
EAA Chapter 32 News

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

May, 2022

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



Congratulations to Don Jonas, our newest Life Member!

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

Greetings again, everybody! It's been a beautiful Spring so far even with a bit of cool weather to start and some rain. But May is turning out to be very pleasant.

Congratulations to Don Jonas! We had made him a Chapter 32 Life Member and wanted to present this to him at the Holiday Dinner, but he was unable to attend due to the weather at the time. Former President Dave Doherty and I finally caught up to Don and JoAnn on April 25th and surprised him with this at their home. In the picture he's styling in his new custom Life Member jacket. Don has been a key member of Chapter 32 for years and has flown hundreds of Young Eagles. Thank you for sharing the joy of flight with so many, Don. You've certainly earned our appreciation and love!

On a side note, a few years ago Don took me flying in his Cessna 170 and let me fly it for a while. Later, when we landed, he asked if I had my logbook with me. Fortunately, I did as he, a CFI made an entry describing our flight as "Intro to taildragger". While I didn't do the takeoff or landing, this is one of my most cherished logbook entries.

Our participation with the Wings and Wheels Fly-in, Cruise in was very successful! Winds that day were gusty so that kept all but a small handful of airplanes from attending but there were cars, so many cars. All of them were immaculate! I knew we were in for a big day when I was driving on Hwy 94 after getting off from work at 06:00 and saw one of the show cars heading north from Hwy 64. I thought if they're already out at 06:00 there's going to be a big turnout. Without divulging numbers



here, suffice it to say it was a record day for our food sales booth.

We couldn't have done it without all you who showed up to help. It took all of us just to keep up. Well done, Chapter 32!

The June 4 event with the Gateway Youth Aviation Foundation is canceled for now and may be rescheduled. Some of their people were unable to be available on

the 4th. So, we'll move the June Young Eagle Rally back to the ARC and do it on June 11.

By now, some of you have probably heard that we (the chapter Board of Directors) had to make a tough decision and withdraw from participation in the upcoming Spirit Airshow and STEM Expo, June 11 and 12. In the past, when this was the St. Louis County Fair and Airshow, we were able to have a reasonably sized presence on the grounds under a tent we provided ourselves. We were able to do this at no cost as we're a nonprofit organization. Times have changed. While we would have been able to pair up with Aviation Explorer Post 9032 inside the STEM tent, for us to have what we consider our traditional, main display outside, it would have cost us over a thousand dollars.

Additionally, we could not verify we would have access to electricity for our desired presentations. It's indeed unfortunate. The airshow organizers have to deal with their own costs and liabilities just as we see with the conven-

tion at Oshkosh. We just couldn't get to a beneficial arrangement for both sides this time. Post 9032 will continue with their participation, and we will of course support them in any way we can. This will be a big event for the scouts and is already generating great opportunities for them to interact with some of the big participants in the show.

Although we won't be at the airshow as Chapter 32, I see opportunity in what we had accomplished in our planning sessions. We had been working on presenting hands-on STEM related activities for this event. Our brainstorming sessions yielded some neat ideas in which youth attendees could construct smart phone stands out of metal and rivet them together thus learning about one method of aircraft construction. We found numerous other activities on EAA's AeroEducate website that are structured for different age groups.

At the STEM Expo with so many attendees, we would have been hard pressed to spend much time with each attendee to explain and help them with whatever activity in which they would have been interested. We have much better resources at the ARC to facilitate these types of activities. It's possible we could incorporate some of these ideas into activities for Young Eagle rallies, Explorer Post events, airport open houses, Gateway Youth Aviation events, future car shows, etc. We reach so many young people in what we do now and with great quality of time spent with them. Let's develop more ideas and build some activities to capture their interest.

This aligns with some of the results of the recent survey from HQ of EAA membership. One of the highlights I saw was three categories of why people join chapters. Those were finding information about flight training, learning about aircraft building, and youth education programs.

I'm often asked, "What does joining EAA and a chapter get me?" The answer that comes to mind immediately for me is membership brings you into our family in which you can learn and network with others having similar interests and depth of experience to encourage and mentor you along.

The Flying Start Program is designed to assist with getting people started in flight training. I believe one of the biggest questions prospective student pilots have is how to pay for flight training. Our scholarship programs can help. There are more programs available than just the Ray Foundation scholarship. I believe there are even scholarships and grants available for adults looking for assistance. We can and should assist in finding these.

We have some more fun announcements for our meeting this Saturday.

Here's a link to the May Chapter Video Magazine. Charlie Becker shares an exciting EAA Aviation Museum update, reintroduces the Young Eagles Workshops, and updates everyone on AirVenture events for chapters.

<https://www.eaa.org/videos/chapters?playlistVideoId=6305529501112>

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

April Meeting Minutes

Dave Deweese



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

We approved last month's minutes as posted in the newsletter.

Bob gave the Treasurer's report including checking, savings, and Ray account balances. In Ron Burnett's absence Bob is selling the Dierberg's cards. Mike Schwartzkopf asked if Bob could provide the Raise Right code.

New members and visitors: none today.

Jim put up a whiteboard for suggestions on what to include in meetings.

The Mississippi is holding steady at 16.3 feet.

Last weekend's Young Eagles rally went off successfully: we flew 38. The iPad worked well, sending a lot of information directly to HQ and saving paperwork. Jon discussed the pilot information handouts with Rick May: they need updating. Somehow three of our office chairs disappeared during the event, we moved them out of the conference room and at the end of the event they were gone. Chris is going to bring some chairs in for volunteers to sit in, better than the plastic ones that have collapsed in the past.

Vasili is getting close to the end of his flying hours, Chris is working to make sure he completes his written test in time. The flight school confirms he's scheduled. We prefer that candidates complete this first as it has the potential to derail the entire process.

On March 26 the Explorers toured Ideal Aviation. They've also toured Southern Illinois University to review the aviation program: saw their simulators and other equipment as well as speaking with the program director. Yesterday they toured Scott AFB and the refueling wing, including a tour of the KC-135. They learned that the crew chief "owns" the aircraft and only allows the pilots to sign it out if he/she is nice. They also got to speak with a pilot and a boom operator. The KC-135s are older than the people who fly them, the one they saw was in for a retrofit, including LED interior lights. After seeing the aircraft, they toured the tower which controls both Mid-America and Scott. Col.

Robinson, the base commander, had lunch with the group - Jim reports that everyone was friendly, upbeat, and seemed to enjoy what they were doing. Trivia: outside the Pentagon, Scott has the most generals of any American base. Looking forward many of the Scouts intend to attend AirVenture. The Cardinals are planning two games this season that will be free to scouts and their family members. Other troops share meetings online, our Explorer group has taken part in several interesting presentations through this avenue.

Next weekend there will be a "Wings and Wheels" Fly-in/Cruise-in, we'll need volunteers and passed a sign-up sheet. We'll do food and aircraft marshalling, and plan to have a few planes on static display. The Explorer post will have a recruitment table. If it's successful, the organizers plan to do this annually the week after Easter. Food-wise Bob is looking into electronic payment methods, such as Paypal.

We need to get moving on airshow planning. We'll have a STEM booth and will need an activity - one idea is pulling a riveting but don't know how interesting that will be, that is a good default if we can't find anything else. Jim mentioned a riveted metal cell phone holder such as one Cleveland tools carries. Bill has reviewed the EAA site for activities. There will be a Zoom meeting for volunteers to brainstorm. For our chapter exhibit Doug Killibrew has some ideas. In general, he says we should pick up where we left off with the county fair and air show, we'll have space for a tent, optimally two: one for presentations (when the air show is not going on.) We've got a board for listing presentations and times, they'll be a half-hour apiece and we'll need presenters. In the past topics have included building your own aircraft and getting a pilot's license, Doug is open to suggestions for others: aviation scholarships, aviation careers, what is EAA? Bill notes that EAA has some canned presentation content and videos that we can show. (Bill also has a generator to run equipment if we don't have access to power.) We'll need volunteers to present, see Doug or Bill if interested. In the past media promotions have mentioned EAA and topics we'll present. Doug notes that attendees will have an interest in aviation, more so than the general public at a 4th of

July event. We've often picked up 4 or 5 members at prior air shows.

Question: what is our intention with the STEM tent? The organizers are looking for hands-on activities, targeting middle-school to high-school age range. Look at the EAA Aero Educate content for ideas on STEM activities, these are broken out by age group.

New Business:

We're planning a Flying Start event May 21st, the same day as the meeting, which will be brief. Intention is for those who fly potential pilots to be available as mentors if attendees go on to pursue a license.

Bill got an email about the B-25 that mentioned June. He'll follow up on Monday. Last year Bill Wehmeyer built them a tail stand, earning us some gold stars.

Charlie Becker will be in town next weekend and may attend the event. He has also hinted to Bill that we still have time to register to host a pancake breakfast.

We've got the paperwork to put Victoria on the memorial wall. Bill says that chapter 1387 has sent paperwork for Gale Derosier, we'll take donations and share the costs.

Wings of Hope will have a STEM expo on 4/30 at their location at Spirit, we'll have a table.

Don Doherty has made 9 sets of wheel chocks for our events.

After the meeting Peter Seddon from Gateway Tracon is giving a presentation.

Gateway STEM High School News

Gateway STEM High School's Air Force Junior Reserve Officer Training Corps (AFJROTC) program is historically the largest in the St. Louis Public School District and the state of Missouri with more than 250 cadets. The mission of AFJROTC is to "Develop citizens of character dedicated to serving their nation, community, and school" and Gateway's JROTC program brings out the best in students. Each year these amazing young men and women live out the Air Force Core Values of Integrity First, Service Before Self, and Excellence in All We Do. They accomplish about 2,500 hours of community service in the Saint Louis metropolitan area and lead a host of other community and school-wide events. This year they were recognized by Headquarters, AFJROTC as a Distinguished Unit with Merit for their "Exceeds Standards" assessment rating and meeting all the requirements of this prestigious award. Pictured is Cadet Marco Cardenas receiving the first-ever Victoria Ward Flight Scholarship from Colonel (Ret) Michael Katka and Chief Master Sergeant (Ret) Bruce Kenney.

Respectfully,
Col K

Michael B. Katka

Michael B. Katka, Col (Ret), USAF
Senior Aerospace Science Instructor
Gateway STEM High School - MO-851
5101 McRee Ave
St Louis, MO 63110



Flying in Africa: Working with Professionals

Hello again! Here days are getting shorter, and despite the occasional drop of rain still lingering in the sky, the days are perfect with no wind, or almost one, clear skies and a lot of visibility.

Sometime standing outside and see the guys and girls taking off from runway 29 here at FAWB, makes me wish I did not sell my old crate. But rather be safe than sorry. Better to watch the young generation get to grips with the art of flying than to be dug out of a smoking hole, and have the Reverend saying; "Let him down slowly, he was a good man..."

(Funny, it is only good men that die... Well, listening to the presiding Reverend at funerals, that is what I came to notice.)

Well, with the blood pressure not optimal and the eyesight fading, I don't want to end up like the picture of the nice little old lady and her cat, although, it seems like the two had another kind of problem. (Hic!)



One of my USA friends once noted: "Hey! You live in the future. Do you have flying cars there?" Okay, maybe we are working on a concept. Something that can take off and land vertically, has twisting wings and legs like a bird. It's does not have wheels, but tracked undercarriage. Flies itself... Nope, leave me out of this one. I still prefer the three wheels, two wings, and a

spinney thing in front. Or that big fan on steroids up top!



(Check out this link for the laugh of your life:)

<https://www.inceptivemind.com/africa-phractal-bizarre-macrobat-flying-car-bird-plane/22427/>

Yes, flying in Africa does have its moments. Like landing and taking off on a salt pan in the Namib Desert. (Yes, Jim, you will recognize this one. It is Dooievoli and that rust brown heap of sand in the background is "Big Daddy." And NO, it's not my 210.)

Security in Africa is also very good. Sometimes security is so good, they keep you from even going back to your own aircraft! Ever heard of the term, "Africa Time?" Well, you just have to abide by that rule, and wait.



African Security

Sometimes the CAA (Civil Aviation Authority) inspectors are also a bit, how can we say, out of the ordinary? Giraffes are employed to look at the airworthiness of hot air balloons, while Kudu are employed for the more "lower down" inspections.



Then there was the guy that painted his Cessna to represent a giraffe. Needless to say, he attracted the wrong kind of attention. While the lions and other big cats only sneered at the gasoline smelling giraffe, the authorities were wondering if this guy was not into some funny smelling cargo business. Lesson in life: It looks good in the bush, but please leave the factory paint scheme. Else, never mind...



Now to our story for this month. Around the Metro of Tshwane, well, that time it was called the City of Pretoria, there right next to the north bound lanes of the N1 highway, there was a gravel strip. It is marked on some maps as "Freeway." (*I wonder how they got to that name?*) This was on private land, and standing there, baking away in the hot bushveld sun, were some white painted DC-6 aircraft. If I recall correctly, there was about five or six of them.

The overall information about these aircraft and the landing strip, were that the owner wanted to exploit the lucrative market of flying cargo in and out of Africa, targeting the neighbouring countries of Namibia, Botswana, Zimbabwe, Mozambique, and further north to Zambia, Congo (DRC), Angola, and Malawi.

Rumour has reached the ears of the big brass that these aircraft were to be used in overthrowing the government of the time. Now you must be aware of the existence of the AWB (*Afrikaner Weerstandsbeweging or translated as Afrikaner Resistance Movement.*) These guys all sported long beards and had the idea that the government of the time was going to "sell out" the Afrikaner Nation to the ANC (*African National Congress*), hence the idea to "resist" all kinds of things to get South Africa onto a path away from "Apartheid" and into a full democratic nation for all people.

If you look at AWB logo, and their flag that they paraded all around town and the country, you will come to notice a similarity to the Nazi German Swastika. This will say it all. They also wanted to restore the Republic of Orange Free State and the Republic of Transvaal as one country to cater for "whites only."



Also, of interest to the brass, was a farm near the town of Rustenburg, where there was to be believed, a massing of old World War Two armoured vehicles. These were to be used in an attempted attack on some government assets. Now, these armoured vehicles were in various states of repair and were sourced from army surplus stores throughout the country and neighbouring countries. Some were a little "modern," as they were recently discarded and decommissioned by the SA Defence force.

So, enter 305 Squadron, stage left: A single Beechcraft Baron was tasked to do a photo reconnaissance of the two locations. Fitted out with high speed cameras and video cameras, we were briefed at AFB Swartkops and route planing and preflighting was done. Besides the air force pilot, and myself as co-pilot / navigator, we had, as usual on all the sorties of 305 Squadron, one guy from the IEC (*Independent Electoral Commission.*) and a representative from the Army.

These two guys were briefed that we were to fly the normal route and observe the growth of the informal settlements. We were also to "explore" a route for future sorties. Nothing was said about the true mission objective.

At 10:30 in the morning we took off and flew out to Krugersdorp, as normal. On the leg from Krugersdorp to Rustenburg we dropped down to 400 feet AGL and continued at cruise speed. We could only do one pass of the farm and farmyard, as not to attract attention to the real reason we were there.

At 10:55 we came over the farmyard of the farm near Rustenburg and did a low high speed pass with all cameras rolling. Chickens, geese and other small poultry scattered as we zoomed overhead, low enough to have the chickens think it was time to go to the chicken run for nighty-night, as the aircraft's shadow passed over them. The guy from the IEC even took a picture with his aim-and-shoot Kodak instamatic camera. LOL.

Funny, standing under a shade-cloth of some sorts, were three old army olive-green Bedford trucks and a Willys Jeep on bricks. Oh, well.

We continued on and at 11:23 we approached "Freeway." Again ducking down to near zero feet over the runway, we did a repeat of our low-level high speed flyby. Cameras rolling, passing from north to south over the runway, I looked out the right-side window and saw the five DC-6B aircraft, parked wing-tip to wing-tip, along the west side of the runway on a slightly overgrown gravel apron. No huts, houses or any building were around, only a huge fuel tank and fuel pump installation with the usual "BP Aviation" sticker, and a warning about; "No open flames," on the tank.

We continued our flight and landed back at AFB Swartkops without any further incidents. Upon greeting our pax and wishing them a great afternoon, the pilot turned to me and said. "I don't know what you think, but let's go and have these films developed."

CONTINUED on next page

Flying in Africa (Continued)

It took the Military Intelligence Lab about an hour to develop the films. This stuff was still the old recon stuff and thus not your normal 35 millimetre film. That stuff was huge.

Anti-climax! On the farm was no indication of “Armoured vehicles.” And on Freeway, only five hulks of aircraft in various states of disassembly. Three did not even have engines on them and the other two were on jacks! One even had the ailerons and rudder removed. Total scrap! But one must follow up on leads, and do as the boss say. AND, I get to fly!

Well, that is no way to start a war! No wonder, when the AWB tried to blow up the bridge over the Mtamvuna River on the border of Eastern Cape and KwaZulu Natal, there was only a big bang, some smoke and the bridge — is still standing today! Not even a crack in its foundation.

Or the time when the leader of the AWB wanted to make a grand entrance at one of his rallies, he fell off his horse!

Until next time. Bye 4 now.

Dave McGougan’s Kitfox Project

Here are a couple of pictures of my project and the stories to go with them. Picture 1 is of the small throttle panel, which hangs under the main instrument panel in the center. The panel itself was a gift of Art Graves who convinced me that the piece of aluminum I was working with was not sturdy enough. He gave me a small piece of .060, which looks and feels great. Notice the header tank behind it had to be removed to make room for the starter motor, which will jut through the firewall there. The header tank will be moved to behind the seats. Photo two is of the third iteration of the doors, which I am hoping I will finally get installed. Last month I made a trip to Mt. Vernon, Mo to watch, photograph and take notes of a Rotax 582 installation. Today I ordered some of the necessary engine accessory parts that will be needed for the installation this summer. I still have a few very small welding jobs that have to be accomplished to fly. So things are getting closer and with any luck taxi by Fall.

By the way I wanted to let the guys know that now living an hour away from the airport I must limit my trips to airplane work days and meetings. I’ll be able to help out with Chapter projects when I’m done.

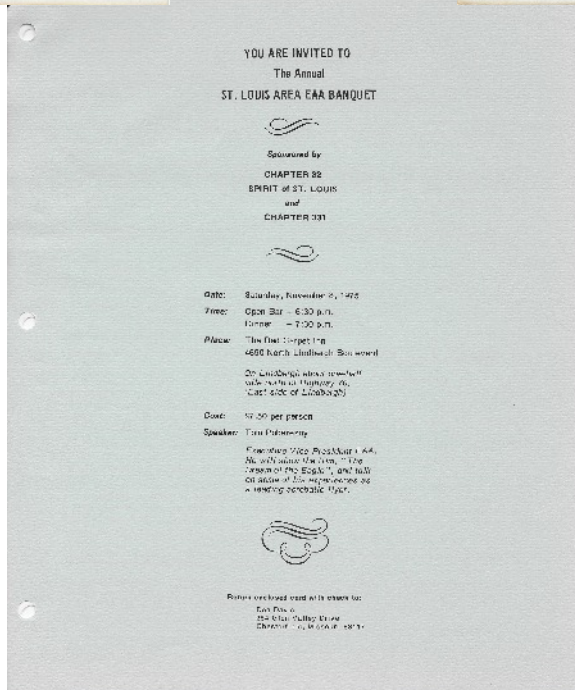
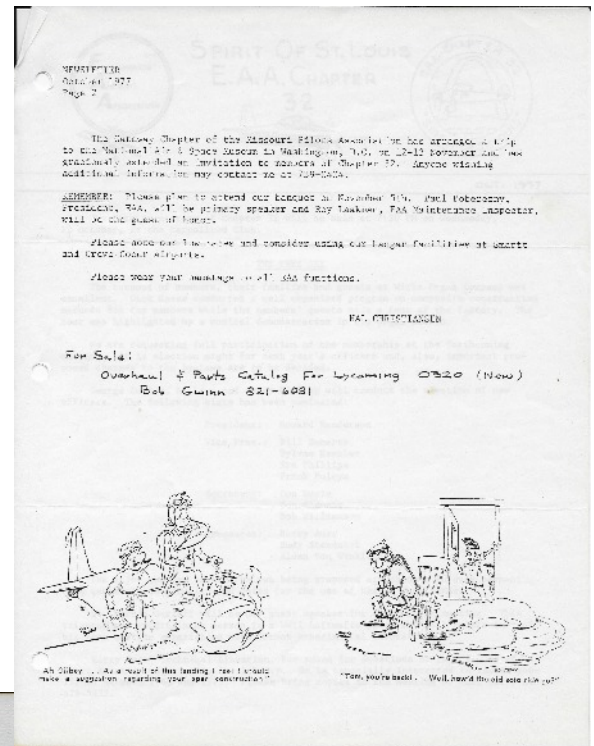
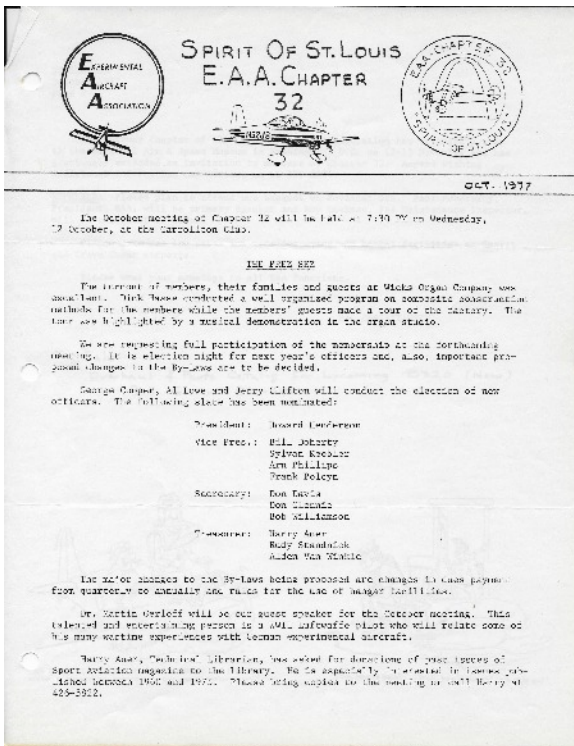


From the Archives of EAA Chapter 32

Jim Hall

Since this is the 65th anniversary of EAA Chapter 32 (which is also the oldest EAA chapter in Missouri) it might be of interest to share some notes from the archives.

The first two pages are from the EAA Chapter 32 October, 1977 meeting notes: highlights include an after action report on a chapter tour of the Wicks Organ Company to see their methods of composite construction; the listing of nominated individuals to be new officers (includes Bill Doherty (Sr.)); the guest speaker for the upcoming meeting was to be Dr. Martin Gerloff, a WWII Luftwaffe pilot of German experimental aircraft; and an announcement of the guest speaker for the Nov. 5th banquet; Paul Poberezny, President, EAA.



Learners as we Go

"30 Years of Young Eagles Flights"

mr. bill



Well, where does the time go! I can still remember hearing Tom Poberezny talking about flying the “next generation” of young adults to take over for us “30 somethings” back in 1992. How is it then that some of us are now getting ready to retire (in 17 months) and the new kids on the airport are not coming in “Fast and Furious” up thru the pilot ranks. What happened? That is an article for next month.

EAA 32 (and EAA 1387 Troy, MO) stepped up to the plate and have accomplished so much. Pre-COVID days, EAA 32 was in the top 50 EAA Chapters for Young Eagle activities. Pretty cool, gang!

There is enough written about the History of Young Eagle Program and the Flights in the current May issue of Sport Aviation Magazine and we all should be very proud of the GREAT work done. I would just like to thank ALL the good people of EAA 32 and EAA 1387 for all the good works. I also need to thank Dave Dewese for his kind words in the May EAA Sport Aviation (p. 97) Advertisement. Over the years many people have come up to me to say, “THANK YOU” mr. bill for all the help. You may never know WHO or HOW you have affected someone with all these cool aviation event we put on.

BUT.....

Just a quick reminder though...If we are going to cancel an event it **NEEDS TO BE STATED BEFORE 5:00PM THE DAY BEFORE** so us pilots can prepare for the GO or NO GO! And the parents can too!

At the APRIL event there was NO indication to the Young Eagles or the Pilots that the program was a GO!?!

I learned the morning of the April event “That kids could sign up today for Young Eagle Flights” at 0500 on the Saturday morning of the event!!! (Something like this happened at both Chapters.) Come on people, a decision **HAS TO BE MADE BY 5:00PM THE PREVIOUS DAY ON SOCIAL MEDIA SO WE PILOTS CAN PLAN FOR OUR DAY!**

We should know how to run a GREAT program, we have been doing this for 30 years.

Not sorry, but I just needed to get that off my chest.

The program does not work unless the pilots are kept in the loop about the GO/NO GO Decision.

SOME GOOD, BAD, AND UGLY

NOT SO BAD

One of those Tesla Autopilot cars crashed into a Cirrus Jet at the Airport. OUCH!

<https://www.youtube.com/watch?v=lcFR8O8UFI0>

THE BAD

The Emergency Landing of the DHL Boeing 757 down in San Jose, Costa Rica.

<https://www.youtube.com/watch?v=UVNRRN6HIzb0>

<https://www.youtube.com/watch?v=kACjz1dhDmA>

A few more tidbits about this at the end of this article. I was down there on May 09 and the hull is still there alongside the runway.

THE UGLY

The sad crash of a Sonex Aircraft in basically a wide-open area.

https://www.youtube.com/watch?v=6FvQnIWY_XI

It is sad to see these videos especially when there were safe landing zones around the airplane.

All photos from mr. bill's article

In the 40 years of providing (Biennial) Flight Reviews I always provide the opportunity to the candidate to land at the Jerseyville, IL airport to demonstrate a SIMULATED engine failure and “HOW TO RUN A QUICK CHECKLIST” and then land the airplane. A QUICK review of this scenario is to:

1. FLY THE AIRPLANE
2. Run the emergency checklist of:
 - Switch fuel tanks
 - Mixture in or FULL Rich
 - Carburetor HEAT ON
 - Full Throttle
 - Ignition switch to R, to L, and back to BOTH
3. Trim aircraft NOSE UP to hold best glide speed, Usually FULL NOSE UP
4. Pick out a Landing Spot and GO FOR IT! Stay with it and try NOT to pull back on the controls. Pulling back MAY cause you to STALL and Spin the aircraft.

There is NO NEED to run a checklist again. If the engine did not cooperate the first time it will not the second time. At this point the insurance company owns the airplane and YOU must SAVE YOURSELF.

In the 40+ years most people OVERSHOOT the landing spot so IF YOU NEED TO LOSE ALTITUDE, SLIP the airplane into the spot.

The cool thing about Jerseyville, IL is if you are high then just turn down Highway 67 and land on the road. WHY? You want the ambulance crew to have easy access to you so there is no delay getting you to a hospital. Landing a mile south of Jerseyville, IL Airport in a farmer’s field, it may take some time for them to find you and come and get you.

MORE UGLY

This is what happens when... “You drop the airplane to pick up the microphone.” As I stated earlier, we tend to pull back on the controls in order to HOLD the airplane and the pilot ends up getting slow and stalling and spinning the airplane into the ground.

<https://www.youtube.com/watch?v=bAdQJn5F7Yo>



Q? What is the new way to notify pilots of changes at an airport?

A: Through the NOTICE TO MISSIONS statements. Otherwise known as Notice to AirMAN.

Q? The title Check Pilot is now used in place of.....?

A: The old term Check Airman.

THE REST OF THE DHL STORY

<https://www.youtube.com/watch?v=kACjz1dhDmA>



I show this picture for several reasons. One, the windsock is showing a wind of 250 degrees at 15 knots (almost 18 miles per hour.) The TOWER wanted me to takeoff with this TAILWIND. Sorry, that is NOT going to happen. I will wait 20 minutes for you to change the runway configuration around. We taxied out and there was NO delay. The TOWER Controller quickly changed everyone’s landing runway to runway 25, with their landings INTO the wind.

That DHL Boeing 757 landed with a 15 knot tailwind which did NOT help their cause at all.

Aviation Explorer Post 9032

Status Update as of May 14, 2022

Boeing is the chartering organization for 'Learning for Life', Aviation Explorer Post 9032 and EAA Chapter 32 is continuing to supply additional AE Post Advisors and Aeronautical Information contact sources.

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

- 1st Wednesday; 6-7pm General Meeting in Boeing Bldg. 100 Auditorium
- 2nd Wednesday; 6-7pm Post Advisors Virtual Meeting
- 3rd Wednesday; 6-7pm Guest Speaker or offsite Activity
- 4th Wednesday; 7-8pm AE Post Officers Virtual Meeting

3-26-2022 AE Post 9032 Activity took a trip to Belleville to see the Southwestern Illinois College (SWIC) aviation school. The day started with a first stop to **tour Ideal Aviation at St. Louis Downtown Airport** (KCPS), then the AE post members, parents and advisors went to the **SWIC campus and visited the simulator lab.**

The Ideal Aviation staff introduced AE 9032 to their airport training facility and everyone enjoyed a hangar tour to see and sit-in some of their fleet, which currently includes ten aircraft (fixed wing single and multi-engine, and rotary), and they also let the AE youth volunteer to take a turn on their FAA Certified flight simulators.

Then at SWIC, Keith Mueller; Coordinator Aviation Pilot Training/Aviation Management at Southwestern Illinois College gave an aviation lab facility tour and presented information about the many opportunities in the aeronautical field. He shared information about the earning potential of various career options (including the US Dept. of Interior, Forest Service pilots; Surdex Corporation Mapping Services; Boeing Unmanned Aerial System, drone operators; NGA Aeronautical Analysts; etc.) and some of the SWIC training programs to get qualified. SWIC has graduate hiring potential relationships with GoJet, SkyWest and AirWisconsin Airlines. Despite being in Illinois, SWIC has 'in-state' tuition rates for Missouri residents and offers many scholarships to applicants.

The Aviation Explorers also got to see the REDBIRD TD2 Simulator at SWIC; and Keith Mueller (SWIC) explained that the FlightAware display was showing

aircraft locations at that exact moment during the SWIC tour.

4/6/2022 Messaging posted to AE post members: "As a heads-up, we'll be discussing the following at our next meeting: Spirit of St. Louis Airshow and any activities our post is doing there, the Fly-In on April 23rd, and Oshkosh sign-ups. We'll be meeting at Boeing Building 100, and the meeting will start at 6 pm. Have a great weekend!"

Regards, Jacob Garvey, Vice President Aviation Explorers Post 9032

4-14-2022 AE Post 9032 tour, of the 126th Air Refueling Wing at Scott Air Force Base

The Aviation Explorers, parents and advisors were first introduced to career opportunities within the Air National Guard by the Recruiting Office of the 126th Air Refueling Wing.

This was followed by a hangar and aircraft tour of a KC-135 where questions were answered by a tanker pilot, crew chief and the refueling boom operator who explained their jobs as the youth tried out the various duty stations onboard the tanker.

Next everyone was shuttled to the Scott AFB air traffic control tower and went up inside the structure to talk with the on-duty controllers who explained their responsibilities. The simulation room one floor below was also opened to allow everyone to see how training is provided to keep everyone current with the evolving duties of managing safe operations from their tower for both Scott AFB and Mid-America Airport.

The Scott Air Force Base Commander, Colonel Chris Robertson; made the final presentation during a pizza luncheon where he shared the logistical operational requirements they handled and answered questions from all of the youth.

4-23-2022 Salt River Automotive hosted a Fly-In and Cruise-In at St. Charles Regional Airport! If you've never heard of this before, pretty much it's an airshow and a car show! This was a really neat opportunity for the post to reach out and find new explorers and opportunities! AE Post 9032 explorers coordinated with EAA Chapter 32 and helped to set-up tents, tables and chairs and staffed a spot across from the chapter's food tent to answer any questions about the Aviation Explorer

Post. It turned out to be a busy day and reports were that about 375 display cars and over 1,000 people enjoyed the day and everyone appreciated the hospitality from all that worked the event.

4-30-2022 EAA Chapter 32 was invited to present; and AE Post 9032 youth were invited to attend the Wings of Hope Career Fair. The Career fair was held on Saturday at Wings of Hope hangar from 10am to noon as the culmination of their four week “Soar into STEM” youth program. Invitations to set up career and scholarship information booths were made to EAA Chapter 32; St. Louis University; Boeing; Southwestern Illinois College (SWIC); Wings of Hope STEM; the 99’s; etc. Among the many attendees were a number of the current AE Post 9032 youth along with their parents as they explored aviation career options.

5-4-2022 AE Post 9032 General Meeting:

Confirmed current Aviation Explorer Post 9032 Officers:

- President: Connor Kelley
- Vice President: Jacob Garvey
- Secretary: Dornell Travis
- Treasurer: Lauren Peca
- Marketing: Isaac Crackel

Other items during this meeting: announced completion due dates for youth forms to attend Aviation Explorer Camp at AirVenture and discussed plans for AE participation in the Spirit of St. Louis Airshow and STEM event.

5-18-2022 AE Post 9032 is going to receive a presentation from an F-15 Pilot who will share their experiences with everyone in the Boeing Bldg. 100 Auditorium, near the Prologue Room.

June 11&12, 2022 AE Post 9032 participation in Spirit of St. Louis Air Show & STEM Expo

“Featuring the US Navy Blue Angels; B-29, ‘Doc’; Boeing B-17G, ‘Yankee Lady’; CAF Red Tail P-51 Mustang; Matt Younkin/ Beech 18; Aerobatics including: Skip Stewart; Phillips 66 Team. Static displays include Hawker Hurricane; Supermarine Spitfire Mk IX ‘Half Stork’; Sky Soldiers; etc. The STEM Expo and the Patriots Landing will host many more exhibitors also.”

Note: AE Post 9032 is planning a STEM booth at the show and have been in contact with Ashley McMichael, of the Spirit STEM Expo, who says that she is looking forward to working with the group. AE Post Youth, parents and family members and Boeing Advisors will be present at the event.

July 25-31, 2022 AE Post 9032 is going to participate in Aviation Explorer Camp at EAA AirVenture 2022. Most of the AE Post 9032 youth have expressed an interest in attending the camp and are eager to register.

July 19-27, 2022 Two Aviation Explorer Post 9032 Members (Lauren Peca and Isaac Crackel) applied for and have been registered to attend the EAA Advanced Air Academy; Session 1

Wings of Hope have offered to host an AE Post 9032 Field visit and a Drone Camp to their Spirit of St. Louis Airport Chesterfield Facility. Date: TBD

AE Post 9032 tour, of the Missouri Wing of the Commemorative Air Force (CAF) Museum, Aircraft and hangars located at Smartt Field (St. Charles Regional Airport) Date: TBD

Announcements:

Isaac Crackel received this years’ Ray Foundation Scholarship, administered by EAA Chapter 32. It was awarded to the first of the three AE Post 9032 applicants to successfully meet the EAA Ray Foundation requirements.

Lauren Peca and Isaac Crackel of AE post 9032 applied for, through EAA32, and have been registered to attend the EAA Advanced Air Academy; Session 1 which coincides with AirVenture.

Lindberghs Make Surprise Visit to Joplin

Bill Caldwell - Joplin Globe

With today's mass media and viral videos, superstars can be made in an instant and discarded just as quickly.

One of the first superstars to capture worldwide attention was aviator Charles Lindbergh. The young flier made history by flying nonstop from New York to Paris in 1927. It made him an instant hero to a world fascinated by aviation. Even brief appearances could still draw crowds in small towns as they did in Joplin in 1933.

The story of Charles Lindbergh could have come out of a Horatio Alger novel. Lindbergh was the son Charles August and Evangeline Lodge Lindbergh, born in 1902. His father was a congressman from Minnesota and his mother was a chemistry teacher. The couple separated in 1909, and young Charles was raised by his mother. As a young man, he was fascinated by aviation. He had enrolled in the University of Wisconsin to study engineering but left school in his sophomore year to learn how to fly in 1920. Within two years, he was barnstorming — though not flying solo — or working as a mechanic in the Upper Midwest. He bought a surplus JN-4 "Jenny" Curtiss biplane for \$500 in 1923. He flew his first solo in it. He gained the nickname "Daredevil Lindbergh" with his routines.

He joined the U.S. Army Air Service in 1924 with a year of military flight school. Upon graduation, he had a commission as second lieutenant but was put in the reserves because it was peacetime. He returned to civilian life, barnstorming, joined the Missouri National Guard and was hired as a airmail pilot out of St. Louis.

SPIRIT OF ST. LOUIS FAME

In 1919, the Aero Club of America persuaded Raymond Orteig, a French hotelier in New York, to sponsor a \$25,000 prize for the first solo flight from New York to Paris within the next five years. The prize went unclaimed though not without unsuccessful attempts. It was renewed in 1924. By this time Lindbergh and a group of St. Louis businessmen collaborated to raise the money for a plane and supplies. They purchased a single-seat, single-engine, high-wing monoplane, and named it The Spirit of St. Louis.

Lindbergh left Long Island, New York, early Friday morning, May 20, 1927. He flew nonstop for 33 1/2 hours to land in Paris' Le Bourget Aerodrome at 10:30 p.m. Saturday, May 21. His arrival was met with a crowd estimated at 150,000 that almost destroyed the plane and him in its enthusiasm. He became an instant worldwide hero.

Over the next two years he traveled across the U.S. An estimated 30 million Americans saw him through various venues, almost a quarter of the nation's population. A 16-nation tour of Latin America gave him the opportunity to meet his future wife, Anne Morrow, daughter of the U.S. ambassador to Mexico. The couple were wed in 1929.

In the late '20s and early '30s, the couple were the face of aviation to the world. Promotional flights (Anne earned her own pilot's license), goodwill tours and technical advice to aviation companies filled their time.

Their first child, Charles, was born in 1930. When he was 20 months old, disaster struck. The child was kidnapped. The public reeled in shock as if it had happened to their own families. The Lindberghs were besieged by well-wishers and the curious. The boy's body was found about 10 weeks later. For a year, the couple lived in seclusion, though the public was never far away. Richard Hauptmann was eventually arrested for the crime two years later. He was convicted of kidnapping, murder and extortion in 1935 and assessed a death sentence.

TOUR REACHES MISSOURI

The glare of public attention was unrelenting the first year after the kidnapping. In 1933, the Lindberghs ventured out of their New Jersey home for a transcontinental tour for Trans World Airways. He was the company's technical consultant. Lindbergh ostensibly was to inspect airport facilities for possible airline stops in cities from New Jersey to Los Angeles. However, their route was never specified. When asked by reporters their destinations, he would give a number of nearby cities and leave it at that.

By the time they reached Kansas City on April 23, they had settled on a routine. Their red-and-silver Lockheed Vega would land, they would greet reporters and TWA officers. Charles would walk through the airport facilities inspecting a hangar and whatever equipment was on hand, while Anne would make small talk deferring all destination questions to Charles. In Kansas City, a spontaneous crowd of 3,000 quickly swarmed around them as they prepared to leave on April 26. Charles said they were headed to Springfield; Joplin; Wichita, Kansas; Tulsa, Oklahoma; Elk City, Oklahoma; and would overnight in Amarillo, Texas, but with no particular order. TWA officials called it a leisurely inspection tour.

They landed in Springfield in the early afternoon. Chamber of Commerce officers bolted down their lunch and rushed to greet them at the airport. “Lindbergh is coming!” was the cry across the city. As they stepped from the plane, the star-struck crowd pressed to touch him and greet them. “Everybody grinned because he was grinning.”

Anne stood the whole time of their 40-minute visit. She returned a bouquet of roses, keeping only three, asking they be given to children in the hospital as she couldn't carry a bouquet in the plane. “I mustn't answer any questions,” she said. “I'd love to talk with you, but really I have nothing to say.”

Joplin was prepared to receive the couple, as Springfield was just a short hop away. A crowd of 5,000 was on hand for the expected 2 p.m. arrival. It waited, and it waited. The Lindberghs did not show up. Instead, at 3:15 p.m. they were told the couple had landed in Wichita. The disappointed crowd dwindled to 200 faithful, of whom half were women, sure the aviators would still make an appearance.

About 5:20 p.m., an eagle-eyed lookout in Joplin spotted the red and silver Vega in the distance. Lindbergh circled the field three times, each time a little lower. The third time, he looked the field over from about 100 feet off the ground,

according to newspaper accounts. “Then, as “airport manager R.T. McCrum and Clyde Thomas of the chamber's aviation committee signaled the line of the cross-field runway by swinging their arms, it came in from the southwest to settle down in a perfect three-point landing, stopping far down the field.”

They didn't stay more than a few minutes. Anne was described as “his charming wife,” while Charles was said to be as reticent as ever. He did say they had an “unannounced destination.” Then they were back into the plane and taking off, flying southwest. At 6:18 p.m., they landed in Tulsa, where they spent the night.

From the faithful 200 in Joplin to the 3,000 who crowded around the couple in Springfield, the adulation the aviators inspired was reflected in local newspaper accounts. Said the News Leader and Press, “Springfield worshiped today at the shrine of a smiling, blond young god, Colonel Charles A. Lindbergh.” Anne was described as “much prettier than her pictures, very quiet and charming,” though she hardly spoke and would not be quoted. A veteran columnist summed it up, “I saw Lindbergh.”



Charles and Anne Lindbergh pose in front of the Lockheed Vega the couple flew on a trip to South America in 1929. They flew another Vega on the cross-country tour of TWA airport facilities in 1933. During that trip, they made a stop in Joplin.



BILL CALDWELL is the retired librarian at The Joplin Globe. If you have a question you'd like him to research, send an email to wecaldwell@joplinglobe.com or leave a message at 417-627-7261.

Blast From the Past

I first started my career as the EAA Chapter 32 newsletter editor in the summer of 1999. The previous editor, Jim Cone, had some problems arising from surgery that made it hard for him to use a computer. I offered to pick up the slack “for a while”. That “while” has lasted 23 years. I don’t want to bore you with all the details of being the editor, except to say that I’m still enjoying it, and I hope everyone is getting something good out of the newsletters.

I gathered up all the PDF copies of old newsletters I could find, including the ones I had done on desktop publishing software that will no longer work on my Windows 10 system. Luckily, I didn’t need to access too many of them (thank goodness I still have an old laptop that has Windows XP!). Over the years, we’ve progressed from a small, booklet-type publication that was printed by Office Depot, then addressed, stamped, and snail-mailed through the USPS by me. Now, as you know, we can have much more content in our e-mailed newsletters because we’re not restricted by the Postal Service’s size requirements. This also allows me to compile the newsletter much closer to the meeting date to allow for last-minute submittals by the president (Bill, you knew I was going to take a shot at you!).

I apologize right now for the low picture quality of some of these, since the original files had photos linked to things that no longer exist. So a lot of the pictures in the earlier years are out-of-focus and blurry. The words, however, remain but not necessarily in the same font they were originally created in. There are even a couple of goofy newsletters that display as a “booklet”, meaning that when printed on both sides of 8.5 x 11 paper, you fold them in the middle and staple.

On the right is a screenshot of the back page from the May 2000 newsletter. I thought you might get a kick out of seeing who was doing what, over 2 decades ago.

Laura will be publishing this archive on the website sometime in the near future, so keep your eyes on the website and check them out.

If you happen to have copies of the missing newsletters, please let me know.

Officers and Committees

President	Steve Miles	636-946-5090
Vice President	Lee Lawson	636-281-3955
Secretary	Tom Baker	636-240-4993
Treasurer	Gale Derowier	636-928-0574
Newsletter Editor	Jim Bower	869-8971
Young Eagles	Gary Heining	618-467-2484
Young Eagles	Chuck Koviak	636-463-1327
Regional Young Eagles	Al Donaldson	397-2410
Library	Bill Jagust	636-926-0171
Hangar	Tom Sparr	441-3283
Flight Advisor	Jim Cone	636-928-8703
Flight Advisor	Al Donaldson	397-2410
Flight Advisor	Bill Jagust	636-926-0171
Flight Advisor	K. Z. Ziganis	343-6853
Tech Counselor	Bob Jude	636-946-2282
Tech Counselor	Lee Lawson	636-281-3955
Tech Counselor	K. Z. Ziganis	343-6853
Facilities & Ops.	Doug Killebrew	727-0640
Education	Gary Kobes	966-8437
Community Liaison	Phil Kitchen	938-6379
Special Projects	Jerry Geiger	741-0450
Safety	Dennis Schwaandt	256-4963
Flying Start Coordinator	Chris Erkman	532-6076
Membership Committee	Bill Nelson	469-6674
Membership Committee	Gene Angell	636-980-9224
Chapter Logo Merchandise	Gene Angell	636-980-9224
Fund Raising Committee	Craig Tiber	636-949-2660
Executive Committee Chmn.	Doug Killebrew	727-0640
Executive Committee	Bill Jagust	636-926-0171
Executive Committee	Tom Baker	636-240-4993
Board Member At Large	Dave Damsier	636-537-3729
Web Designer	Laura Million	618-288-7099
Telephone Hotline	Ted Boerdig	636-949-0993

EAA CHAPTER 32
EAGLE SOCIETY OF ST. LOUIS

EAA CHAPTER 32 NEWS
Jim Bower, Editor
10350 Toole Ln.
Beltsville, Neighbors, MD 61137

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

TO:

EAA CHAPTER 32 NEWS
Jim Bower, Editor
10350 Toelle Ln.
Bellefontaine Neighbors, MO 63137



Officers and Committees

<u>President</u>		
Bill Doherty	314-378-1229	president@eaa32.org
<u>Vice President</u>		
Jim Hall	314-662-1981	vicepresident@eaa32.org
<u>Secretary</u>		
Dave Deweese	636-939-3974	secretary@eaa32.org
<u>Treasurer</u>		
Bob Murray	314-838-7887	treasurer@eaa32.org
<u>Flight Advisors</u>		
Bill Jagust	314-494-3987	vp2boy@gmail.com
Tim Finley	314-606-7501	vfrecon@gmail.com
<u>Tech Counselors</u>		
Tim Finley	314-606-7501	vfrecon@gmail.com
Membership		
Dave Doherty	636-240-5982	dwdoherty@aol.com
Young Eagles		
Jon Crackel	636-288-4812	joncrackel@gmail.com
Newsletter		
Jim Bower	314-750-1613	newsletter@eaa32.org
Web Designer		
Laura Million		webmaster@eaa32.org