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# EAA Chapter 32 News

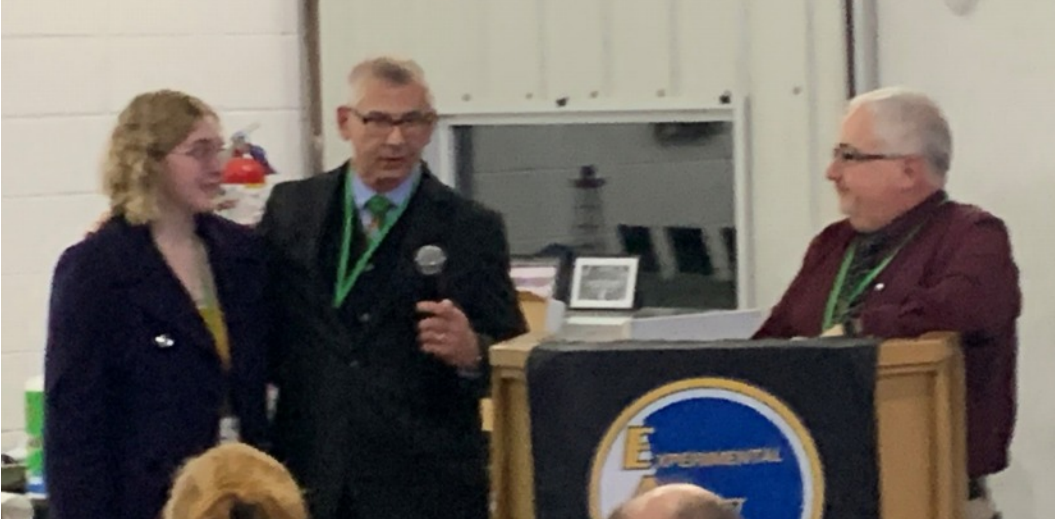
The official publication of Experimental Aircraft Association Chapter 32 - St. Louis, MO (Jim Bower, Editor)

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**January, 2023**

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



Two of our members were given awards at the Christmas party.

Our very own Ms. Libby (right) won the MVP-(MOST VALUABLE PILOT) Award

Ms. Lauren P (above) received a “special” scholarship for all her volunteerism for the chapter.

**Congratulations to them both!**



**WE HOPE TO SEE ALL OF YOU AT THE JANUARY MEETING! 10:00 AM **JANUARY 21ST** 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@eaa32.org](mailto:newsletter@eaa32.org).

# President's Corner

by Bill Doherty

Welcome to 2023! I hope everyone had nice healthy and safe holidays as we closed out 2022. This year and this month mark the 70th anniversary of EAA's beginning. I believe Chapter 32 is only 3 years younger. There are so many accomplishments over the years. Jack Pelton talks about some of these in this month's chapter video. As always, I'll include a link at the end of this article so you can check it out.

It's fun for me to reminisce about all the experiences I've had with EAA and my family. My brother, Don gave me a flash drive with hundreds of family pictures from our dad's collection of slides. Looking through these tonight and seeing Dad's familiar EAA hat as he posed with one or all of us warms my heart. The earliest picture I've found in that collection so far were of my brothers standing at a fence in front of a yellow SNJ, both of them young boys.

Paul Poberezny was right when he said we're a family brought together by a love of aviation. Having grown up around EAA and Chapter 32 I see all chapter members as our brothers and sisters. If you're new to Chapter 32, welcome to the family. If you're returning or renewing your membership, welcome back. Welcome home!

We have ambitious plans again for 2023. The 30 year celebration of Young Eagles continues until July as does the challenge for pilots to fly 30 Young Eagles before AirVenture. I'm sure we'll have quite a few pilots achieving this goal. As incentive, EAA is issuing double Young Eagle points for the same period. Our Young Eagles team will be at it again, helping make all this happen.

We do have opportunity for someone to take on the Merit Badge program. Laura Million is ready to retire from this role. She's done a FABULOUS job and has touched the lives of literally hundreds of kids over the years. We are truly indebted to her commitment and hope to see her at some of our other activities. If you're interested in this role, contact one of the chapter officers. Laura has offered to show you what to do.

We remain committed to the Ray Scholarship Program and hope to see at least two new pilots this year. No pressure but we can't wait to celebrate their success! Enormous opportunities eagerly await their exploration. Speaking of exploring, our friends in Aviation Explorer Post 9032 are active and are visiting the ARC this month. We intend to renew our commitment to advising and sponsoring them along with Boeing.

Another great program we became friends with in 2022 is the Minorities in Aviation group. We had a great day with them in the fall with a Young Eagles event. We'd like to have a quarterly event of some sort with them. Would there be interest in organizing an EAA Build to Fly camp where they construct an RC plane and then fly it? This would need some detailed organization and would probably be more suitable for spring and early summer. Other chapters are having great success with this program. The kids and families we met in Minorities in Aviation were very sharp and traveled far to experience flying in a real airplane. I highly encourage other aviation groups in the St. Louis area to reach out and include these kids and their families. The more who get involved, the more opportunities avail themselves.

With Learn to Fly Day in May, perhaps it's a good opportunity to have a Flying Start event for those above the Young Eagle age group in place of a Young Eagles rally. People of all ages want to fly, right? We could make up the Young Eagles on June 10th which is International Young Eagles Day.

We also have some fundraising opportunities we're cultivating. The Salt River Auto Show group had a very successful event in 2022 and want to do it again on April 15, 2023. I've offered to have our food tent as we did last year. We made a pretty good amount of money that day but could have made more. It was the first time for the event at KSET so we learned a lot. One thing we learned was many of the participants of these car shows stay up the night before putting the finishing touches and polishing their show cars. Then they show up early to get a good position in the show line. So they

Thank you, Laura!!!



arrive early and HUNGRY. We need to work on breakfast offerings.

One of the best, most profitable fundraisers in aviation is a pancake breakfast. If we can master running a pancake breakfast and still offer our burgers, hotdogs, and brats for the car show we might make enough to cover things like the 50/50 Ray Scholarship without digging deep into chapter funds. It would also give us experience to have a go at being selected to run the Chapter Pavilion pancake breakfast in Camp Scholler for a morning during AirVenture. Don't be too surprised if there are pancakes at some upcoming meetings as we learn how to mass produce.

O.K. Your turn!

Give us some ideas for presenters or workshops at our monthly chapter meetings so we can make them more fun gatherings. Who has a build project to show off or an exciting bush flying adventure to tell us about? I know there's concern about Missouri's insurance issues. It's over my head so hopefully someone can give us a talk about it or knows someone who can.

One last note. In my November, 2022 article I wrote about the Artemis I launch and shared my excitement about the new program to land people on the moon. In the treasure trove of pictures from Don were some photos Dad took of our black and white TV during Apollo 11 as Neil Armstrong stepped onto the moon. How cool is that??? There were also some photos from 1979 when the NASA 747 came to Lambert carrying the Space Shuttle Enterprise. Chapter 32 was there and we were invited to tour the 747. I got to see that with my family and this family.

Here's the link I promised to this month's Chapter Video Magazine with Jack Pelton as he talks about exciting things in 2023.

<https://www.eaa.org/videos/chapters?playlistVideoId=6317610048112>

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***

# Learners as We Go “Fresh from the FAA Approved School House”

mr. Bill

**HAPPY NEW YEAR FELLOW AVIATORS!**

It is the morning after an FAA Approved (FIRC) Flight Instructor Refreshed Clinic that was put on by the Greater St. Louis Flight Instructors Association. The GSLFIA Association brought in the good people of Aviation Seminars from San Diego, CA to present the latest and greatest info from the FAA to the 18 Flight Instructors who attended this conference. The good news was that we were ALL old. Nobody was younger than 60+ years.

Just a couple of updates and some explanations that were learned at this seminar.

All the FAA written exams now include “scenario” questions that require the learner to have a good working knowledge of the aircraft and the world that the airplane is in. An example you say:

Q? While flying on a humid day at 6,500 feet in your Cessna 152, you notice that the engine power is slowly decreasing on the engine RPM tachometer?

- A. Is your engine having a major mechanical problem and it will totally quit.
- B. Is your engine experiencing carburetor ice.
- C. Is your throttle backing out from the panel

B, is the answer. But a learner must have some working experience of the airplane to put all those pieces of the puzzle together. It is now suggested that the Private Pilot applicant should plan on taking their written pilot exam until AFTER their long dual cross country or about 40 hours into the 60 hour program. (The average hours for obtaining a Private Pilot Certificate is 66 hours of flight time.)

Other Flight Instructor Info we learned was that these silly pilots are still having FUEL STARVATION situations with airplanes. One person who trained in a Cessna (gravity fed fuel system) rented a Piper low wing Cherokee for a cross country and ran one wing dry of fuel and forgot there was another wing “FULL of fuel” available! OUCH!



## **SMARTT FIELD INFORMATION**

With the new year came a bump in the hangar prices. Mr. Dennis W. was doing an awesome job with the hangars THEN the minds of the County told him that ALL the hangars should be rented for the same price. So those great minds raised the hangar fees. Not only this year, but again NEXT year too.

## **EAA 32 HOLIDAY PARTY**

Those of you who missed out on the EAA 32 Christmas Party missed an awesome evening at Creve Coeur Airport.



**Decorated door for the Holiday Event**

Our very own Ms. Libby won the MVP-MOST VALUABLE PILOT Award for all her volunteerism at EAA 32 and the zoo and the various Women's Organizations that she helps with.



A nice surprise for Ms. Lauren P was that she, (decided by our very kind and generous group) received a "special" scholarship for all her volunteerism for the chapter. *(See Lauren's article elsewhere in this issue - ed.)*

It was a special night for all. The evening was truly special for the members and visitors because Wilbur Wright showed up to tell us HOW he and Orville were able to get their aero machine to FLY!

Well, I need to get this to our AWESOME Newsletter Editor for the deadline tonight. Thanks for making my Chicago Public School Education writings look good!

Finally, last but not least, THANK YOU LAURA M. for all the things you have done for our chapter over the years. From setting up a website for our chapter and a bunch of people in National EAA, and providing the Boy Scout Merit Badge and the American Heritage (Girl Scouts) Badge presentations for the past several years. Earlier this month I spent time with a family who came out and attended the Young Eagles event and obtained their Merit Badges. These young adults were SO excited still, about the Merit Badge Presenter, and with their time at Smartt Field airport. (Their grandfather was a Boeing B-29 Ball turret gunner) With their Young Eagles Flights, and later during my visit, they again had to show off their Scout Merit Badges.



# Learners As We Go (Continued)

Yes folks, we are reaching people. People in our own group and people who walk through the door of our awesome EAA Aviation Resource Center (Hangar.)

Thanks again to ALL who stepped up to help this past year. Thanks to Jim H. for watching and knowing ALL the little facts of the great people that we have in the organization and making that known to the others the night of the program.

So, we pilots have been challenged to fly 30 Young Eagles kids by Oshkosh 2023 for a 30 Years of Flying Young Eagles for a nice EAA Polo Shirt.

So, I ask you all to once again this year, to come on out, put a smile on your face, and an orange vest on your body and help US ALL get through another SAFE AND FUN year here at our EAA 32 Aviation Resource Center.

Thank you ALL and HAPPY NEW YEAR! mr. Bill



Q? What was Elvis Presley's FIRST airplane?

A: A Jetstar II called the Lisa Marie.

Q? The jet was recently sold at auction for how much?

A: \$286,000

# Homebuilders Week – Online Event Starts January 23

*An online opportunity to learn about all aspects of building your own aircraft*

By Charlie Becker, EAA Homebuilt Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders: ([www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek) to review the schedule and sign up for a session.

Homebuilders Week Schedule  
January 23 - 27, 2023  
All Time Central  
[www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)

To sign up, visit:  
[www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)

CST	Monday 1/23/2023	Tuesday 1/24/2023	Wednesday 1/25/2023	Thursday 1/26/2023	Friday 1/27/2023
11:30-12:45	Building an Aircraft: What You Need to Know- Charlie Becker	Composite Construction Basics- Mark Forss	Top Five Project Killers- Lisa Turner	EAA's Homebuilt Movement: Past Accomplishments and Future Opportunities -Jack Pelton & Charlie Becker	Amateur Built Aircraft Certification Process-Joe Norris
1:00-2:15	Wiring Basics - Dick Koehler	Buying a Used Homebuilt- Vic Syracuse	Flight Testing Basics-Gary Baker	Lycoming Engine Installation - Dave Prizio	Working with Wood 101- John Egan
2:30-3:45	TIG Welding-Charlie Becker & Earl Luce	The REAL Culprit in HB Accidents- Ron Wanttaja	Zenith Aircraft Kits & Plans- Sebastien Heintz	Panel Planning-Stein Bruch	Advocacy Update: MOSAIC, Fuels & More - Tom Charpentier & Rob Hackman
4:00-5:15	Sonex Aircraft & AeroConversions Products- Mark Schaible	Fabric Covering Basics - Mark Forss	Advanced Flight Systems- Rob Hickman	Garmin Experimental Avionics Solutions- Brad Brensing	Plans Built Aircraft: The Affordable Option-Tim Hoversten
5:30-6:45	Sheet Metal Basics - Mark Forss	Dynon Avionics-Michael Schofield	Gas Welding -Budd Davisson	Choosing Wheels & Brakes- George Happ	Van's New High-Wing RV-15-Greg Hughes
7:00-8:15	Kit Selection - Paul Dye	Van's RV Aircraft Kits-Greg Hughes	Finding an Engine for Your Homebuilt-Mike Busch	Painting Your Plane: DIY or Use an Expert?-Craig Barnett & Ken Reese	Maintenance Horror Stories - Vic Syracuse

# Aviation Explorer Post 9032 Activities Update for January, 2023

Jim Hall

A Memorandum of Understanding (MOU) is being completed with the Greater St. Louis Area Council that will allow EAA Chapter 32 and Boeing to continue their participation in providing Aeronautical Advisors and Career Guidance Activities to Aviation Explorer Post 9032 members, following the “Learning for Life” program guidelines.

## **Recent Aviation Explorer Post 9032 Activities:**

To wrap up 2022 we had three great events!

- In December we took it easy and went to see the movie “Devotion”.
- In mid-November we took a trip to the National Weather service.
- In early November we had Stephanie Maughan, FO with SW Airlines come and speak.

We have a lot of great plans for 2023; and if you are interested in joining the AE Post please message us from the website and we’ll get you on the email list!

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

In Mid-January we are getting started again with some exciting meetings!

## **Wednesday January 19th 6:00pm**

[EAA 32 Aviation Resource Center](#)  
[6410 Grafton Ferry Rd.](#)  
[Portage Des Sioux, MO 63373](#)

We will be meeting at the EAA Chapter 32 ARC 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.

## **Wednesday February 1st 6:00pm**

[Boeing Building 100 - Prologue Room](#)  
[Auditorium](#)

Engineering in Aviation Panel

We will have a great panel of engineers from Boeing come speak about the roles they have held across Boeing and how they got there. Roles may include Phantom Works, Flight Test, Simulators, Design and more.

## **Upcoming Plans:**

1. Airframe & Powerplant (A&P) speakers - learn about being an aviation maintenance technician
2. Wings of Hope hangar tour

## **Other opportunities:**

Gateway Youth Aeronautical Foundation is putting on a free, 8 week “Intro to Flight Course” starting January 21st. When you finish you get a \$500 discount at Piston aviation. To sign up:

<https://www.youthaerofoundation.org/intro-to-flight> (Ages 14-25)

**The next EAA Chapter 32 general meeting is January 21st at 10:00am and Aviation Explorers are always welcome to join us.**

## **Recently Completed Activities:**

December 14, 2022 @ 6 & 7pm Google Meet: Aviation Explorers Post 9032 Officers and Advisors

December 7, 2022 @ 6 - 7:30pm Aviation Explorer Post 9032 General Meeting

November 16, 2022 @ 6 - 7:30pm Visit and tour of the National Weather Service facility in Weldon Springs, MO on 112 Missouri Research Park Drive; 63304

## **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 (space dependent) EAA [Air Academy Camperships](#).



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

<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 a lot of great stuff lined up to start this year and are working on arranging even more.

**Proposed Agenda:** 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 Meetings
  - **Note:** the AE Post Officers and the AE Post Advisors Virtual Meetings have been combined into the same evening; to enable better synchronizations of future activities.
- 3<sup>rd</sup> Wednesday; 6-7pm Guest Speaker or offsite Activity (day/ date subject to changes)

# My Journey Into Flight (and Aviation on the Ground)

A Personal Statement/Scholarship Application by Lauren Peca

One of my first memories of curiosity I remember is gazing at the moon resting high in the night sky, and wondering, “How does it do that?” Of course, my five-year-old mind didn’t comprehend the intricacies of gravity and the threads that held our universe together. What I did comprehend at that age was that the moon was a wonder of the world. I resolved that I would visit it someday.

As I grew up, I learned more about the night sky, and my burning questions were answered with tangible, satisfying answers through a series of videos I found on the internet, along with some books from my elementary school library. In addition to observing the moon, I also observed birds in the daytime. I saw the frail, colorful wings of cardinals, sparrows, and starlings as they spread into the wind and flew off to far away locales on a mission that only their instinct knew. I studied their primaries, secondaries, and axillars, not knowing what a single feather was called. I found to my great disappointment that when I spread my arms and ran as fast as I could, I didn’t lift even an inch from the ground.

Years passed by in the blink of an eye. I passed through my elementary years trying new experiences like theater, soccer, and volleyball, as most children do. All the while, I still noticed birds and planes, admiring their mighty presence in the great blue sky. They weaved in and out of clouds larger than I could imagine with ease. Like my five-year-old mission to go to the moon, I resolved that one day, I would touch the sky. On November 11, 2018, I did.

In September 2018, I joined an organization called the Civil Air Patrol after a few of their members assisted with a rocketry STEM camp I participated in. I was drawn to their promises of fun and something called “orientation rides,” where cadets were given the opportunity to fly in the passenger seat of a small plane called the Cessna 182. When I first heard it, I didn’t believe it. I asked one young woman, “They actually let you fly a plane?” She nodded and smiled at me, confirming my question. From that moment, I knew I had to join. They were going to let me, a twelve-year-old, fly a real airplane—how could I resist?

That fateful day came, and as myself and a friend were instructed by the pilot to pull the airplane from the hangar, I felt a pang of fear strike my heart. It was already frigid outside on that November day, but I suddenly felt even more frozen. As we ran through each step of the preflight, I felt no more comforted. I only felt worse, actually. The pilot, a kind man named Joe, happily informed me that I would be flying first. I immediately refused, shrinking into myself like a scared stray dog. After some gentle coaxing, I relented, telling Joe that I would sit in the front seat, but I would not fly.

As we took off, I saw the ground get further and further away from me. I felt too nauseous if I looked out the front window, so I decided to look out the side. Strip malls and cul-de-sacs became no more than veins on the body of the earth to me. In my moments of fear and panic, I realized just how beautiful everything was up here. I didn’t mind that it was cloudy and 15°—I saw for the first time how breathtaking the ground below is from the skies. With newfound confidence, I told Joe that I wanted to take the controls. He gave them to me, slowly guiding me through softening my jerks of the yoke and trim tab.

In fact, I gripped the yoke so hard that Joe told me something I will never forget. He said, “Kid, if you grip that any tighter, you will bring this plane to the ground.” This only made my white knuckles become tighter, but I relaxed after I realized he was (somewhat) teasing. And, for about an hour, I flew. I fell in love. There was no going back.

After two years of debating over whether I could achieve it or not, I decided to begin pursuing my private pilot's license with flight lessons on June 3, 2021. It was a classic hot Missouri summer's day, but I found for once that I didn't mind the blazing heat and excess of insects. My instructor, Michael, showed me the ins and outs of the plane, and when I sat in the left seat and pushed the throttle for the first time, I felt freedom. Unadulterated, pure freedom. Ever since then, I've been completing flight lessons, with all sorts of delays for weather and other personal factors. Still, I've conquered them all, and I am well on my way to soloing and more.

I've attended AirVenture twice, once in 2021 for GirlVenture, and again in 2022 for the Advanced Air Academy, which I was kindly sponsored to attend through the generosity of EAA Chapter 32. Through these camps and all the time I spent at Oshkosh outside of them, I've decided that I want to have a career in flying for public service. I can see myself anywhere from fighting fires domestically to flying medicine abroad in 3rd world countries. However, the job I want most is to be a Hurricane Hunter with the NOAA Corps. After meeting a NOAA Corps Pilot by the name of LTJG Kennieth Brewer at AirVenture 2021, I fell in love with the organization and career. He himself is not a Hurricane Hunter (yet,) but he flies the Twin Otter in conservation and aviation missions all across the United States. I want to help my nation and the nature and people that reside within it, and NOAA Corps is the best way I can do that. NOAA Corps requires a bachelor's degree in STEM to be considered for a position, and I want to earn my degree in meteorology or hydrology as of now.

I mentioned that EAA Chapter 32 sponsored for me to attend the Advanced Air Academy. To shine a spotlight on them, I joined the chapter in August 2021. I've attended every Young Eagles event I can, serving on the ground crew to lead the children and their parents to the planes they'll fly in. I love talking to these children, especially young girls, and I remind them that they too can become a pilot. Even the most timid of them come back from a flight with a smile plastered across their face. I'd face all the humid heat and bug bites in the world if I could see those smiles more. In addition to helping with Young Eagles events, I also am the treasurer for Aviation Explorers Post 9032. We've done numerous career exploration activities in the past year, including college visits, facility tours, and even movie nights.

When I was younger, I resolved that one day, I would touch the sky. As of now, I have, and I think I've reached beyond it too.



EAA CHAPTER 32 NEWS  
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