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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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**July, 2024**

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## Are You Ready for Oshkosh?



**If you haven't got the memo, the EAA Chapter 32 meeting is one week earlier this month (July 13). Hopefully you can make it if you're not already in Oshkosh.**

### **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

As I'm typing this, I'm still drying out from spending the day working out in the remnants of what was once Hurricane Beryl. Not much wind but steady rain all day. We also had an overnight visit from a squadron of F/A-18 Super Hornets as they made their way home from deployment. This is the famous Jolly Rogers Squadron with the skull and crossed bones on their tail fins. I think this is my favorite of the Navy squadron logos that I've seen.

10 Super Hornets can take up a big chunk of real estate on our ramp. I didn't get any pictures, but their departure was interesting. With the rain and humidity, the wingtip vortices were visible to about 150 feet behind each aircraft as they took off.

I was amused by one of the pilots. Naval aviators apparently have this thing about mustaches. This one pilot had, I think, the thickest cookie duster I've ever seen! I can't imagine the oxygen mask is comfortable with that.

At the end of my shift, I squished my way back to the line room in my waterlogged boots and headed home, but not before I checked on the Mississippi River level again on my phone. We've been in flood stage for several days now and we are keeping an eye on the gauge at Grafton. Currently it's reading 23.13 ft. That's still in the minor flooding stage. Moderate flooding begins at 24 ft. Currently the crest is forecast for 23.5 on Thursday, July 11. That forecast will change as this rain enters the system.

So far, I'm not worried too much about it as the weather forecast for the region seems to indicate less precipitation for a while. Major flooding begins at 29 ft. and water enters the ARC between 31 and 32 feet. If it looks like it's getting too close to the major flood stage, we'll start activating our contingency flood plan for our Aviation Resource Center.

Back to more fun topics...

It's less than two weeks until the start of AirVenture 2024. Are you ready? I've been so busy at work lately I haven't had time to prepare. Heck, my camper is still under its cover from last fall. Looks like I'll have a busy few two weeks ahead of me.

But I have received my tickets.

If you didn't get or see my email, we've moved up the chapter gathering this month to this coming Saturday. That's July 13, not July 20. We're also combining our gathering with our July Young Eagle event. Honestly, it's going to be more of a Young Eagle event than a regular meeting. We had to postpone a couple prior events due to uncooperative weather so there's likely to be a big turnout of Young Eagles. I believe there are 65 registered. We need more pilots if possible. Let's hope the weather cooperates and the river behaves too.

Why the change in schedule? AirVenture officially starts on Monday, July 22. Most of our chapter members who spend the whole week there, including me, plan to leave on Saturday and some are leaving earlier than that. Our July gatherings are usually even more casual as we focus more on details of meeting up at Camp Scholler and what day to meet for our traditional group picture session.

One of the things I like to watch as AirVenture draws near and after the convention is over is the activity on various online flight trackers. Most may be familiar with FlightAware. I see comments about this on Facebook all the time. Usually, I'm amused by the people commenting in concern about an aircraft flying in circles over their community. I especially like it when it's an aircraft that departs from where I work, and I know it's something like an aerial photography flight or a police helicopter.

The photographic ones are the best as the track is usually a well-defined grid pattern. I like to count how many comments it takes until the inevitable Chemtrails remark.

FlightAware is useful, especially if you're using a computer with a mouse so you can hover the cursor over the tail number to show to whom it's registered or the airport designator to see the origination or destination of the flight. This app has lots of other useful information as well such as basic weather overlays, airport information and some FBO information. We use FlightAware in our line room to see when to expect arriving aircraft.

Flight Radar 24 is another app that's available. I've used this one to follow a specific aircraft. One basic feature allowed a flight to be recorded for a specific tail number. I used this one to follow N32YE when my brother got to "enjoy" the massive holding patterns at AirVenture one year. The track just went around and around and around in a figure eight until he decided to divert to his alternate airport.

My favorite tracker isn't an app, but a website called [www.globe.adsbexchange.com](http://www.globe.adsbexchange.com). This website uses the raw ADS-B data. The aircraft images are color coded to show their altitude. There are numerous overlays available that include range rings and precipitation radar. One of the options at the top is a button marked U. Click on this and the only aircraft shown are military aircraft that have their transponder set so they are visible to ADS-B. Occasionally some interesting planes show up here like B-52s or B-1s. It's amazing to see how many cargo and refueling aircraft are overhead.

There are many military aircraft that do not show up here because they're not broadcasting this information. Most fighter aircraft won't show up although some do from time to time.

One of the reasons I like this site the best is I can locate certain aircraft whose owners have paid to conceal their tail number on other tracking sites. This is useful to me as I can determine whether a "blocked" plane is one we should expect to arrive to our ramp.

Before, during and after AirVenture it's fascinating to watch the traffic line up around Oshkosh and the approaches from various directions. It's also interesting to see the traffic lining up for FedEx and UPS at night as well as the lines of aircraft flying to Europe and across the Pacific.

All these apps allow global coverage so if you want to see what's flying in Europe or Asia you can to some extent. ADS-B exchange seems to be the best for this in my opinion.

You may have noticed I struggled to get the July video magazine link into my recent email. Here it is below with Jack Pelton.

<https://www.eaa.org/Videos/Chapters/Chapter-Video-Magazine/6354886592112>

Here's another link to the EAA website news page that may be of interest as well.

<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news>

Well, that's about all I have this time around.

Until then, I'll see you at the ARC or maybe around the pattern. Stay vigilant and always fly safe.

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

# June Meeting Minutes

Dave Deweese

July's meeting began with the Pledge, Bill Doherty presiding. We're sharing the airport today with Pedal the Cause - appropriate considering how bicycles fit in with aviation history. We had a number of visitors to the ARC who were here for the event.

Bob gave the Treasurer's report, including checking, savings, PayPal, and Ray Foundation account balances. We've started matching on Marco's 75/25 scholarship. Bob's friend Tammy from the IMC club is looking for a ride to Oshkosh - will share expenses.

Visitors and new members: none today.

The river level is 17.33 feet.

**Old Business** - the air show was loud: volunteers are just now recovering their hearing. Bill feels like this is about the smoothest air show he's attended. He reports some excitement the day after, however, but nothing disastrous: one involved a DC-3 arriving on one engine. Bill got to fuel a P-47, a T-28, and an F-15 - the Blue Angels were taken care of - he got to sit in the F-15 as well, and learned where the starting and machine-gun-firing switches live (He confirmed that there was no ammo before touching the latter.)

On the screen behind Bill are pictures Jim took at the DuBray Middle School event. Bill and Bob read through several thank-you notes we received from the students. The slide show also included some from a recent YE event for home schoolers.

We canceled today's Young Eagles event in lieu of the bicycle event on the airport. This would have made for an empty July, but Yolanda Woods of the Organization for Black Aerospace Professionals contacted us about a private event on 6/29. We'll get to fly some kids then.

## Ray Foundation Scholarships:

Lauren had a pre-mock-check ride flight Wednesday: her instructor told her they'd cover "everything"; afterwards she reports that she's feeling confident. Her mock check ride is scheduled for this Wednesday.

Marco: still flying with Herman - Ken needs contact info.

Caleb: filled out his paperwork.

Anna: getting closer to her solo - she's approved but the money is pending.



Brody (from Troy) is also progressing, his dad's a flight controller - on a recent flight with Bill he talked to his dad over the radio.

## Explorer Scouts:

Some participated in the Spirit air show: they helped out and got to visit the actual air show. Prior to that they launched rockets at Buder Park with the St. Louis Rocketry Association. Around 14 plan to attend AirVenture in their own camping area. In the fall they'll have their next open house, they're hoping for more Boeing volunteers: one of the last contacts has retired.

## AirVenture:

Today's the last day for Early Bird tickets.

July is not too soon to start thinking about the Holiday Banquet. Our recent Wilbur Wright impersonator is looking for a contact at Oshkosh, per Jim. Guest speaker ideas?

## Project reports:

RV-6A: engine and landing gear are off, they're building the rotisserie that will help with painting the fuselage.

Frank's RV-14: two more weeks. (He's not saying which two.) Weight and balance this week, he hasn't scheduled the inspection yet. Some chapter members helped with final assembly.

Jim's Starduster has wheels and tires, he's contacting the Cozygirls for some welding.

## Upcoming:

6/29 Movie Night: any movie ideas? Jim Hall suggests bringing several and letting attendees choose. Jim Hahn asks if anyone's interested in an update video around Chino.

7/13-14: Wings Over Whiteman, for those who didn't get enough jet noise at the Spirit air show.

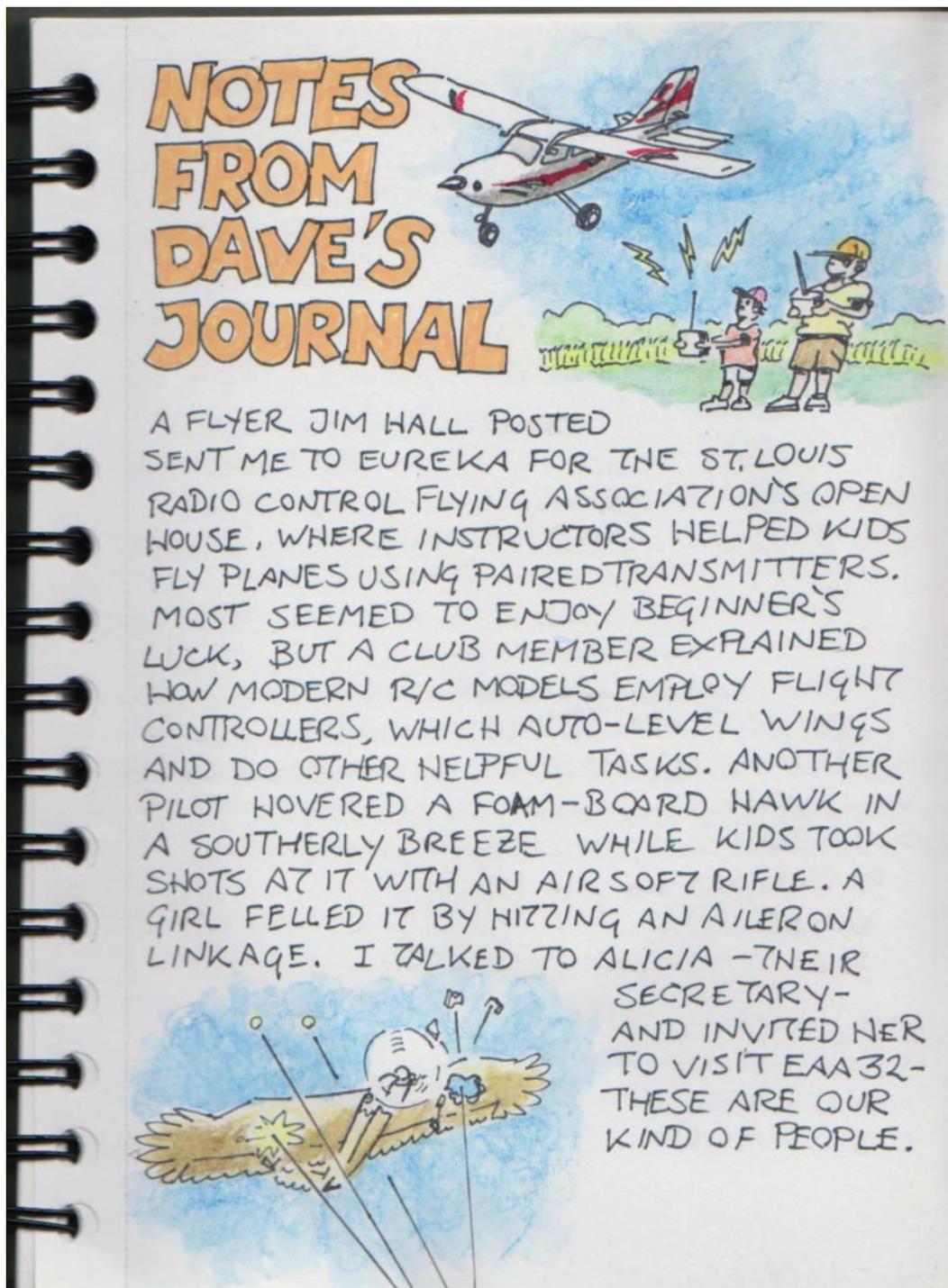
Ken announces IMC/VMC club meeting Tuesday at 7: Ask the AME. Dr. Miriani will be there.

Bob advises a fly-in at Rolla. (VIH) 10 to 2.

Jim announced a RC learning event next week, he'll post the information.

John re Young Eagles: Mentioned the May event - who did Paul Smith ground crew for? He's got a mismatch on which passengers flew with which pilot. John has also been in touch with an Eagle Scout who wants to do a project for us, he may be here August to pitch his plans to the group. He's also had a request for a home school private event in September.

Ron Burnett has \$25 and \$100 food cards.



# Learners as We Go

## “Summertime in Missouri”

mr. bill



Well Happy Summertime to you all! I am sitting here at the “LEARNERS AS WE GO” laptop computer and realize several things:

-Mother Nature is doing her thing with all the rain here in the Midwest that I have heard a few things mentioned:

**“THE RIVER IS ARISING!”**

-I have been retired for 9 months and I LIKE IT!

-I am learning to fly between 1 to 20 mph at 200 feet

-And to see things from a different point of view.



Passing over Hwy 61 northeast bound in Flint Hill, MO (That is the field we PLANNED to land at. The shadow made it)

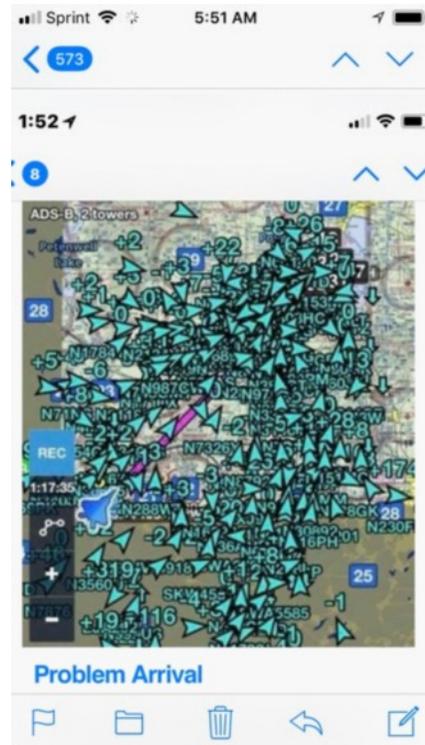


The nice farmers field WE DID land in

Well, for those of you going to fly into OSH-KOSH here is a picture that reminds me to:

Have an empty bladder, FULL FUEL TANKS, and your **“HEAD ON A SWIVEL.”** This is what happens when the field is low IFR (Instrument Flight Rules) and the planes are waiting in a holding pattern to get into the Oshkosh Airport.....

Also remember that there are specific aircraft groups that are flying in that can also delay YOUR entry into the field. There is a group of 77 Aeronca Champs that are going to fly into the field and land. Talk about LOW AND SLOW motion.



And again, do NOT pull the line, “I am low on fuel I need to get into OSHkosh Field!” That controller said to that pilot, “Go someplace else!”

And speaking of controllers, a BIG shout out to EAA 32’s favorite controller Mr. Ed R. Here he is sporting his Oshkosh “Pink” Controller shirt.



These are the GREAT people who stand all over specific locations in the Oshkosh area to help bring in the thousands of planes to the AirVenture event. Ed worked at the Oshkosh Airshow for 20 years. It would be awesome to let him share some of those stories of his experience there at maybe the Holiday Dinner!?!



Controller Ed and mr. bill at the Spirit of St. Louis STEM airshow in Chesterfield, MO

Well, THANK YOU! Mr. Jim Bower for putting together our fantastic newsletter.

THANK YOU volunteers who work behind the scenes at EAA 32.

THANK YOU! Paul H. Poberezny for having a vision 70+ years ago to build an organization that helps continue this idea of EXPERIMENTAL aviation today.

Alrighty gang, let’s keep our heads on a swivel, watch the river levels, and have some more Summertime and SAFE time fun out there!

From the 1953 first issue of

**THE EXPERIMENTER for aircraft builders:**

Q? The annual income of an average American family was.....

A: \$ 4,001 dollars

Q? A U.S. Postage stamp was.....

A: 3 cents for a first-class letter

Q? The #1 rated TV show was.....

A: “I LOVE LUCY”

## 2024 OSHKOSH NOTAM

Use the link below to either download a digital version of the NOTAM, or to request a paper copy:

<https://www.eaa.org/airventure/aaa-fly-in-flying-to-oshkosh/aaa-airventure-oshkosh-notam>

# EasyFlight

## Just How Special Is It To Become a Pilot?



*(Our friend, Jim Hall received this article. Apparently, he's interested in Powerchutes! - Ed)*

Congratulations for taking the first step to become a powered parachute pilot! You have already gone further than most people ever do.

Too many people look at flying a sport aircraft and say "Wow! That is something I would like to do someday."

But someday never comes.

It may be surprising to know that becoming a licensed pilot is much rarer than being licensed to operate any other vehicle – regardless of type of aircraft.

Let's compare some numbers among Americans to see just how special piloting is:

88% of American adults know how to ride a bicycle.

87% of people of driving age have a driver's license.

32% of adults went boating at least once in 2009.

8% of American homes own a motorcycle.

But only...

0.14% of adults in the United States are pilots.

This data indicates that at least 57 times as many people are licensed to ride a motorcycle than are licensed to fly an aircraft – any aircraft – including airplanes, helicopters, powered parachutes. Anything.

I made a short, 1 minute video that illustrates just how small that number of pilots really is. Just visit the link below:

<https://youtu.be/hEgwm2V5GaU>



One reason for the small number of licensed pilots is that pilot licenses are regulated at the federal level.

To ensure safety, the government requires high standards for pilots. Risks of error threaten both the safety of those in the aircraft and possibly people on the ground. If an emergency occurs, the pilot can't simply pull off to the side of the road.

It is critical for pilots to be competent and able to handle both routine flight operations and emergencies. This creates additional challenges for the aircraft pilot, even for the pilot of the relatively easy-to-fly powered parachute.

For this reason, you want to work with a focused flight school that can help attain the skills to be a safe, responsive pilot and move you swiftly and hassle-free through the licensing requirements so that you can enjoy the sky.

If you are ready to take to the next step to becoming a pilot, please book a call to talk with me about your goals and needs. The big, blue button below will link you directly to my appointments page or you can type <http://www.easyflight.com/talk.html> into your browser.

I hope to hear from you today!

**Blue Skies!**

**Roy Beisswenger**

**Easy Flight Powered Parachutes**

**FAA Certified Flight Instructor (CFI) (Gold Seal)**

**FAA Advanced Ground Instructor**

**FAA Light Sport Repairman-Maintenance**

**FAA Designated Examiner for Sport Pilot, Private Pilot & CFI**

**Author, Roy's Powered Parachute Book**

**YouTube Channel: <https://www.youtube.com/c/EasyFlight>**

# Membership Opportunity

## Spirits of Aviation Flying Club, LLC



This flying club is an economical way to own and fly a Vans Aircraft RV-12. Ownership shares are purchased to become a part of the “Club”. Costs are shared among its owner members. Fixed costs such as hangar rent and insurance are evenly divided between its members and paid on a quarterly basis. Flight hours are expensed on a per hour cost (currently set at \$15/hr.), which is used to purchase consumable items, such as tires, oil, incorporating any service requirements and an eventual engine rebuild or replacement when the time comes. An online calendar is used to reserve the plane with dates and times by members. With a limited number of owners, the plane is readily available most of the time.

As time goes by, a member wishes to sell their ownership in the club for various reasons. Over the six years the club has been in existence, members have bought shares, and members have sold their ownership shares.

The Spirits of Aviation Flying Club, LLC originally had six owner/members. It presently has five. One of them wishes to sell their share of the club. As a result, the Spirits of Aviation Flying club has an opening for one or two new members. We are looking for someone who has some flying experience, is willing to assist with maintenance when it is needed and has some applicable skills they can use to help with maintaining the plane, and/or is willing to learn skills as required to help keep the plane in good airworthy condition.

If interested in becoming an owner/member of the Spirits of Aviation Flying Club, please contact the club for further information.

*Contact info:*

*Dave Doherty*

[dwdoherty@aol.com](mailto:dwdoherty@aol.com)

Cell: (636) 240-5983

# Aviation Explorer Post 9032 Activities Update for July, 2024

Jim Hall, AE Advisor

**EAA AirVenture – July 22-28, 2024**

**Aviation Explorer Post 9032 members will be at the Aviation Exploration Base Camp**

**Some wait for adventure...**

**Others make adventure happen.**



The Aviation Exploration Base located in Oshkosh, Wisconsin is the place where Explorers and Advisors gather each year to learn about aviation and volunteer for AirVenture, the largest airshow in the world! Learning about aviation and service to others are the main goals of the Aviation Exploration Base.

Explorers and Advisors camp outdoors and participate in shared camp duties like food service. There are three meals per day served out of the camp kitchen guided by staff and prepared by campers.

Experience 10 days of fun in the sun (wind, rain and snow possible... it's Wisconsin in the summer after all).

Explorers and Advisors volunteer in many different areas of the convention including Homebuilt Aircraft Parking, Flightline Ops and Flightline Safety. Extensive safety briefings are given to all volunteers then, under the careful guidance of experienced Explorers and Advisors, Explorers jump into action and help push/park Airplanes, control crowds at taxiway intersections and perform ground control functions on the taxiways.

The Aviation Exploration Base is staffed by a group of volunteers (mostly former Explorers) who provide training, aviation expertise, fun programming and food service expertise.

Aviation Exploration Base Day in the life of an Explorer

5 am- Wake up to Civil Air Patrol reveille

5:10 am- Go back to sleep.

7 am- Wake up to jets or Bonanzas or T6s on runway 9/27.

7:10 am- Go back to sleep.

7:30 am- Too hot in tent, actually get up.

7-9 am- Breakfast, hangout with friends.

1st shifts most likely will be at 8 am or 11 am, others will be later. Everyone has at least one shift per day some might have 2 shifts, each shift is 2-3 hours.

There are no flightline shifts from 3-6 p.m. because of the daily airshows.

During the day hangout on the AirVenture grounds with friends and family, attend ground school classes, airshows, Fly-market, college row and explore the aircraft in the air and ground. If you buy a drone, flying them in Oshkosh airspace is prohibited.

Lunch is served from 11 am-1 pm.

Dinner is served from 5-7 pm.

The airport is closed to incoming and departing air traffic for airshows.

Explorers might have a 6-8 pm shift.

If you come back to camp smelling like jet fuel and sweat then showers would be appreciated by your fellow explorers. If you don't smell like sweat, jet fuel is an acceptable aroma.

8-10 pm activities are movies, games with friends under the large tent, attend Monday music concert, youth meetings and elections, and hang out.

10 pm - Everyone is in camp

11 pm - Lights out

NOTE: No day is exactly the same. Follow this basic guide to keep you on track for your daily doings. Have fun and be safe!



### Upcoming Plans:

- July 22-28, the registered Aviation Explorers will attend the **Aviation Explorer Camp at EAA AirVenture 2024**
- August, AE summer break scheduling
- September, Aviation Explorer Post 9032 Kick off and Open House – Date TBD

### Recently Completed Activities:

(Note: see previous EAA Chapter 32 archived monthly Newsletters for older information re: past AE activities)

- Tuesday July 18th at 7:00pm, AirVenture logistics virtual meeting hosted by Chrissy, AE Advisor, to finish final arrangements.
- July 8 & 9, 2024 Spirit of St. Louis Air Show & STEM Expo. THANK YOU to the Aviation Explorers & Advisors who accepted an invitation from EAA Chapter 32 to help out at the STEM table.
- May 25<sup>th</sup>, 8:00AM - 1:00PM – Aviation Explorers (& a couple of advisors) were shooting rockets coordinated with the St. Louis Rocketry Association at Buder Park.
- May 15, 6-7:30pm - We had a rocket building activity. AE Advisor Andrew Hedlund acquired the rocket building kits. Expenses for materials was covered by AE Advisors – THANKS TO ALL!
- May 11<sup>th</sup>, EAA Young Eagles event held at the Chapter 32 (ARC) Aviation Resource Center which is located in St. Charles County Regional Airport. Aviation Explorers welcome!
- May 8, 6:30pm - Rescheduled as Virtual Meeting- AE Post Officer Elections. We elected a new President, Vice President, Secretary, and Treasurer for the upcoming season! Officers will begin their duties in autumn, 2024.
- May 4, on a Saturday; Proposed visit to Bonne Terre, MO Space Museum & Mine Tour - Note: N/A for spring/summer AE schedule at this time; details TBD
- May 1, 6pm - Astrophotography (Astronomy Photography) presentation by Peter Seddon at Boeing Prologue Auditorium and Mr. Jim Roe who's an accomplished astronomer.
- April 17, 7:00pm – 9:30pm Star party with St. Louis Astronomical Society at Francis Park.
- April 13, EAA Young Eagles event held at the Chapter 32 (ARC) Aviation Resource Center located in St. Charles County Regional Airport.
- April 3, 5pm - Air Evac Helicopter Headquarters and Simulator Training Facility in O'Fallon, MO
- March 23, Saturday – Open Attendance at St. Louis Astronomical Society (SLAS) program on solar eclipse held at STL Gateway Arch

# Aviation Explorer Post 9032 Activities Update for July, 2024 (continued)

- March 20, 6pm - Navy Recruiter Speakers at Boeing Prologue Auditorium: a Boeing P8 Poseidon Anti-submarine Warfare Aircraft Pilot and a U.S. Navy Nuclear Machinist's Mate - SS (Submarines) shared their career paths and rewards for their career pursuits.
- March 6, 6pm Creve Coeur Airport; Historic Aircraft Restoration Museum tour
- February 24, on Saturday - Open Attendance at IUAC Ultralight/Light Sport Symposium held at SWIC; Granite City, IL
- February 21, 4:45pm - Boeing Polysonic Wind Tunnel Tour (limit of 15 participants) meet at Boeing Building 100
- February 7, 6pm – Panel discussion on flying by Pilots/Aircraft Owner/CFI/Airline Captain and Student Pilot speak on Flying held at Boeing Prologue Auditorium
- January 24, 6pm - Pete Seddon of STL “Gateway” TRACON (Terminal Radar Approach Control) speaks at Boeing Prologue Auditorium
- January 10, 6:30-8:00pm Aviation Explorer Post 9032 Officers & Advisors Virtual Meeting

## ABOUT POST 9032

Aviation Explorer Post 9032 is an established career exploration program based in St. Louis, MO. Part of the Greater St. Louis Area Council, ‘Learning for Life’ program. AE Post 9032 is a chartered youth group with advisors and support from Boeing and Chapter 32 of the Experimental Aircraft Association. Meetings are held in the **Boeing Prologue Auditorium located in Building 100 @ 6300 James S. McDonnell Blvd, Berkeley, MO 63134, USA.**

**Additional links to AE Post activities are listed below:**

<https://www.facebook.com/aepost9032/>

<https://www.instagram.com/aepost9032/>

**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 activities lined up for 2024.

Proposed Agenda: Each month the usual schedule (flexible around other activities with some events being held on a Saturday):

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

2<sup>nd</sup> Wednesday; 6:30 & 7pm Post Officers and Advisors Virtual Online Meetings

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

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