airspeed of 90 knots. In the warm afternoon air, there were lots of thermals, but the lead formation did a nice job of staying together once joining up west of KSET. I tried to get some video on my phone during the flight but mostly jostled it in the bouncing of the thermals. Otherwise, I tried to provide an extra set of eyes for safety and stayed quiet, so I didn't interfere with my brother's concentration on holding our position. I must say I was quite impressed!

Once we got close to Woodliff, the three planes tightened up the formation a bit and began the descent. We flew right down the runway, and I observed several aircraft parked in front of the Jonas's house along with a large crowd of their family, friends and neighbors watching the planes as we came over. Tears rolled down my face as I could hear radio calls from the pilots as each gave a heartfelt salute to Don.

Just before we passed overhead, Bob rocked his wings and as he leveled up again, he had moved slightly to the right, forming a missing man formation. Beautiful, and a perfect salute. Behind us in trail were more Chapter 32 planes, each rocking their wings as they flew over. After our formation broke, Dave and I landed at Woodliff and taxied to join the other parked planes. We visited for a while with Joann, family, and friends. They were all absolutely elated that Chapter 32 had done this for Don. His daughter told me this was the best day ever.

Later, I sent a text to Joann and told her it was the highest of honors for us to be able to participate in Don's celebration of life with this flyover. With my permission she posted the text on her Facebook page.

Godspeed, Don! We'll miss you, my friend.

Although I tried to capture video as we flew over, most of what I got was of my own hand. Several others did have their cameras rolling from the ground and the air and I'm sure there will be a link to some of that video included in this newsletter.

Thank you to all who participated in the flyover and a big thank you to Bill Jagust for taking the time to organize it and brief everyone prior to the flight.

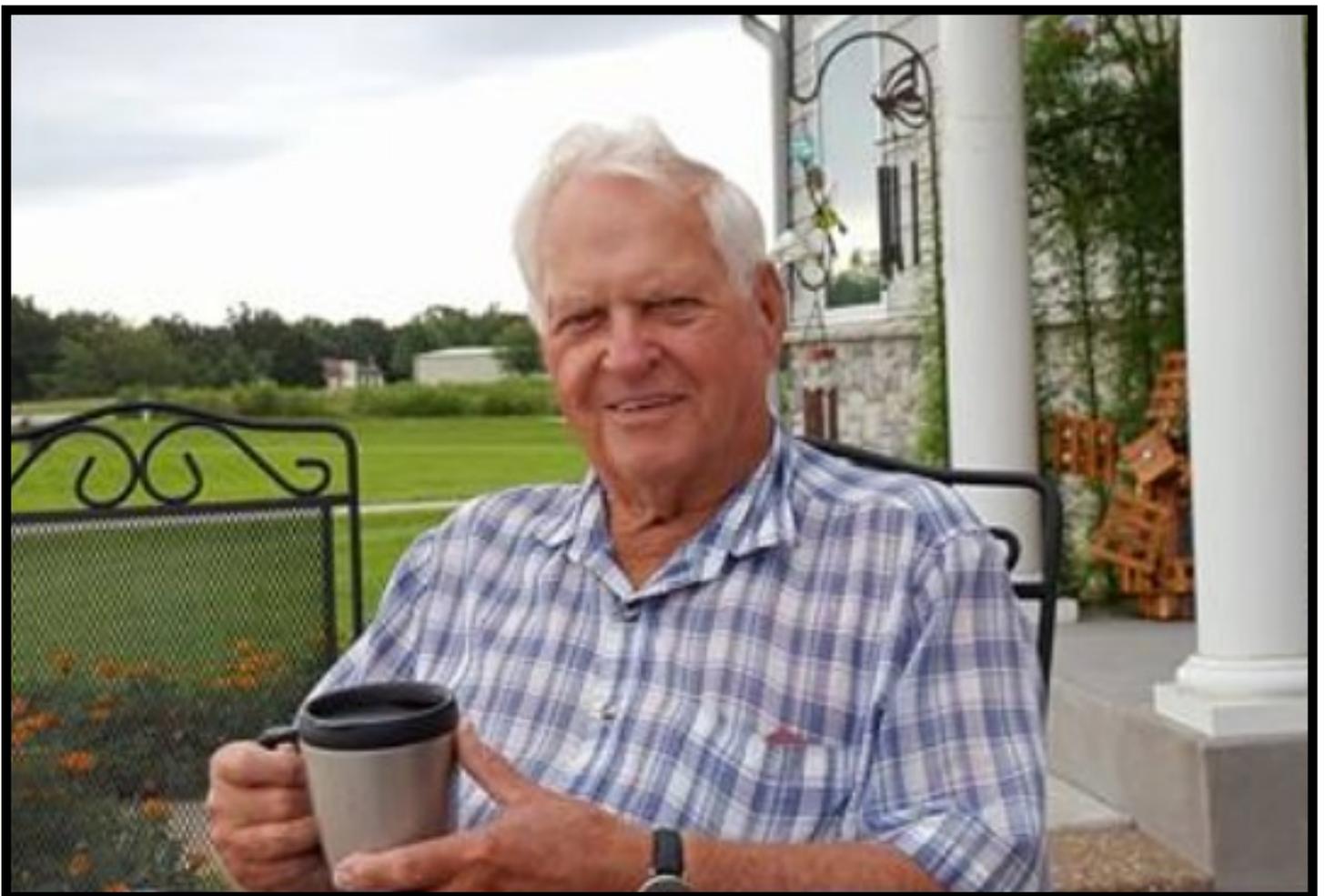
EAA is still celebrating the 30-year anniversary of Young Eagles up to AirVenture next month. And we continue to be asked to have more rallies by various groups. We'll discuss some of these opportunities at the Chapter Gathering this coming Saturday as well as some of our AirVenture planning.

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



My First Solo

By: Lauren Peca



On May 29, I soloed for the first time. As I waited for my instructor, Eric, to grab some more oil, I felt my heart begin to race a little. I knew that I had less than a week to solo. I didn't want to rush by any means, but I wanted to get it done sooner than later at the same time.

When Eric hopped in the passenger seat, he had a real funny look on his face. It's the same one he has whenever he's about to pull my throttle out and ask me where I'd land. It's somewhere between smug, mischievous, and wanting to make everything into a teaching moment.

"The winds are at 320 and they're still using 8L. We're going to Washington. If you can give me three good landings over there... good things may happen," he told me.

A sense of both trepidation and excitement came over me. I ran through my checklists and radio calls fervently, and soon enough, we were airborne.

"You'll be making all the radio calls today," he explained. "I want you to show me what you can do."

Compared to my other two previous instructors, Eric took me to non-towered airports a lot more. Despite that, I still felt uncomfortable with the spontaneous nature of CTAF calls. After asking a few clarifying questions, I put on a brave face and adjusted my microphone.

"Washington Traffic, Skyhawk 723SP, 10 miles northeast of the airport, inbound to land for touch-and-goes on Runway 15," I announced, with a shake in my voice that I hope wasn't prevalent.

We entered the airspace by way of the teardrop entry, which I affectionately nickname the "dive-bomb." The pressure was on.

I began performing the motions of the traffic pattern while trying to remember every tip my three instructors had given me the past two years. It was no easy feat, so I decided to just stick to Eric's words.

Phrases like "watch your airspeed, don't round out yet, bring it down easy" rang through my head as clear as bells. However, rather than his usual chatty self, Eric was for the most part silent. I think it was a test of independence.

After two safe but bumpy landings, and one greaser, Eric told me to pull off the runway and taxi to the airport office. He began unplugging his headset and collecting his things from the back.

Only one thought crossed my mind: This is actually happening?

I went to the baggage compartment to pull out my logbook at his request, and he stuck two endorsements into my logbook. One for soloing, and the other for soloing at another airport within 25 NM, since Spirit is my home base.

He hopped out of the plane, and I was left alone. Not completely of course, Eric was only a push of a button away. However, it was a strange feeling to look in the right seat and see no one there.

I restarted the engine and taxied back to the start of runway 15. I've never ran through a checklist so frantically—I must've checked if my strobe lights were on three times or more!

I announced I was proceeding to the runway, and I sat at the end for a brief moment. However, rather than psych myself out of soloing, I decided to push the throttle in and take to the skies.

I lifted off at 55 kts, and once I got a few hundred feet in the air, I think that's when it hit me. I was really, truly, flying an airplane by myself. I relished in the feeling of freedom, while also trying to keep up with radio calls, airspeed and all of the smaller details of flying.

My solo was a great exercise in attention to detail. I tried my hardest to stay "ahead of the airplane," and I think I succeeded. My patterns were high, and some of my landings bounced, but they were safe and they were mine. That's what matters.

After three laps, Eric hopped back in the plane and asked me how I felt with a smile on his face.

I didn't have a great answer for him at the time, just a wide smile. I think the closest word I can think of now is jubilant or euphoric.

Flying is one of the best experiences in life. There's a reason we as humans were so enraptured by the search for flight before Wilbur and Orville. Flight has always fascinated us, and even now, some of our great cultural icons are pilots and astronauts.

And now, especially after soloing, I can say that I was meant to fly. I can't wait to get up in the air again!



May Meeting Minutes

Dave Deweese

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

Last month's auto show: we lost money on this one. We've got leftover hamburgers and hot dogs for sale to members. It was a learning experience and now have equipment for future pancake breakfasts: we can gain experience for breakfasts at Oshkosh. You can't control the weather so our crowd was a fraction of what was predicted.

Bob gave the treasurer's report including checking, savings, Ray Foundation, and PayPal balances. We're around \$800 in the hole from the car show which we can offset if we sell off the leftovers. Note that, to comply with county health inspections, we can only keep food for future events for a limited time.

No new members/visitors (outside of presenters for later).

Explorer Scouts visited the wind tunnel at SLU. A professor who majored in planetary science was able to answer questions around Mars helicopters and other similar devices. They had a presence at the Scott AFB airshow, Dave Doherty was there with the RV-12. Members transition in and out of this with graduations and such, there's an upcoming recruiting events. They're also looking for new advisors both from our chapter and Boeing. Outside of AirVenture there are no scheduled activities (besides online meetings) over the summer. Jim noted Ken Derk's new tips-painted metal fans and the two new exit signs. Thanks to our chapter volunteers in general.

We're planning a board meeting next week, we'll discuss updating the sign out front. Bill's boss at Signature mentioned sponsoring some of our chapter's activities. He'll continue this discussion.

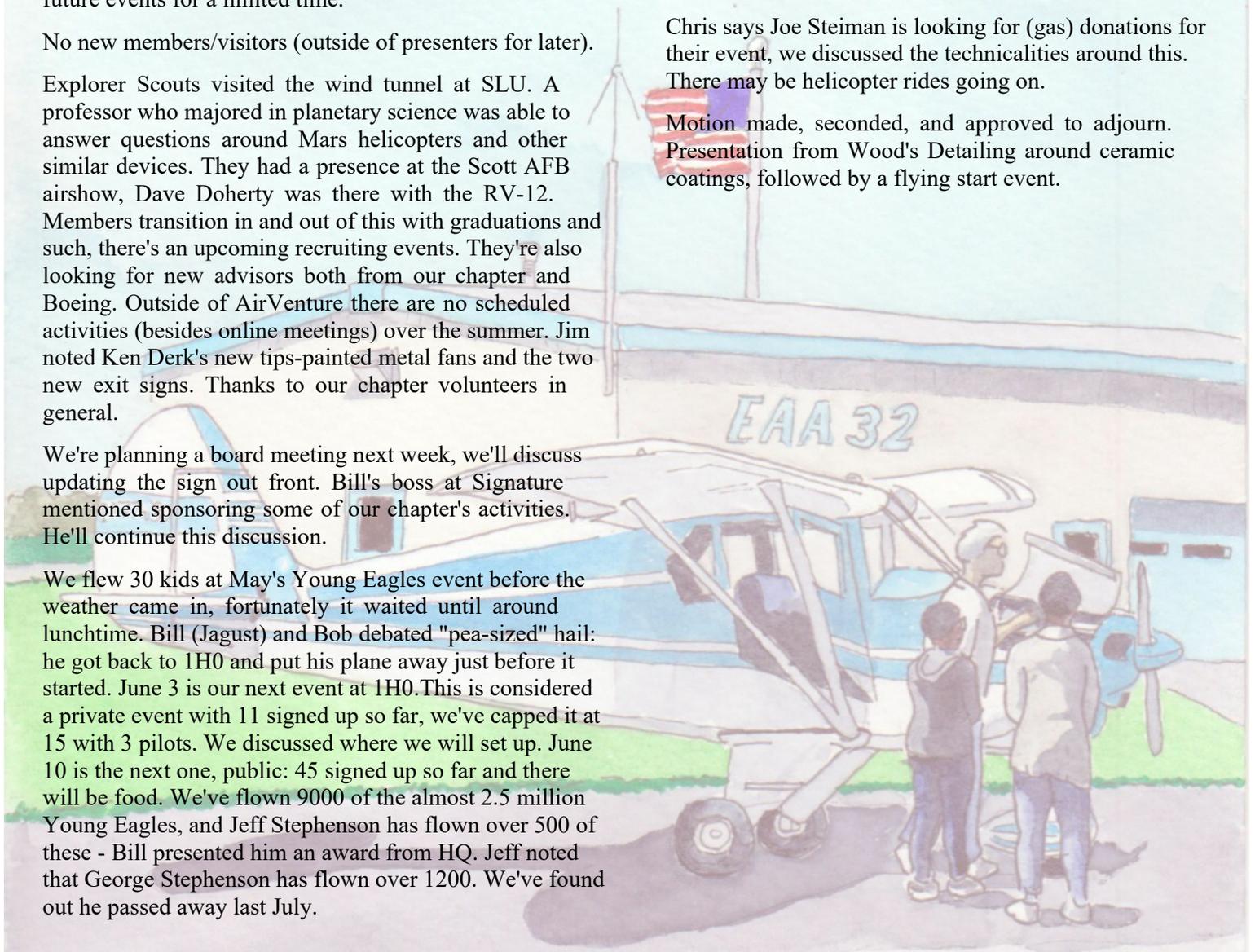
We flew 30 kids at May's Young Eagles event before the weather came in, fortunately it waited until around lunchtime. Bill (Jagust) and Bob debated "pea-sized" hail: he got back to 1H0 and put his plane away just before it started. June 3 is our next event at 1H0. This is considered a private event with 11 signed up so far, we've capped it at 15 with 3 pilots. We discussed where we will set up. June 10 is the next one, public: 45 signed up so far and there will be food. We've flown 9000 of the almost 2.5 million Young Eagles, and Jeff Stephenson has flown over 500 of these - Bill presented him an award from HQ. Jeff noted that George Stephenson has flown over 1200. We've found out he passed away last July.



The CAF will be on the ramp at Signature over Memorial Day weekend. They asked if we wanted to attend and set up a booth, we'll be there and maybe have a pretty red, white, and blue RV-12 on display if it's available. Set up will be Friday, Bill will be there bright and early on Saturday if you'd like to show up. Bill Wehmeyer says they'll get started around 0900.

Chris says Joe Steiman is looking for (gas) donations for their event, we discussed the technicalities around this. There may be helicopter rides going on.

Motion made, seconded, and approved to adjourn. Presentation from Wood's Detailing around ceramic coatings, followed by a flying start event.



Dave McGougan's Kitfox Project

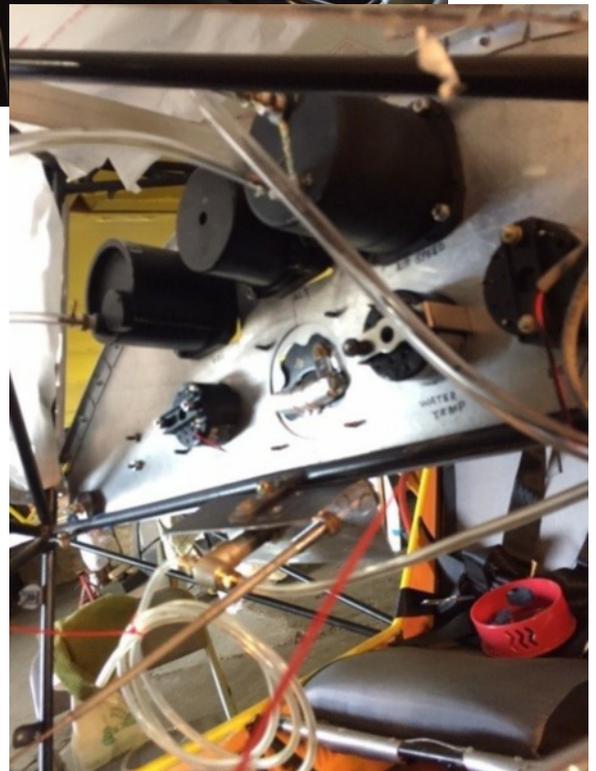
Just a few pictures to show a little progress. As you can see I managed to get the Data Plate printed up and installed. I ruined one trying to do it myself. About that time Bob Clarke called up and said his son could laser print one for me, which I jumped at. A week later it's on the plane, although we had to go a few rounds with the DAR to find the right spot on a fabric airplane. Next is the instrument panel which is somewhat installed. Front and back photos. It shouldn't be too hard to make the final hook ups when the time comes. One thing I did overlook was the throttle and primer controls installed in a spot that interfered with the lower instrument panel. So I had to correct that, which cost most of a day. The engine is at the airport ready to install, but must wait for the planes to be jockeyed around in order to have room for the hoist. The other good news is that only the prop is left at home.

I have a lingering problem. ELT! It appears that I need one. I have been told by several people I don't and some that I do. If any one has an answer I would like to hear it. Best scenario is a one seater doesn't need one, but a two seater does. Control stick or not. Any one know where I can pick up a cheap one?

Well, that's it for now.



Dave m



Learners as We Go

“OUR FAMILY, our Young Eagle Events, and our FAMILY REUNION,



Well, EAAer's, Summertime is here and the gang at EAA 32 have been off to a “HOT” start in this busy year.

THE GREATS

Let's face it if you make it to be a UFO (UNITED FLYING OCTOGENARIANS) you have had a GREAT life. EAA 32's very own Ron Burnett reached this milestone last month. Congrats Ron!



The Flight of Three
Bob M, Randy, and Dave D



Don Jonas' C-170 flown by Steve Z.

Another great was honored after the EAA 32 International Young Eagle Day event this past weekend, and he was Don Jonas. I know there are other stories about Don in this newsletter. I was just honored to be a part of the fly-by past Don and Jo Ann's place out at Woodliff Airpark.

Check out these pictures of our esteemed flying fleet. For a YouTube video of the flyby, go here...

<https://youtu.be/t18xKAVY8Os>

Also, this is all LEGAL because we briefed it on the ground before we went into the air to fly the formation and it went totally awesome in the air DESPITE the thermals in the area.

THE GOOD

I can not say enough about our volunteer staff at the desks of EAA 32 Sign Up Table as the general public people come into our AVIATION RESOURCE CENTER - known as the ARC. More later about a certain volunteer.

THE BAD

I hope you all have noticed the **NEW HIGH TENSION POWER LINES THAT ARE ALONG THE RIVER SOUTHWEST, on a 250 degree heading, 5.0 nm from SMARTT FIELD.**

Here is a photo of the new powerlines. It is nice to see them lighted up at night BUT they really need to be seen both night and day.



Also, there was a notice put out recently that there may be a new wind turbine being installed west of Jerseyville, Illinois.

ALL THE REASONS TO CHECK THOSE NOTAMS

NOTICE TO AIR MISSIONS before each flight.



CONTINUED



Learners as We Go (Continued)

THE “I AM JUST NOT SURE” CATEGORY

Every once in awhile there is a “kid” that slips through the cracks here at EAA 32. Ah one picture says a thousand words.....



This is Jon. A tad large for a 17 year old.



This is Jon, flying in the Piper Tri-Pacer. He assured me that white stuff on his chin was from a powdered donut!

Seriously, Jon (EAA 32 Young Eagle Coordinator) wanted to fly the Piper because he is currently training in a Cessna. It was a JOY to see him handle the airplane (read that as great training) and for him to “Have his head on a Swivel” as we flew the two Young Eagles in the back seat. You can see that our backseater was quite happy with her flight crew.

THANK YOU, JON FOR ALL THE GREAT HELP YOU PROVIDE FOR THE EAA 32 YOUNG EAGLE PROGRAM

ON THE HORIZON

Well as I type this newsletter plans are being made for the EAA Family Reunion at OSHKOSH, Wisconsin.

The OSHKOSH NOTAM should be coming out soon for those who plan to fly into that airshow later next month.

PLEASE DO NOT TRY TO FLY INTO THIS AIRSHOW WITHOUT THIS VITAL INFORMATION.

Q? Who was the one-millionth young eagle?

A: One October 25, 2003, Rick Ellis took up Andrew Grant in Freeport, Illinois

Q? It is getting warm now but...What was the temperature and the winds the day of the Wright Brothers Flight, December 17, 1903?

A: Temperature was 35°F with a 24-26 mph wind.

Windchill that December Day.....23°F



All Young Eagle photos courtesy of Lisa Miano

EAA Chapter 32 Board Meeting Minutes

Dave Deweese

Attendees: Dave Deweese, Bill Doherty, Bob Murray, Don Doherty, Jim Hall, Dave Doherty, Chris Ward, Jennifer Skikas, Doug Killibrew

Jon could not attend: in Florida.

YE this upcoming Saturday at 1H0, Gateway had two planning meetings this week. Registration will be under the pavilion near the admin building. They'll provide food and drinks, there will also be four food trucks. Barricades will be up and crowd will be more contained than last year. 6 pilots, one from chapter 64 and at least 7 ground volunteers. Joe offered to pay the chapter \$500 though that puts us in a gray area with the FAA. It would need to be a donation to the chapter rather than to pilots specifically. There will be lots of exhibitors, the media, and 2 to 3,000 people. We don't plan to fly more than the 15 scheduled Young Eagles. Army Aviation Heritage group will be selling helicopter rides. Electricity will be available: we'll bring fans in case it gets too warm.

Looking at getting a list of all volunteers for event invitations: may be a question for HQ.

We're getting more and more calls for events and can't take them all on. Pilots' call. There are other chapters, 64, 864 in Alton, new chapter at Spirit. We might get a contact list of other chapters when we get one-off requests for flights.

June 10 is International Young Eagles Day. Will also be the celebration of life for Don Jonas at Woodliff, Bill wonders if some pilots could do fly-overs. It would be a long Young Eagles flight, officially ok as long as they don't land. Several pilots have already responded to the email. Possible to get the 1H0 biplanes to fly over in formation. Bill plans to cook for that, we'll need a crew.

Adirondack chair, true course sign (KSET > KOSH 315nm 196 true heading).

Street sign: Doug reports when we were building the ARC he made a proposal, a member built the whole thing, had a sign shop create vinyl logos. Whatever image we come up with, other than cutting with a water jet, would be done in vinyl. New solution needs to be wind resistant. Doug took dimensions to a sign shop, they could refurbish the aluminum panels for \$400, replace for \$750. They can make an entire sign, body and all: a lightbox with translucent sides. No price on that one, roughly \$2,000. We've got wires going out there that need to be tested.

Alternate is Bob Clark's son who has access to a shop and water jet. He'd cut designs from the existing aluminum panels and add translucent material. Question: how easy is that to replace - it'll age over time. What will be the condition of the aluminum afterwards: sandblasted, polished, powder coated? Lights would likely be low-voltage: LED. Don mentioned a continuity test on the wires. Typical landscape lighting - 12v a/c. Doug notes that the EAA logo removes a good bit of material, that might require reinforcement of the panels. He also suggests talking to the first vendor and ask how much they might charge if we provided the pre-cut aluminum panels. They would pick the correct plastic material we'd need. What format will Bob's son need for the design: .dxf?

The wings are on Chris's Zenith, and the Grave's Zenith is in a hangar. This gives us access to the west wall which needs reinforcing. We've got brackets that can either be welded or bolted in place. Everything needs to be moved away from the wall, this will be a good chance to put things on pallets (which we have) so they'll be easier to move if the river rises again.

Turning the a/c on proves it isn't working. Rich Emery looked at our outside unit last time after it was under water. He can check before we make a service call.

Ken was talking about rescreening the windows, but we don't open them anyway. They look bad so we should either replace or remove them. We do need shades. Don suggested blackout shades, we discussed open/closing solutions.

Foam panels on the big door need to be replaced. They're fastened with a construction adhesive.

We've got a roof lead. Bob had been on the roof and say a spot near the crest that looks bad: it was caulked but needs a different, more flexible material. Tar works well per Bob.

Are we still doing movie nights? Need to get them off the web calendar if not. Our projector and screen are worn out, Bill has seen some new ones on Amazon. Don suggest looking up the cost of replacement lamps. Doug wondered about companies that rent out presentation equipment, and if they sell "scrach and dent", or donate to 501c3 organizations. Jim suggests Win Warehouse.

Jim suggests a pavilion. The pop-ups are troublesome. Dennis is ok with this though we'll need a building permit. He plans to look at the pavilion at Creve Couer for ideas. Size? What will we put it on?

Chris re Ray Foundation. Some of the candidates have missed some HQ steps and this delays the checks. They also need to report to Chris on their volunteer hours. There are also steps, i.e. solo, that trigger more funding - this also requires a report from Chris. Chris needs some documentation with this: solo = copy of logbook and receipts from flight school. One person does the job as more would confuse the issue. Checks usually cut on the 10th of the month, these go to Bob. Rules around headsets are changing, Chris forwarded that to Lauren. Flying Start - he's following up with four of our attendees. He'll remind them about next weekend's event. We discussed options on keeping them engaged. Trial membership is an option. We're supposed to get two passes for Oshkosh for doing the flying start event. If we want to do another one we need to decided when. HQ suggests a flying club to attract newer members from Flying Start participants.

Geanovea relocated to Florida for a job but is moving back in roughly six months. She'd like to do another event if possible. Chris did the scouting presentation last months - Jim gave him a phonetic alphabet presentation that he plans to use again. He'll have them show him their paper airplane and their name in phonetic alphabet before signing their cards. He'll fill out the list for the camp in August.

Bill mentioned the Explorer group to his boss. He's going to arrange a tour of the FBO and some other operations at Spirit.

Bill met with Rick May who's doing well.

Jim suggest a memorial plaque that we could add brass nameplates. Maybe Don Jonas for next year.

RV-7A: VFR, 180 HP, C/S Prop \$120,000



Garmin G3X glass PFD/MFD, TruTrak A/P, Aera 660 GPS, SL40, Stratus ADS-B In/Out

• **Contact Builder/Owner Rich Emery**

• **Email: RichRV7A@gmail.com**

• **Cell Phone: 636-284-4678**

• **Hangared @ KSET**

• **450 TT on Airframe, New O-360 Engine & Constant-Speed Prop**



Aviation Explorer Post 9032 Activities Update for June, 2023

Jim Hall, AE Advisor

We're continuing with more great plans for the rest of 2023; and if you are interested in joining Aviation Explorer Post 9032 as a youth, or an advisor, please let us know and we'll get you on the email list!

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

Note: as more youth and new advisors continue to join Aviation Explorer Post 9032 we are looking to share some of your expertise and enthusiasm to keep offering great experiences to everyone involved. We will be looking for someone who is willing to become the "Lead" Advisor and add this opportunity to their resume. Please let us know if you're interested; it's exciting to be a part of this successful organization.

Upcoming Plans:

- June 28, 6:00pm – 7:30pm Post 9032 Officer Transition Meeting at Boeing Co, 6300 James S. McDonnell Blvd, Berkeley, MO 63134
- **July 12, (note: date changed)** 6:00pm – 7:30pm AE Post 9032 for AirVenture Training + Logistics Meeting at Boeing Co, 6300 James S. McDonnell Blvd, Berkeley, MO 63134
- **July 24-30, 2023 Aviation Explorer Camp at EAA AirVenture coming up.** Note: It looks like there are enough AE post Advisors to help out at the Aviation Explorer Camp during Airventure. Please let us know if you're interested in attending. It's a great opportunity to be a part of a very special experience. AE Advisor Chrissy sent out notice to all explorers: "AirVenture registration is now OPEN! Materials must be in by May 15th except for medical. You can sign up at the link below. Camp cost has risen to \$280. Please fill out the survey I sent out if you plan on going! If you have not yet told me that you want to go to Airventure, please fill out this survey ASAP! We have 20 spots at camp and I have 15 people who have said they plan on going. We may have reached our limit of 20. If you have any troubles with the CampDoc website please let me know. [Camp Operations/Registration | Aebase \(aviationexplorationbase.org\)](#)
- September 20, 2023, 6:00pm – 7:30pm **Aviation Explorer Post 9032 Open House!**

Recently Completed Activities:

- June 10th EAA Chapter 32 Young Eagles event at St. Charles Regional Airport **Note: 51 Young Eagles had flights**
- June 3, 10am – 4pm for Youth Aviation Day at Creve Coeur Airport! Activities to include: Aviation Career Fair, Special Guests, Airplane and Helicopter Displays, Young Eagle Flights, Discovery Flights, Huey Helicopter Rides, Flight Simulators, Young Eagle Flights (Limited Private Event) for youth ages 8-17; will be given on first-come first-served basis **Note: 48 Young Eagles had flights** (Register upon entrance to the event). Visit Gateway Youth Aeronautical Foundation And Historic Aircraft Restoration Museum
- May 17th at the SLU Campus to tour their wind tunnel! Meeting at 5:30pm in the Rotunda of McDonnell Douglas Hall to visit the SLU Wind Tunnel with Dr. Raymond Lebeau. The best parking options are on Lindell Blvd next to MDH or in the Laclede Garage.
- May 13-14th Scott Air Force Base, Illinois hosted a free Airshow & STEM Expo featuring the U.S. Navy's Blue Angels. AE Post 9032 had a STEM table exhibit on Saturday of the two day event. Large crowds were in attendance on both days and were able to enjoy the exhibits and airshow despite a somewhat shortened schedule due to the weather.

EAA Chapter 32, had the RV-12 (N32YE) flown in by pilot/ builder Dave Doherty, to Scott AFB for static display. Dave and Jim Hall staffed a booth showcasing EAA aviation outreach: including Young Eagles events, scouting Merit Badge activities, Flying Start Day, Aviation Explorer Post 9032 Advisors, aircraft builder support, aviation career options and other initiatives.
- May 3rd @ Boeing Prologue Auditorium Building 101; Aviation Explorer Post 9032 Officers (President, VP, Treasurer, and Secretary) Elections. Then the explorers tested their aeronautical knowledge by playing 'Aviation Jeopardy'. It was a fun time for both post members and advisors.

- April 22nd Wings of Hope is providing their “SOAR into STEM” program; registration required for 30 students; aviation learning each Saturday starting on March 25th and culminating with a Career Exploration Fair from 10am to noon on April 22nd.
- April 19th @ 6pm the Aviation Explorers meeting was held in Boeing building 100 and post member Jacob Garvey spoke about also belonging to the Civil Air Patrol by sharing his experiences with that group.
- April 15th St. Charles County Regional Airport (Smartt Field) is hosted an Open House and Auto Show on the tarmac. EAA Chapter 32 members provided food (breakfast and lunch) and had the ARC open to answer aviation questions.
- April 8th Chapter 32 Young Eagles event at St. Charles Regional Airport was the first regular YE event this year.
- April 5th @6pm, Creve Coeur Airport: Gateway Youth Aeronautical Foundation (GYAF) hosted the Aviation Explorers in their facility letting them use their very nice flight simulators. The explorers ‘flew’ various aircraft assisted by flight instructor; “Mr. Bill” who said while coaching one student, if they ‘were intending to make a water landing’ with the fixed gear C-172 as it approached touchdown. Everyone watched as another youth rolled an F-15 and recovered as he enjoyed the fast jet capabilities. Then, explorers and advisors went to Piston Aviation Flight School where they showcased their hanger and office facilities and allowed the explorers to sit inside the training aircraft while they answered questions and shared their training philosophy. One of their flight instructors shared his thoughts on working with aviation students to find out their goals and how he can best assist them in reaching them. He also encouraged the explorers to apply for the many aviation scholarships that are made available each year. Libby shared her experience in reviewing scholarship applications for the 99’s and how important it is for applicants to share their ‘passion’ for aviation.
- March 15th at 6:00pm. Met at the Boeing Building 100 Prologue room auditorium. The topic this week was Flight Schools, Scholarships, Jobs, and Airventure! AE Post Officers shared information on ways to get money for flight training, opinions on the local flight schools, and opportunities they have found around St. Louis. Then Chrissy (advisor) talked about how students can sign up to go to Airventure this year. She went over cost, timeline, sign up forms needed, and about the experience!
- March 11th EAA Chapter 32 held a private Young Eagle event at Creve Coeur Airport to complete the youth training for the Gateway Youth Aeronautical Foundation; which put on a free, 8 week “Intro to Flight Course” that started January 21st. When finished the eligible youth get a \$500 discount at Piston aviation. For the event, five Chapter 32 pilots brought their airplanes and working with ten ground safety volunteers, flew the 17 youth to introduce them to an aviation experience. At least two AE Post 9032 youth also worked the event helping to safely escort passengers to/ from aircraft. Parents had many questions answered by chapter members about how to find and get involved in aviation activities to help youth explore options and the many opportunities in aeronautical career fields.
- March 1st There was a good turnout and thanks to Wings of Hope for giving post members a tour of their hangar and telling us about their mission! We had a great time and many of our explorers can’t wait to get involved.
- February 25th The 41st annual Light Sport Symposium to be held at the SWIC Granite City campus. It is a free event with lots of great speakers from 8 to 3 pm. EAA Chapter 64 is providing breakfast and lunch. Each meal is \$10. We will not have an organized attendance, but if this interests you, it sounds like a great time!
- Feb 15th; Airframe & Powerplant (A&P) speakers - learn about being an aviation maintenance technician at Signature Aviation in Spirit of St. Louis Airport. The hangar that we will be meeting in is heated. We are planning to talk and show a few pictures on a large screen TV. Then we can walk to see a couple of airplanes that are in adjacent hangars that are undergoing maintenance. Thanks so much to our advisors Curtis and Bryan for sharing their experiences in the aviation maintenance field and showing our explorers some current projects!
- February 1st 6:00pm at [Boeing Building 100 - Prologue Room Auditorium](#) for Boeing Engineering in Aviation panel spoke about the roles they have held across Boeing and how they got there. Roles may include Phantom Works, Flight Test, Simulators, Design and more. The six Boeing Engineers; three women and three men; most of them relatively new in their careers, were presented questions asked by the host and audience. Queries were made about their career choices and experiences.

Aviation Explorer Post 9032 Activities Update for June, 2023 (Continued)

- January 19th 6:00pm at [EAA 32 Aviation Resource Center](#) to talk about homebuilding aircraft with the people who are currently building them! One of our advisor's, Chris, will show us his Zenith project.

Update on EAA and Other Aviation Scholarships

NOTE: Look ahead by gathering information for filling out scholarship applications and plan on including demonstrations of your “Passion” for pursuing aviation by listing your demonstrated participation in aviation activities throughout the year. Next round of scholarships will be here before you know it!

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.

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

Tentative dates for Aviation Explorer Post 9032 meetings and activities are on the website calendar: <https://www.aepost9032.org/>

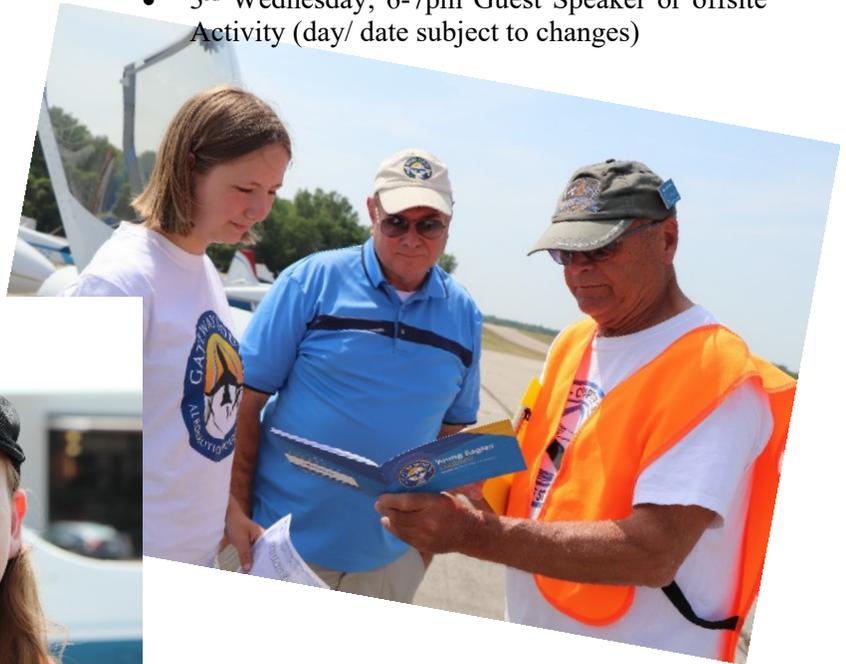
The AE post officers have had a lot of great stuff lined up this year and are working on arranging even more.

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

- 1st Wednesday; 6-7pm General Meeting in Boeing Bldg. 100 Auditorium
- 2nd Wednesday; 6:30 & 7pm Post Officers and Advisors Virtual Online Meetings

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.

- 3rd Wednesday; 6-7pm Guest Speaker or offsite Activity (day/ date subject to changes)



EAA CHAPTER 32 NEWS
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