
EAA Chapter 32 News

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

August, 2021



I was sent two great pictures of our folks at Oshkosh AirVenture 2021, but I felt compelled to use the one with President Bill doing his best Tattoo imitation: “The plane, the plane!”

WE HOPE TO SEE ALL OF YOU AT THE AUGUST MEETING! 10:00 AM AUGUST 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 Saturday ahead of the scheduled meeting. Send contributions to newsletter@eaa32.org.

President's Corner

by Bill Doherty



We took a one time only break in July with the newsletter so we could all recover from the breakneck pace of our June Young Eagles events and the visit from EAA's B-25 "Berlin Express". But we're back for August with another big Young Eagles day just in the books with over 50 kids flown and much to report from our annual convention known as AirVenture Oshkosh.

Our friend and long time EAA Chapter 32 member Gale Derosier passed away today (8/15). Details to follow.

As many of us suspected, especially having seen the unleashing of pent-up demand to get out again and do things, attendance there was huge. Here are some of the numbers I've seen from HQ.

- Attendance: 642,000
- Aircraft: Over 10,000 at Wittman Field
- 2,758 Showplanes including
 - 1,057 homebuilts (592 Homebuilt aircraft campsites)
 - 939 Vintage
 - 400 Warbirds
 - 188 Ultralights and Light Sport
 - 105 Seaplanes
 - 62 Aerobatic Aircraft
- Aircraft Operations (July 19-29) 16,807, which averages approximately 127 takeoffs/landings per hour.
- Camping: Over 12,300 sites in aircraft and drive-in accounting for an estimated 40,000 visitors.
- Volunteers: over 5,500 contributing more than 250,000 hours
- Commercial Exhibitors: 863
- Forums, workshops, and presentations: 1500 attended by over 75,000 people
- Economic Impact for the Oshkosh and surrounding region is over \$170 million.

The list of statistics goes on and on. Suffice it to say EAA came back from COVID-19 in a big way. It was really nice to be back together again although there were so many vendors present, there were many who were not there. This was most noticeable in the display buildings and especially in the Fly-Market. One of the largest merchants there was missing who always had a wide variety of items from tarps to gloves and any do-dad in between.

On my first visit to the Blue Barn I was informed HQ was trying to free themselves of old chapter files. With the assistance of Jim Hall, who volunteered to carry it around all day in his backpack, we retrieved our file folder from the boxes stacked along the wall and otherwise destined for destruction. Inside we found a treasure trove of correspondence from and to Chapter 32 dating back several decades along with numerous photos sent in by the late Bill Blake. Clearly much information is missing from the file as our chapter started in the 1950s, struggled for a while and then resurged in 1964/65. I haven't seen any info prior to about 1981 in the file.

Trivia Question: What was the original name of Chapter 32's Newsletter?

Jim Hall, Andrew Mallek, and I visited the Explorer Scout Base tucked behind the Warbirds area. There we received a tour of their facilities (NICE) and had a very interesting conversation with a Post Advisor based in the Los Angeles area. This was very enlightening and rich with ideas to help the rebirth of Post 9032. We learned of the Build-A-Plane organization which assists in the acquisition of aircraft for certain 501c3 groups like flying clubs formed by Explorer Post Scouts. We also learned of some resources to find scholarships for the Explorer Scouts once they get the post up and running again.

In other happy news about the Explorer Post, Andrew Mallek learned his employer, Boeing is interested in sponsoring Post 9032. We'll have to figure out how all this works out and how we can contribute but the opportunities available to the post are huge.

If you were at AirVenture and visited the Blue Barn, no doubt you saw the Adirondack chairs built by other chapters and maybe even relaxed for a while in one. We now have the plans in hand and will soon construct at least a few of these, one of which will reside in the Blue Barn along with a chapter sign for the post in front of the Blue Barn.

(Chair plans were sent to all Newsletter recipients earlier today. If you didn't get them, please send your friendly newsletter editor an e-mail.)

Wednesday evening the convention was under threat from something I'd never heard of before. A "Derecho" came at us from the northwest sporting sustained winds of over 80mph and oh yeah, tornados. Yikes! EAA opened the museum as a shelter, and many went there from the campground. I was compelled to go there as well and leave my beloved travel trailer to fend for herself. Thankfully, while some of us were trapped in the Vette Theater watching Olympic badminton and ping pong the storm missed Oshkosh by a few miles to the west and south. I'm sorry for those areas that received damage but glad it missed. Honestly, I think it was on par with storms we've seen in the past in Oshkosh but with today's technology we had more detailed information about it. That's a good thing!

Of course, there were the many, many aircraft to see and forums to attend. Don't forget the Seaplane Base! No visit is ever enough to see everything. Preparations for next year are already underway.

Looking into our fall activities to plan for we have an opportunity to do another Young Eagles event at Creve Coeur. This will probably be our October event. We won't be dealing with as much other activity there as we did in June so it should be a little less stressful for some of us.

We also expect to have our food operation set up for the Airport Open House toward the end of October. In the past this has been a big fundraiser for the chapter. I'd also like to start planning for a pancake breakfast fly-in/drive-in sometime next Spring.

We'll have a movie night Saturday, August 28. Bring a comfy camp chair and a food dish if you'd like. I'll fire up the grill. We can choose a cheesy movie at the chapter gathering this Saturday!

That's all I have this time. I was unable to include some of my pictures as our newsletter editor requested and there was no August Chapter Video from HQ. But here's a link from the EAA AirVenture website of over 4,000 pictures submitted to EAA of AirVenture 2021. As always, check out the EAA.org website for past and upcoming webinars and other programs. There's a lot of interesting videos to choose from.

Enjoy!

<https://www.flickr.com/photos/eaairventureoshkosh/albums/72157719594588542>

I'll see you at the ARC or maybe around the pattern!
Until then stay vigilant and fly safe!

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

June and July Meeting Minutes

Dave Deweese



Editor's note: Since your friendly editor got the month of July off, we're publishing the minutes from June and July.

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

New members and visitors: Craig Williamson just moved his stuff into the hangar, needs to move his Savannah from Mt. Vernon. Mike Weinberg is building a Cruzer; joined a while ago but just made it to his first meeting. Ron's grandson Luke is here and just soloed. Derek Hebdah is on a 5-year plan to decide what to build. Andrew Hedland is in the Explorer Post and is looking to get involved in the chapter.

We're back to full speed activities-wise.

Approved May minutes as posted in the newsletter.

Bill gave a flood report.

Dave Doherty stood in for Don and gave the Treasurer's report including checking, savings, and Ray Foundation account balances.

Old Business:

Ray Foundation per Chris: we have 3 candidates working towards their first goal of getting through ground school. One is leading the pack. Apparently other chapters report candidates doing fine with flying and hit a dead stop with the written test.

Young Eagles from Rick: Rick gave an overview for our visitors and new members. We've got a small event this coming Saturday for the St. Louis Science Center's STEM program, maybe a dozen kids. YTD we have 126 kids flown. Total in 2019 was 185 for the whole year. Current volunteers please sign up on youngeaglesday.org. We're still planning to do every second Saturday through October, weather permitting. Bill thanked everyone for patience during the Creve Coeur event which required extra traffic control: we had to share the taxiway with helicopters and a truck hauling jet fuel. We flew 73 kids between 10 and 2 pm. Last Saturday we flew 48.

Explorer Post 9032 per Andrew Mallek: planning to restart the post in the fall, there's an upcoming meeting for volunteers. They're working out the details of including flight experiences. First meeting for scouts will be late September or early October.

Dave Doherty will be our new membership coordinator. One initial task will be learning and populating a new roster tool. Note Dave Zilz is now a lifetime member. Question: are EAA32 shirts still available for purchase? Yes, see Dave or Bill. Dave has a list of unpaid members - you'll hear from him.

Fundraising: we still have food cards, Amazon Smile, and the shopper script program.

New Business:

Bill's pursuing additional information around the B-25 mentioned in the email from HQ. Note that B-29 Doc will be there. Bill's asking if support from EAA32 will be needed. He notes that we've made money in the past from providing ground support for B-17 and Tri-Motor visits. (He's applied for these as well.) Maybe we'll move up on the list by helping out with the B-29 and proving our experience.

Jim Hann has a portable garage he used to paint his airplane. He doesn't need it anymore and wonders if the chapter wants it. It's disassembled in a box, slightly larger and much heavier than a coffin. It's a two or three person lift. Roughly 10 by 20 feet. Motion made and seconded to accept it as a donation.

Chapter presentation for July will cover approach procedures for Oshkosh.

Member project updates:

Chris just picked up his doors from Gateway Powdercoating. Note that Chris is supporting the knee replacement club, Jeff just got knee 2 done this week, Libby's is upcoming.

Art and Rusty are building brackets to mount autopilot servos: they'll have a 3-axis system.

Bob Clark is taking his apart to move it here, he's estimating 3 weeks to have it done, and reports that paperwork is the hardest part.

The RV-6A group has built a big table for tail surfaces, Joe's lined up to help with the windshield.

Libby told us about a stein on the podium. In 12 O'Clock High, after a mission, they'd turn a "Toby Jug" around, this one looks like Robin Hood.

Workshops: Bob put on an electrical workshop. Bill was thinking about redesigning the sign out front using SolidWorks and use sheet metal; we could use sheet metal techniques. Note that the logo could be designed in SolidWorks and printed. Another idea is for tools we have in the ARC.

Motion made and seconded to adjourn.

After a break Ed Ruhbeck and daughter Grace are going to give a presentation on weather.

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

No newsletter this month so Jim can take an Oshkosh break. Minutes will be posted next month.

Bob Beckett? and daughter Lauren (who has 2 flight hours towards her PPL) who is in Civil Air Patrol, they're going to Oshkosh for their first time this year.

John Kinder had been thinking about being a pilot for 40 years. He's trying to learn but hesitates to use the term "crash course" and is looking into flight schools.

Bill thanks volunteers for turning out in force for the B-25/B-29 visit, we made a good impression. We've made some contacts and friends for the future.

Flood report: the rivers are rising due to all the rain, crest is expected today or tomorrow at around 17 feet.

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

Chris gave a Ray Foundation report, with school coming up he's rethinking the ground school versus written test requirement. One candidate has deferred until next year. Chris requests a vote on giving the scholarship to the candidate who finishes ground school first versus the written test: this gives the chance to get some flight hours before high school resumes. Motion made and voted in favor of Chris's proposal, he'll pass information on to the students. Chris notes that the new knee is doing okay for walking but bending is going slowly.

Bill got a notice that aviation-themed license plates are available.

Rick reports that our July Young Eagles event was canceled due to weather, though Laura did the scout badge presentation. Some have already signed up for the August event, he estimates at least thirty will fly. Please sign up on youngeaglesday.org and check in if you plan to volunteer. Rick doesn't know yet if the academy

program at Oshkosh will happen in 2022 but we'll keep it in mind regardless, we're still getting YE credits.

Jim Hall reports no status change on the explorer post, he'll hold a meeting for advisors on the same day as our August meeting.

Mike Schwarzkopf reports that we're discontinuing the Dierbergs cards due to the big initial outlays. We're still doing Shop with Scrip and Amazon Smile.

B-25 "Berlin Express" tour stop: Bill notes that communication was lacking, so there was no media promotion, and we found out late in the game and got involved due to our initiative. When the crew arrived at Spirit it turns out they left their tail stand at the last stop. Bill Doherty and Bill Wehmeyer used some scrap from CAF and built a new one. The tour coordinators were thankful for our help, the manager of the B-29 (Josh) gave Bill a challenge coin. A crew member who works on the B-17 mentioned that it will not be at Oshkosh: it's in Florida waiting on some important maintenance. The general manager at TacAir told Bill of some past confusion around EAA and air shows; in the future we'll make sure B-17 tours don't conflict with air shows. Bill plans to write down a more formal game plan going forward.

Officer elections are coming up in November for Vice President, Treasurer, and two Directors for chapter membership.

Chris Ward and his team got the doors finished up on the Zenith. He's planning to visit Zenith this week and pick up the landing gear.

Art and Rusty have been piece-by-piece working through the controls and auto-pilot. The next visible progress will be wing installation. They're also working on the new ARC lights: \$95 if you'd like to sponsor one.

Bob Clark is troubleshooting his engine. Once he's got the electronic ignition worked out it'll be ready for the DAR, then it can live in one of the chapter hangars.

Meeting Minutes (continued)

Dave Deweese

Bob Murray notes it's not too early to plan for the Christmas banquet: he'll volunteer his wife to do the planning again. (Round of applause.) They'll try to get the same hall we had in 2019, first Saturday in December. (4th or 11th)

AirVenture Plans: Chapter picture location will be at the brown arch on Thursday at noon.

No movie night for July.

Motion made, seconded, and approved to close the meeting. After a break Ed Ruhbeck will give a presentation on flying onto Oshkosh and changed to the approach procedures.



SOME folks were too busy to make it to the group picture. Odonna Eke-Okoro and son Kelenna being two of them.

To All Experimental Pilots:

Please Read and Follow Through for Your Letter of Deviation Authority (LODA)

This is HOW I received this information and it works for me and explains a lot of what happens.

Training In Experimental Aircraft! - S.A.F.E. (Society of Aviation and Flight Educators) (safepilots.org)

Somebody realized that “some people got something for FREE, and there was no compensation.” So, SOMEBODY in the FAA decided that “WE” were getting something for nothing and SOMEBODY WANTED THINGS CHANGED.

So, it is a simple process to follow the instructions, ENTER your information, and in a week someone, (One of the FAA Districts) will send you a letter stating that you can

“receive or provide aircraft-specific training in an aircraft certified in the EXPERIMENTAL category in accordance with the limitations and provisions of this LODA.”

As stated in the my LODA letter:

1) In accordance with * 91.9, the aircraft must be operated in accordance with the operating limitations made a part of the experimental airworthiness certificate, except those limitations modified by this LODA.

2) The owner (or delegate) or instructor named below may receive and provide compensation for flight training in this aircraft, provided no compensation is received for the use of the aircraft. Compensation for the use of the aircraft includes expenses, including a pro rata share of the expenses, such as (but not limited to) fuel, oil, airport expenditures, or rental fees.

3) Compensation for flight instruction is limited to the fair market value for that instruction.

4) Owners of experimental aircraft and flight instructors exercising privileges of this LODA are restricted from advertising or broadly offering the use of their aircraft for flight training. Operations of that nature would require a LODA in accordance with FAA Order 8900.1, Volume 3, Chapter 11, Section 1, *Use of Aircraft Issued Experimental Certificates in Flight Training for Compensation or Hire*.

5) Operation under this LODA must comport to the parameters of the Notification of Policy for Flight Training in Certain Aircraft (published in the Federal Register on July 12, 2021.)

6) This LODA expires 48 months from the date of issue, and may be canceled or amended at any time.

7) This document, or an electronic copy, must be carried for all operations conducted under this authority.

It goes on to list my Name, address, e-mail address and my Pilot and CFI Certificate numbers and is signed by the Albuquerque FSDO.

Basically, I, mr. bill, can receive and provide flight instruction in any EXPERIMENTAL aircraft for which I am qualified to provide flight training.

YOU EXPERIMENTAL AIRCRAFT OWNERS AND PILOTS NEED A LODA TO RECEIVE FLIGHT INSTRUCTION IN YOUR AIRCRAFT IF YOUR INSTRUCTOR DOES NOT HAVE THIS LETTER.

SO, WITHOUT FURTHER CONFUSION, FOLLOW THE STEPS OF THIS LINK AND GIVE THEM THE INFORMATION AND IN A WEEK YOUR LODA WILL ARRIVE VIA E-MAIL AND PUT YOUR LODA IN WITH YOUR AIRCRAFT PAPERWORK.

If that does not work, go to this link and you can fill in the information.

9-AVS-AFG-LODA@faa.gov

Hope this helps. At this early in the game I do not have all the best Hyper links. Van's aircraft SHOULD HAVE IT ALL FIGURED OUT BY THE TIME THIS NEWSLETTER GETS TO THE EAA CHAPTER!

It is ALL too new and this is all I have for now.

mr. bill CFI-Experimentals.

Learning as we Go (July)

**“Back to the Future
and
Ready for the past”**
mr. bill

As I entered the STEM- Science, Technology, Engineering (Arts people want an A in this) Mathematics Aviation Program at Creve Coeur Airport this past June, I was reminded of my past. Parking in the FULL parking lot on the west side of the airport and walking to the flight line on the far East side of the airport, I saw that the place was packed. Upon arriving at the EAA 32 set-up, I was told to get my Boy Scout Merit Badge material. I saw Mike S. on his ten-speed bike and quickly borrowed it from him to pedal back over to my car and retrieve my brief case and my C-172 instrument panel, so I could teach a mini aviation ground school to the Young Eagle candidates waiting for flights.



mr. bill flashing back 45 years

Pedaling back from the car I chuckled because I flashed back to about 45 years ago, of me riding my new Ross Eurosport Ten-Speed bike I just purchased (instead of a car at age 16) so I could start taking flight lessons at the Chicago Midway Airport one mile East of my parent’s house. I barely remember signing a contract with T.K. Aviation, a Cessna Pilot Center (CPC) Flight School, for \$1,134.00 for the Private Pilot Program. (I had \$1,000 in my savings account.) I remembered how I



had my red CPC case in the letter carrier on the back of the bike as I pedaled towards the airport for my weekly flying lessons. I told myself while biking back over to the Creve Coeur flight line that **“SURELY”** somebody on eBay would be selling a 1975 Cessna Pilot Center Flight Kit with the Red Flight Bag filled with all those important things that this “future” pilot needs to know.

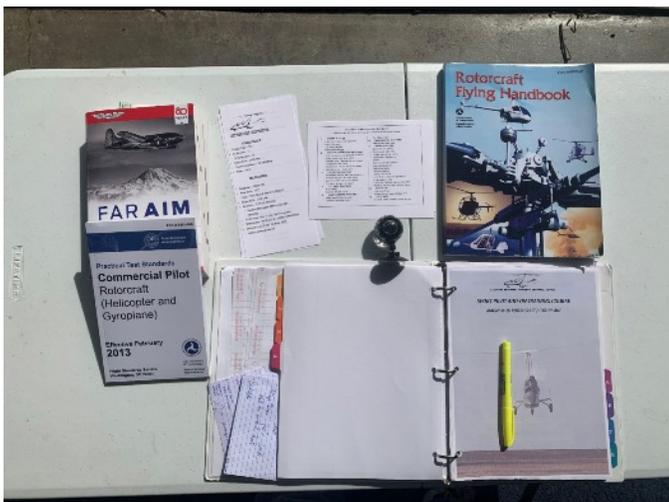
Sure enough, later that night, for \$48.00 I was the new owner of an OLD 1977 CPC Flight kit.



WOW! Have things changed. Now everything is in the iPad or a hyper link.

But now as I plug away at my SPORT PILOT CERTIFICATE, with a gyroplane Category and Class Add-On Rating, I cannot function without having the paperbacked books along with a notebook filled with three ringed paper and pockets for my checklists and info cards to get me through this program.

All photos from mr. bill’s article



Three years ago, while adding my Certified Flight Instructor-Glider Rating, the Glider ground school guy, young Willie, who was 20 years old, approached me with ONLY an iPad in his hand to accomplish my review of the flight test oral exam. He marveled, as Old Willie (ME), pulled out my paper PTS (Practical Test Standards) from my paper world of paper books and lesson plans and handed him another copy so WE COULD BOTH GO THROUGH EVERY LINE OF THE paper PTS-PRACTICAL TEST STANDARDS GUIDE.

[And that seems to be the problem with Education, Ground School, and Flight Training these days!](#)

Without mentioning names, the last 2 YOUNG “student pilots” I was asked to assist with check-outs, were differently prepared for the program in which they were enrolled. It was NOT that the “brain power” wasn’t there, but of an **ATTITUDE**. “YES, I READ THE MATERIAL BUT, YOU HAVE TO TEACH ME THIS STUFF!”

In another situation with two OLDER flight students, One student, highly educated, brought two books and reading material *from 20 years ago*. Even after showing this student my CURRENT 2021 books, my setup of study manuals and the current paper aeronautical navigation charts, and the layout of how to approach the training and the paper PTS, I was mocked. After prepping this person for that all important FAA check ride, this person stated, “Well I do NOT do it that way.” This attitude from a Sport Pilot Student to me, a 40+ years teaching CFI. It was a recipe for BIG TIME Frustration on their part. I pointed out a few things on the paper navigational chart and received no answers. Only that, “I have never seen that Chart Legend which

shows all the AERONAUTICAL SYMBOLS before.” REALLY! This is what the examiner is going to ask YOU on the Oral Exam!

The other older (stellar) student, stressed out so much that we had to post pone training because they were raising the bar too high for themselves. After I suggested taking two weeks off, and calming the individual down, we were able to meet in the calm of the early morning, slowly working into the flight deck checkout, and smoothly into flying the airplane and administering an aircraft check out. It included a Flight Review, for the HIGHLY qualified, but “out of actually flying an airplane” for three years. This person had ALL THE LATEST BOOKS AND CHARTS AND WAS VERY RECEPTIVE TO THE TEACHING PROCESS.

Which one do you think PASSED the check ride?

Q? What is the cost of a New Cirrus G-22 Turbo Generation 6 aircraft?

A: \$988,000

Q? What is the cost of the new Cirrus Jet?

A: That price was \$1.8 million out the factory door.

Learning as we Go (August)

**“Oshkosh 2021
As the Theme of the Airshow Stated:
“The Wait Is over!””**

mr. bill



parked airplanes for camping, usually row 156, was now extended to row 170.

A school bus ride down to this area on Sunday the next day at 2:00 PM in the afternoon had this area TOTALLY filled with transient airplanes and people camped out under their flying machines. “No more room at the Oshkosh Fly-In.”

The Most Unique Airplane

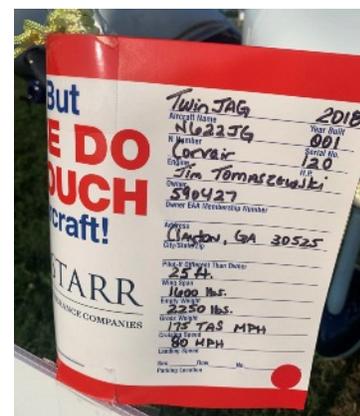


The Twin JAG Twin: Part RV-6, part RV-9, powered by two Corvair Engines

Well, I decided to ROAD TRIP it this year to Oshkosh because I wanted to MAXIMIZE the experience. A drive Saturday into Brodhead, Wisconsin for the Pietenpol Fly-in had a nice surprise of two newly built hangars. One, dedicated to the early aviator, an EXPERIMENTAL builder, Bernie Pietenpol and his airplanes.

The other hangar was dedicated to a couple who invented plastic safety devices. Think of the orange traffic safety cones and vests. The male of the couple also had a side interest in aviation. Their family history was in the hangar along with several of his early airplanes.

After the morning in Brodhead the ground vehicle was pointed toward OSHKOSH and driving up the east service road of Wittman Field my first glance told me ALL I needed to know. By noon on the first Saturday, the Camp Schoeller Camping area was 90% FULL. A bus ride down to the last row of



Wildest Moment:

<https://www.youtube.com/watch?v=vZITFzitr4>

One video is worth a Thousand Complaints. Watch her hair move from the shock wave!

The day before the F-16 went from West to East over the Campgrounds and set off several car alarms!

URL:

https://www.youtube.com/watch?v=_qqKm_1u6_c&feature=youtu.be

The last item on this summer vacation was to get the borrowed Sport Aviation bounded magazines from Charlie Becker. Though catching up to him at the Os-



hkosh Airshow would be difficult. The “top secret” volume, along with a 2020 addition was passed to me at the TO FLY BLUE TENT.

As some may not know, our library of magazines did not fair well with the recent flood of 2019 at the EAA 32 Aviation Resource Center (ARC). Mr. Charlie Becker had a bound set from Sir Paul and we obtained that set. Our newest member, Captain David Albright donated his past years magazines. So, with those magazines in the car, I visited Grimm Book Bindery in

Madison, Wisconsin on the drive back to St. Louis and had those donated magazines set to be bound like the current issues in our library.

So, all in all, the trip was a success. Aviation was seen and done. Van’s aircraft followers have built over 11,000+ machines. Sir Van’s announced the NEW machine would be a High Winged STOL/Bush machine. I am sure it will be a thing of beauty!

I will leave you with this thought,



Oshkosh Stories #1

A Dream Realized

Dave McGougan

Monday morning my partner Creig and I were on the road to Oshkosh, passing through the great state of confusion otherwise known as Illinois (home of the second highest gas prices in America). As we topped a hill

Editor's note...Considering all the thousands of people who attend AirVenture, there have GOT to be a bunch of great stories. Mr. McGougan brings us one such tale of a gentleman who was able to fulfill a lifelong dream. Here's hoping this inspires more of you to share stories with us.

we saw a trailer in front of us with a disassembled airplane strapped to it. He was plodding along at about 50 mph so we pulled out and went around him. He was obviously heading to Oshkosh so we slowed, honked and waved. Down the road a hundred miles we stopped at a rest stop and into a conversation with two older gentlemen who were also on their way to OSH. We pulled back onto the highway and a few miles later there was that familiar trailer with that "red" plane on it again. He was still going 50 mph so we went around him again, as we did we honked and waved, again.

We arrived at Oshkosh around 5 pm, paid our fees and found a spot after a lot of looking. We set up two tents and a sun shade then relaxed. After an hour or two we set off to find the fabled back entrance to the gate by the Red Barn. We found it!

On the way back we saw the trailer we had passed twice in Illinois with the airplane still on it! And no car in sight. We decided to stop and introduce ourselves. His name was Sam and he was from Mt. Vernon, Missouri. Sam had a problem. After setting up camp he went to start his car and it would not start. He found a tow and got his plane to the ultralight area by the Red Barn. The next morning his car was towed to the local Chevy dealer who of course found a very good reason to charge him \$1500 to change a fuel pump. We talked to him that morning and he told us his only goal was to fly his plane at Oshkosh. Creig and I spent our day going through the bargain tents, where I met up with Mr. Bill who gave me great advice on an instrument I was about to buy.....I didn't buy it.

Thanks, Mr. Bill. After we showered Creig and I started our supper and as we sat back in our chairs and watched the light planes come our way after taking off from the grass field we

noticed one a little lower and more in our direction, as he closed in he rocked his wings and then flew right over us.... it was Sam! We watched as he finished the pattern, then landed. Sam's dream had come true, he had flown his plane at Oshkosh. The week went by and Sam hung out with us every day and we became good friends as we watched air shows and examined exhibits. Then Sam asked us if we would help disassemble his plane and pack it on his trailer. But of course! Most of Saturday was a work day but it was fun. Then that night, our last, we all went out to eat together and had a terrific evening. Sam pulled out in the middle of the night after a few hours nap and we got a text from him next morning, he was half way home. We promised to stay in touch and we have. He only made the one flight because the next day during his pre flight he found a frayed cable and wisely grounded his plane.

But he accomplished a life long dream, he flew his plane at Oshkosh!

Dave McGougan

Oshkosh Stories #2

Captain Ron Meets an Old Friend

Ron Burnett

After last year's Covid mishap, there was even more pent-up demand for the annual pilgrimage to the greatest airplane kingdom on earth, at least for the last week of July. Not thinking my grandson Luke would be able to attend with me, I asked fellow EAA32 friend, Randy Schroeder, to share the extra bunk in the dorm. A couple days before our drive up after church on Sunday, Luke said he wished to take me up on attending and booked a Pittsburgh to St. Louis flight. I said the floor between our bed was empty, so with the air mattress, he may have had the most comfy bed. We enjoyed warbirds, air shows, dorm food, flymart and admiring all kinds of planes. He insisted I pose by the Navy A4C for a photo op, since I flew that model as well as several more in Vietnam for the USMC. We also admired a Luscombe pictured that was on a silent auction. It was good to be back in the Oshkosh saddle again. If you have never been, why are you waiting? Plan summer of 2022 around it.



August Young Eagle Rally

Rick May

If you did not notice this past Saturday was quite uncommon for the middle of August in the St. Louis area. The skies were blue, hardly a cloud in sight, the temperature was in the low to mid 80's, the humidity was hardly noticeable, and a gentle breeze constantly out of the South. A fantastic day for flying and flying we certainly did. At the past event we flew 55 kids plus an additional 10 some parents, I think most if not all of the kids were sitting right next to our pilots, thanks to great participation from 11 pilots and planes. Plus, another

some 12 – 15 ground support. With all our volunteers and what seemed to be 2 or 3 family members for each child the chapter #32 ARC was definitely a “happening” place this past Saturday. Several of us were greeted by immediate family and friends giving a great atmosphere to already the great weather. I think we all had a wonderful day.

Everybody who was there to make it so great needs to give yourselves a great big “**Job Well Done**”. And let me add my personal “**Thank You All**” for making the day such a success.

A few other notes, Laura Million had about 20 in the merit badge class, the Graves brothers and Chris Ward had a lot of people asking them things about their projects, thanks Rusty & Art for helping with the space issue. There were numerous great conversations with parents and young adults about flying, education, EAA, chapter #32 and who knows what else (you all do) and perhaps we may even get some new members. Thanks to Carmelo

Turdo from The Aero Experience <http://aeroexperience.blogspot.com/> for spending the whole morning



with us, cameras in hand doing what he does so well for the St. Louis aviation scene. Check out his blog if you haven't seen it already. We have it on pretty good authority there should be some familiar pictures and information posted soon to come. President Bill and brother Dave were hard at the food line and with all the guests I think we had a pretty good day. In the words of Shaun Tucker, “OSHKOSH, YEA BABY”. With many of us, who were able to attend this year and just getting back a few weeks ago you can imagine how much discussion was so devoted.

While everyone who shares in our events, every month and volunteers their time is great, and so much appreciated, I try to send out a special hey & thank you to our new guys and girls. Louis Pudor and his family have been in the chapter and attending our events in the past, but this month Louis brought his C-150 and ended



All photos on these pages
courtesy of Lisa Miano

up flying 4 Young Eagles. Louis told me he did fly some kids in Greenville a few weeks ago but this was his first pilot participation at one of our events. Great to have you and your family with us and look forward to future events. Likewise, Mike Schwarzkopf has been in the chapter I guess more than a year and now is one of our great YE pilots as well. Mike said he had previously flown with the program, but wasn't sure how many years ago and kids he had flown. Well Mike has now added an additional 5 flights to his tally in his great looking C-170, congratulations Mike and welcome aboard, thanks for your support. Wanted to also thank Rusty & Art. Without a doubt they have been a big part of our recent events. Whether answering questions about their Zenith, moving things around for us, or just enjoying all that goes with a #32 YE Rally, your attendance is greatly appreciated.



Well, I guess that's about all for this month, next scheduled event is September 11th mark your calendars and I will hopefully see a lot of you this coming Saturday at the ARC. Bring your thoughts and questions anytime. As always thanks for all your support.



Rick May

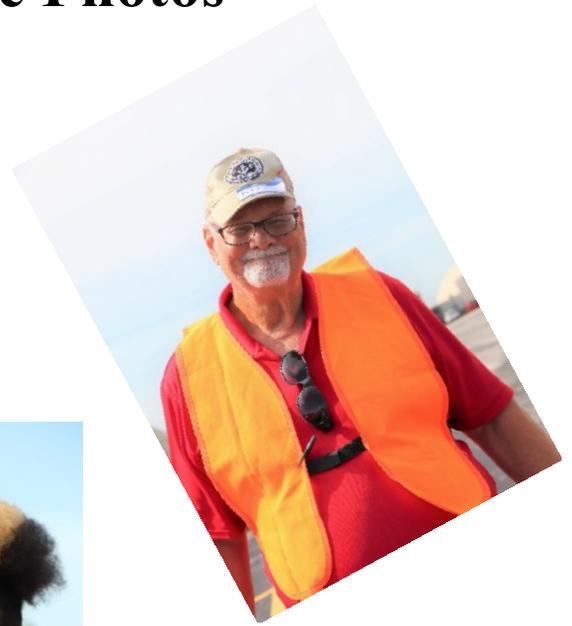


Chris Ward's Zenith 750 Project

I am still trying to heal from knee replacement surgery. Frank and Jim have been working hard on my project. They have the doors done and mounted. Gateway power coating did the door.



More Young Eagle Photos



All photos on these pages
courtesy of Lisa Miano

The Day a US Navy F/A-18 Hornet Shot Down One of Their Own Pilotless Aircraft

From “Coffee or Die” Magazine

By Matt Fratus



In the clear, sunny skies of July 8, 1991, an E-2C Hawkeye early warning and command control aircraft flew over a deep blue Mediterranean Sea. The plane held a steady course, its prop engines turning beneath its huge, round radar array. It had launched from the USS Forrester, an aircraft carrier supporting the just-concluded Desert Storm, and the E-2C was headed toward Syria. But at this moment, it was cruising over blue, clear waters.

And then, at a chosen moment, a Navy F/A-18C Hornet from the same ship and cruising behind the E-2C released a burst from its 20 mm Vulcan cannon, blowing the Hawkeye out of the sky.

The shootdown — an American fighter downing another American warplane — was not a friendly fire incident, nor did it result in any casualties. The E-2C had become the rarest of things in aviation: a runaway aircraft, flying with no crew on board. The plane’s pilots had bailed out, believing the plane was doomed by an engine fire. But it survived and flew on, headed toward land — possibly toward populated areas. Unsure where it would crash, Navy commanders decided to shoot it down over open waters before it reached the coast.

For three months, Hawkeye aircrews on the USS Forrester had provided command and control for air support in northern Iraq in the aftermath of Desert Storm, protecting Kurds attempting to flee Iraqi dictator Saddam Hussein, an operation dubbed Provide Comfort.

Steeljaw 601 was among the last aircraft to launch that day because it needed last-second engine maintenance. Throughout the Forrester’s deployment, all the E-2C had experienced false engine-fire warnings, which proved to cloud the judgment of the aircrew in the cockpit. At approximately 11:54 a.m., July 8, 1991, Steeljaw 601 lifted off, but only 20 seconds into the flight the right engine’s fire-warning light indicated a problem. The two pilots immediately declared an emergency while the three naval flight officers (NFOs) looked out their windows at the engines.

“We told the [Forrester] tower that we would need eight minutes to dump fuel to get to a max trap [landing] weight,” said Lt. Vincent “Vinnie” Bowhens, the pilot in command of the aircraft, positioned in the right seat of the cockpit.

NFO Lt. j.g. Terry Morris screamed, “Yurch, we’re on fire!” Lt. Cmdr. John “Yurch” Yurchak, the combat information center officer, instinctively abandoned the possibility of saving the aircraft and prioritized the safety of the aircrew. He conferred with Bowhens, one of the most senior lieutenants onboard, and ordered a bailout. “John, get out!” Bowhens yelled to Lt. j.g. John Lemmon. Procedure called for the pilot in the left seat, where Lemmon was seated, to bail last, but since he was a first-tour pilot, Bowhens ordered his co-pilot to jump before him.

Bowhens considered lowering the wing flaps, which are typically used to slow an aircraft. But he knew the extra stress on the right wing could destroy it if a fire had caused damage. “The wing would have broken off,” Bowhens recalled.

In order to safely bail out of the fiery plane, Bowhens leveled it off, successfully engaged autopilot, and brought it down to a speed of approximately 180 knots. All three NFOs bailed out, then Lemmon, then Bowhens. An F-14 Tomcat, the last to launch from the Forrester, heard Steeljaw 601’s mayday call and intercepted them. Becoming the on-scene search-and-rescue commanders, pilot Lt. Coby Loessberg and radar intercept officer Lt. Cmdr.

Doug Allen radioed “good chutes” for all the jumpers.

“You could see the parachutes, but when they were in the water, they disappeared,” Loessberg remembered of the incident.

While the search-and-rescue operation worked to save the lives of the missing aircrew at sea, the pilotless Hawkeye coasted into Syrian airspace. Lt. William “Maggot” Reilly scrambled in his F/A 18-C

Hornet to the last known position of Steeljaw 601 and was ordered to shoot down the plane. The Navy feared that, if the plane were left alone, it would become hazardous to other ships or worse, crash in a populated area in Syria or Cyprus. Reilly intercepted the Hawkeye and broke the plane apart with his 20 mm canon. The shutdown, remarkably, was the first “aerial victory” for the USS Forrester in the carrier’s 37-year history.



Lt. j.g. John Lemmon and Lt. j.g. Terry Morris in the USS Forrester medical department after their recovery from the water, July 8, 1991. Photo courtesy of the US Naval Institute.

While no armament was onboard the plane, Retired Rear Adm. Eugene Carroll Jr., a former commander of a Mediterranean carrier task force, believed the sensitive equipment that was on board wouldn’t have survived the crash. “There would be some encryption devices, a few classified technical manuals and some intelligence reports, but probably nothing above the secret classification,” he said in an interview in 1991.

According to the *Daily Press*, “Besides, [Carroll] said, much of that equipment, as well as the plane, likely would be destroyed in a crash.”

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Check out our fantastic Web Pages at
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