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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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**April, 2024**

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**Saturday, in the “ARC” I think it was April 13<sup>th</sup>.**

## 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

Chapter 32 is off to another great start with Young Eagles this year. Our April event was packed with lots of people, planes, and pilots! I think we finished the day around 60 Young Eagles flown. Last year we started with 45 if I recall. Not a bad start!

But April is just getting started. This Saturday we have our Chapter Gathering at the ARC. We plan to have a brief meeting then take a local field trip to our CAF neighbors. Their B-25 "Show Me" just returned from receiving a new paint job. I'm looking forward to seeing it and touring their facility. They do a fine job of preserving American history and I'm thankful to have them as fellow patrons of the airport.

Saturday, April 27 is the car show. We'll need lots of volunteers to assist with food operations and to discuss what we do as EAA and Chapter 32. This is a great opportunity to share our mission of aviation education with the public. Oh, and there will be some really cool cars on display out on the ramp. Lots of them! The hard work put into these by their owners is truly impressive and relatable to our passion for aviation.

May 13-18 is EAA Learn to Fly Week featuring free and interactive webinars with expert flight instructors and representatives from various aviation organizations to help jumpstart flight training. Topics will include getting started in flight training, tips for saving time and money in training, preparing for the FAA written exam, examiner tips for passing the check ride, and much more. The week culminates on May 18 with a Flying Start event we will host at the ARC in lieu of our regular gathering. We'll send out an E-Blast via HQ to all EAA members in the St. Louis area. Of course, all members of our chapter family are welcome as well!

Coming up later in June we'll participate in the Spirit of St. Louis STEM Expo and Airshow. I signed us up for a booth in the STEM tent area. This should be a 15 x 15 booth with a table or two and some chairs. We'll make great use of the display booth set up donated to the chapter by Chris Ward plus the display panels we frequently set up during Young Eagle events. Again, this is a prime opportunity to reach out and engage the public about opportunities available from EAA for Young Eagles, AeroEducate, scholarships, and about what it's like to build an airplane or learn to fly.

I requested electricity for our booth so hopefully we can have a couple monitors set up to have some videos playing and possibly display the EAA website pages for AeroEducate as well as the numerous scholarship opportunities available. The show organizers want STEM related hands-on activities but no handout flyers. I presume that's to maintain some cleanliness on the show grounds. Understandable. I don't see that as a problem as we have a QR code from EAA that takes one to the AeroEducate site for more information. That's actually better than a flyer in my opinion. EAA and what we do are 100% STEM and no better hands-on fun than a Young Eagle flight!

Aviation Explorer Post 9032 is also planning to have a booth at the airshow so with any luck, perhaps we can be next door neighbors. That would make a perfect segue between our booths. The Explorers do some amazing activities and are also 100% fun hands-on learning!

So, it looks like a very active and fun Spring and Summer.

A couple notes to keep in mind this time each year. Birds are actively and frantically building nests anywhere and everywhere. They especially love any openings on airplanes. Check your plane THOROUGHLY during preflight inspection. I've seen birds build nests in less than 30 minutes. I've assisted owners remove cowlings of Cirrus aircraft twice to remove nests. But it can be ANY aircraft.

Also, if you're planning to fly into SUS during April be aware the south runway is closed until May 10 while some major pavement work is being done. That means more jet traffic on the north runway and possibly extended taxi to hangars or FBOs along the south, main runway.

I presume this is to improve the surface prior to the airshow. That also puts a damper on some of the military traffic we'll see this month. We'll still get the helicopters but no Super Hornets for a while.

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**



# March Meeting Minutes

Dave Deweese

March's meeting began with the Pledge, Bill Doherty presiding. Happy St. Patrick's Day Eve.

Visitors: Ken's grandson is visiting to see where his grandfather hangs out. Bill Jagust, president of 1387, brought some of his chapter members who are planning a coup. Harlan came to see what's going on. Caleb, Gus, Julie, Gloria are among the 1387 crew.

Bill Doherty gave the treasurer's report in Bob's absence, including checking, savings, Paypal, and Ray Scholarship account balances. Note to hangar tenants: hangar rent has increased to \$220 starting in April, passing it along at cost. 107 active members, 5 are students. Bob has 5 remaining food cards.

Mississippi river level report.

Ray Scholar progress reports:

Lauren did her first solo cross country, she's scheduled her long cross country this week to Cape Girardeau. She's got some goggle time then checkride.

Marco has completed his cross country, next comes night flying, then checkride. Chris brought in Marco's headset; Chris got a picture.

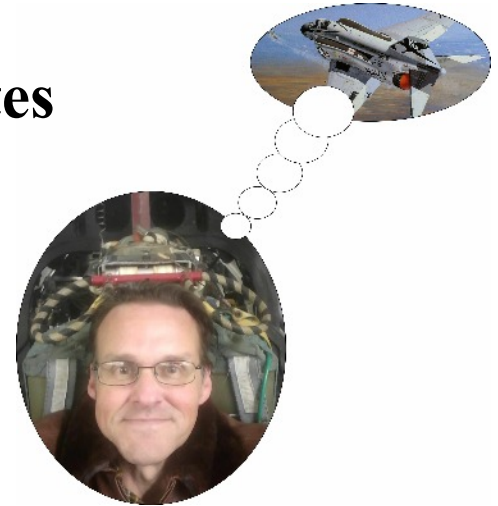
We have two new candidates, Caleb Vega is in attendance. He addressed the group: took his first flight in August - this changed his career choice away from Engineering to ATP.

Anna Berkgigler could not be here; Bill and Libby speak highly of her, she's already started her lessons and credits Lauren Peca as her mentor.

Dave Brikhaus notes that Vasili has completed his commercial.

EAA32 pays 25% of the Ray Scholarship, part of this comes from a donation from Bill's employer, Signature Aviation. He was able to introduce Mr. Bill and his boss and the Area Manager, Doug Drescher, at Spirit.

Ron Burnett asks how many 25% scholarships can we get per year? Two.



Jim Hall updated us on the Explorer Scout group. Anyone who's interested can be an advisor. Recent trips included the wind tunnel and a lab which tests aircraft components to destruction and refabricates them. American Institute of Aeronautics and Astronautics took place last week including reps from the Navy and NGA, Lauren spoke with the latter. "Chase your dreams until they can't run any more." "A closed mouth doesn't get fed." Meetings are generally on Wednesday. Note that 9032 had the largest contingent at the Explorer Scout at Oshkosh last year. They'll have a presence at this year's Spirit STEM and Airshow (June 8 and 9).

EAA32 will also have a booth at the air show: \$500 for a 15'x15' space. We'll showcase Young Eagles and Aeroeducate as well as the Ray Scholarship program. We'll need volunteers for that. One of Mr. Bill's 2011 Young Eagles (Richard States) is bringing his trainer jet from the Air Force Academy. President Bill asked if he could spend some time at our booth.

## **New Business:**

Learn To Fly Week, 5/18 is our Flying Start day here at the ARC. Mr. Bill suggests focusing first on local EAA members, we'll send out an email blast. We'll also be inviting representatives of as many local flight schools as possible. We discussed topics at last night's board meeting, including options such as flying clubs.

May 4, Ken Derks has arranged CPR training, 1000 hours. We need 10 to 12 volunteers willing to learn. Ken also notes, grab an EAA32 logo sticker on your way out.

May 24, we've been invited to attend a career fair at DuBray Middle School. We'll need volunteers, we'll do the aviation piece. The catch is that it's an all day event.

Will do multiple 15 to 20 minute presentations for 15 to 20 students. Jim is asking for topics that would be appropriate for sixth graders. Geanovea has done multiple such events and is willing to help, Lauren attended - she and her dad are willing to attend as well.

The CAF event typically has a Wings Over St. Louis event at Spirit over Memorial Day weekend, and in the past has invited us to have a presence.

Work sessions at the ARC: before the weather gets too hot we'd like to get some work done. Now that Ken has everything palletized it will be simpler to get reinforcements intalled on the west wall. We need a work crew. Dave Doherty estimates we could do it in one weekend. Bill would like to schedule a work event after next month's meeting.

Dave Doherty reports that as of 3/1 Oshkosh has opened up camping registration, \$348 per person, see Dave if you'd like to attend. We're going to ask for the same spot as last year. Bill notes that chapter camping evolved from EAA32.

Ron asked about the car show, that will be April 27, the following weekend is the failover date in case of rain. We'll start with breakfast and make an assessment around 9:30 regarding how much lunch food to buy and cook. Bill notes that car people, like airplane people, get up early and will be hungry as soon as they arrive - he'll be here at 0500 and plans to be cooking by 0600. We'll need volunteers. It's advertised as a fly-in, but per HQ we'll not be involved as it's not our own event.

Geanovea asked if how to get a 14-year old into volunteering for the chapter, we recommend coming to a YE event for a flight, and there are always volunteer jobs at any event. Bill notes that 1387's meetings are the first weekend of the month and all are invited to attend. 4/6 is the next one, they'll have a sailplane there.

Jim has been in contact with local EAA chapters, everyone would like to host a local leadership event. 1675 at Spirit would like to use their site - Wings of Hope.

Next meeting, 4/20, we're planning to restart movie nights, after the work session. Bill plans to cook and we'll do a pot luck. Please email Bill movies you'd like to see. In April we'll be seeing the silent movie version of "Wings". Bring a chair.

Note on ARC lease: Bill has recently signed another 5 year extension (expires in 4 years). We need to form a group to write up a proposal for St. Charles County Parks and Recreation when this happens. Anyone with expertise in these types of negotiations please see Bill.

Project updates: the club RV-6A is ready for the paint booth. Dave Doherty lets us know they'll be updating the avionics to Dynon. Dave McGougan needs to connect the carb cables on his Rotax 582. He has upgraded to a 612, including some changes that improve engine longevity. "McGougan Ravenfox" (better than "Frankenfox") now has a tail number. He hopes to have in inspected this spring..

Ken also notes the table he built and I painted.

Motion made and seconded to adjourn.

# The Student Pilot Odyssey

By: Lauren Peca

After my first cross country to KJEF in early March, I was looking to slash most of my cross country time out with one fell swoop. While most students from Elite choose to go to Rolla, Columbia, or even Perryville, I chose a more “exotic” locale: Cape Girardeau! My 223-mile journey took me through gusting winds, go-arounds, fumbled CTAF calls, and more.

My precise route took me from KSUS to KCGI, then KCGI to KFYG, and KFYG back home to Spirit. I took off on March 20 just before 13:00 clad in my SEMO jacket, but just before I did, my CFI Eric had some sage advice for me (as he always does—Eric’s the best). We had just been practicing landings in the days before due to these new gusty spring winds we have in Missouri. “Flaps 20, come in at 70, and for the love of god, hold it off!” He said, with some humor behind it.

I nodded my head, and after he did a final check on the oil level, off I went. In the same fashion a CFI with firm confidence in their student would, he went out to run errands as I was embarking on my journey.

Upon takeoff, I turned on course towards the south with the tower’s permission. I often still get that exhilarating, heart-pounding feeling upon takeoff when I’m flying solo. It’s nerves, it’s anticipation, and most importantly, it’s excitement. I switched over to St. Louis Approach on 126.5, and I got on for flight following.

The civilization of St. Louis County quickly gave way to the pastoral rolling hills and dead square-cut farm fields of southern Missouri.

I passed my way through St. Louis Approach calls, but south of I-44, they passed me off to Kansas City Center. I had never talked to a center before, though I had asked Eric about the process before I went. Luckily, it’s just the same as Approaches. However, the first thing I heard tipped me off to the fact that, much like Dorothy, I wasn’t quite in “Kansas” anymore.

“Southwest Flight 1161, at FL350,” a smooth, professional voice said.

I took a moment to process the fact that I was on a frequency with passenger jets. It felt surreal to say the least of it.

I didn’t have long to mull over that fact, however, as my iPad overheated. I’m not an absolute zealot for the all-holy Magenta Line, but I do value its place in cross-checking with my paper sectional chart and the GPS that comes with my plane. I put my iPad in the shady passenger seat and gave it some cooldown time.

Cape Girardeau was soon in sight, and I was given the left downwind for runway 20. I started my descent from 5500 to 1500 a little too late, and by the time I was in the downwind, I was pushing 300 feet above pattern altitude. I cut the power and opted for a chop-and-drop approach, but by the time I got on final, I was still too high.

I have an unfortunate tendency to not go around when I need to, but I took a page from Eric’s book and went around. My second landing was much calmer, despite the winds being about 180 at 10 gusting 24.

As a Cape Girardeau tower controller once described it, KCGI is a Class E in a Class D trenchcoat. I was encouraged only to follow a Bonanza as my taxi instructions, and I was back at the end of runway 20 swiftly. I got back on course and made my turn for the northwest towards KFYG.

The 106 mile trek back to KFYG is what I can only describe as grueling. I had a direct headwind with the same gusting winds that followed me at KCGI. I was tossed around like salad in a bowl the entire ride back, a ride that was made even slower by the headwind at my front. My groundspeed got as low as 80, whereas it was as high as 120 on the ride to KCGI.

I remember thinking to myself, “I wish I was home, please get home faster,” to myself again and again. Washington came into sight, and I breathed a sigh of relief. It’s amazing and surprising how much turbulence can induce pilot fatigue.

Prior to my flight, I had asked our own Charles Miano how he mitigates pilot fatigue. His advice—snacks, water, and a small breakfast—ended up being invaluable. The tiny pack of complimentary Goldfish really got me through my long leg of the flight.

Being a student of Elite Aviation, I'm most familiar with towered operations, which is quite the blessing. However, this leaves me with an occasional unsure feeling upon entering Cowboy Country—Class E. I did my calls for entry to the downwind and the downwind itself, but I sort of neglected to make my calls for base and final until it was a little too late. Whoops! I kept my head on a swivel, however, and the only other plane at Washington was another Elite plane. No harm done, and a valuable reminder learned for next time.

My final leg was from KFYG back to KSUS, only 17 miles. By this point, I was so tired, that I just set my heading bug for 90 and went for it. Like I've done so many times before, I entered the pattern by tower discretion, and I made my landing.

I pulled off the runway, and Eric was waiting to greet me.

I can only remember a sense of pride and a sense of exhaustion as I hopped out and tied down the plane with him. The physical exhaustion brought on by turbulence was no joke, and after various congratulations from people at my flight school, I headed home and took a nap, but not before I updated our own Dave Dewese and Mr. Bill about my flight, as well as Charles Miano.

I learned a lot about myself and my limits, on my cross country flight. As per usual, I find the things I discover about myself in the air are the most valuable, and the ones I typically share with you.

Bravery isn't the absence of fear, it's doing things in spite of it. I've carried this phrase with me since I first learned it, and I've always found it to ring true.

There were many times in the course of my Student Pilot Odyssey that I felt apprehensive, nervous, or even a little scared. But despite these

moments, I also found great joy, satisfaction, and pride.

Fear is not necessarily an obstacle, but a tool.

I hope to remember this as I prepare for my checkride. I hope you remember this too, Chapter 32.



# Greetings to EAA Chapter 32 !

As a Ray Scholar, I wanted to keep you all informed on my progress in the aviation world.

As a second-year student at Southern Illinois University, I have had a great year and have hit the 300-hour flight time mark.

This past fall, I attended and competed at the NIFA regional competition. (National Intercollegiate Flying Association - SAFECON) As a team we brought home first place.

SIUC has placed 1st at regionals for the past 11 years. We upheld the title and are looking forward to competing at the National competition in Janesville, Wisconsin this May. Along with my classes, as I pursue my degree in Aviation Management and a minor in Air Traffic Control, I have completed my Instrument Rating and my Commercial Pilot Certification.

This spring, I am diligently working on my CFI and preparing for national competition. My summer plans include my CFI certification, multi-engine and sea plane rating. However, the fun will be had as I will be attending the St. Louis Air Show and EAA AirVenture in OshKosh. I can be found at the seaplane base as a volunteer. I will be in and out of the Saint Louis area this summer, but I hope to drop in for a monthly meeting or attend a Young Eagles day!

Sincerely,

Vassilios Georges

## From Chris Ward

Marco Cardenas our 2023 Ray Foundation Scholarship candidate has completed the requirements to receive the Light Speed headset. Our chapter president and vice president presented him with his headset at our last meeting. He has completed all of cross country flight training. He reported that only needs to do his nighttime training and control airport landings. Once he gets his private pilot certificate he plans to start college. He said that he would still like to be able to learn crop dusting in the future.





# NOTES FROM DAVE'S JOURNAL: SEASON OPENER



A FINE START TO THE 2024  
EAA32 YOUNG EAGLES  
SEASON: LOTS OF PLANES,  
A BIG CROWD, PLUS A SUR-  
PRISE VISIT FROM HALL  
OF FAME RICK MAY. IT'S  
SHAPING UP TO BE YET  
ANOTHER SPECTACULAR  
YEAR.

# Learners as We Go “Safety First”

mr. bill



At every airline I worked at there were always this sign on the wall of the pilot ready or mail room:

## SAFETY FIRST

What I was so glad to see at the latest YOUNG EAGLE RALLY (and the first one of this season) was every pilot moving smartly and safely.

Jeff S. always flies the traffic pattern once before he takes the youngsters up for their flight. **SAFETY**

For this event I asked a very professional and experienced pilot to work the ramp for additional **SAFETY**. He has been through many **SAFETY** Briefings at a place called RENO Air Races. Thank you, Captain Dave A. for your extra set of eyes. His eyes WILL see things that we all may miss in our effort, do to complacency.

Another experience that has occurred this year is a 2011 Young Eagle Candidate recently called and asked if he could bring a Texan T-6 Turboprop trainer to the Spirit of St. Louis Airshow. Ya see.....

After his Young Eagle flight in 2011, he was awarded a slot to the Air Force Academy. He finished **FIRST** in his class and darn the luck, started flying F-16s.

BUT, he is now giving back and paying it forward to the next generation of young people. I will be chatting with him at the Spirit of Saint Louis, MO Airshow. How cool is that!

Speaking of EAA 32 Young Eagle Pilots.....



**Here is our very own Captain Issac trying and flying a Cessna C-172 after learning and earning his Private Pilot Certificate in those low wing Piper Cherokee.**

He **NAILED** the landing with a squeaker (after saying A LOT of bad things about this 1986 High Wing Cessna aircraft with over 10,000 hours on it.)

So, **THIS YOUNG EAGLE PROGRAM IS TRULY WORKING!** But wait, there is more.....

I received an e-mail from EAA Headquarters about a Father/Daughter Young Eagle Flight I gave last year.

It seems that I gave the father, Michael Baker his Young Eagle flight back in the day. Then last year Michael attended our YE Rally and asked me to take his daughter up for her Young Eagle flight. What an honor.

What EAA does not KNOW.....

Is Michael's Grandpa, Mr. Thomas Baker was our EAA 32 Secretary in the early 1990's. He and his son, Jim Baker (Michael's dad) took and displayed at the OSHKOSH ANNUAL SHOW a wooden replica of a P-51. Literally thousands of kids got in this aircraft over the years it was put on display at Kid Venture. So, Jim's granddaughter was my second YE in that family. What an EAA (32) tradition. Looking for the Baker Family at Air Venture, the annual family gathering in Oshkosh, Wisconsin.

Also, in the realm of **SAFETY!** Someone asked WHAT does water look like in the fuel strainer??? Well, while I was sipping on my "Mac and Don" morning Orange Juice I had a visual aid idea!!!

Alrighty then EAA 32 Professionals,

**THANK YOU FOR A SAFE YE EVENT**



**Orange Juice (sorry OJ) acting as a contaminate in the fuel drain tube. OJ (as is water) is heavier than Aviation 100 Low Lead fuel. (That is the 100 Low Lead fuel on top of the OJ.) I did this to show, as an example, of what a bad fuel sample may look like.**

Q? Gulfstream just came out with their NEW G700 jet that was started on the drawing board in 2014.

It can fly \_\_\_\_\_ statute miles at what speed?

A: The plane can fly 8,912 statute miles at 724 mph

Q? The cost for such a luxury?

A: 75 million dollars

SO, your new jet will fly you and 19 friends from Saint Louis, MO to China in 15 hours. Ohhh, my body is sore already.



I hope they have water wings on that flight!

# Young Eagle Flights

Ron Burnett

I flew fewer YE than most but my most valued flight was with Rick May, our former YE coordinator. Many times over the years I have desired to offer one to him but, tired, windy, hot...you get the idea. Many thanks to Rick for all his years of leadership!



# 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 April, 2024

Jim Hall, AE Advisor

If you love flying and like to go, ‘low and slow to enjoy the show’ then Air Evac could be the career for you, explained Theo, their lead Flight Instructor. The most recent Aviation Explorer Post 9032 activity on April 3<sup>rd</sup>, was a visit to the Air Evac Headquarters and Simulator Training facility in O’Fallon, MO. Nearly 20 explorers, advisors and parents were hosted by the chief flight instructor and the lead simulator instructor who explained the current procedures and demonstrated the required training to become certified in helicopter air ambulance operations.

Air Evac Lifeteam is the leading provider of emergent air medical transportation services, operating more than 150 helicopter air ambulance bases across 18 states. The crews, consisting of a pilot, a flight nurse and a flight paramedic, are on duty seven days a week to respond to the scene of a medical emergency or to transport patients between medical facilities. Also included in the operations are Aviation Maintenance Technicians and Communication Specialists. Air Evac started over 22 years ago to serve rural communities and continues to expand the number of locations each year.

After ‘Tink’, lead flight sim instructor, demonstrated the state of the art three million dollar flight simulator, some tour participants remarked that they felt like the room was moving just from watching the video display surrounding them. Although stability augmentation and synthetic vision help them fly, learning to use night vision goggles is still a challenge.

The instructor went on to explain that although they are always hiring and training new pilots, those who come for interviews must have two thousand hours of flight time and a thousand hours turbine time. Many new hires with this level of experience are former military pilots.

Air Evac Lifeteam is part of Global Medical Response, Inc., an industry-leading air, ground, specialty and residential fire services and managed medical transportation organization. Pay scales are high reflecting the specialized training required from the team members. Everyone was appreciative of the chance to tour the facility and learn about from the operations of Air Evac.

## Upcoming Plans:

- April 17, 7:00pm – 9:30pm Star party with St. Louis Astronomical Society (If weather is bad we will send out details for a backup event the day of!) Location: Francis Park Outreach Site, 5121 Tamm Ave., St. Louis, MO 63109 ([map](#)) Description at [St. Louis Astronomical Society | Francis Park Stargazing | Night Sky Network \(nasa.gov\)](#)
- April 30, **Note:** Aviation Exploring Scholarship is due April 30th! We have had 2 explorers in the past receive this scholarship. [Exploring Scholarships - Exploring.org](#)
- May 1, 6pm AE Post Officer Elections at Boeing Prologue Auditorium. We will be electing a new President, Vice President, Secretary, and Treasurer at the start of this meeting! If you are interested in a leadership opportunity that will help with scholarship and college applications, please consider running!

- Then we will have an Astrophotography (Astronomy Photography) presentation by Peter Seddon. We will be looking at deep space pictures, equipment he uses, and discuss how he captures the images. Additionally there will be Mr. Jim Roe who's an accomplished astronomer and retired scientist from McDonnell Douglas. He has personally discovered over 100 asteroids, and is a founding member of the Astronomical Society of Eastern Missouri (ASEM).
- May 4, on a Saturday; Proposed visit to Bonne Terre, MO Space Museum & Mine Tour - TBD
- May 15, 6-7:30pm - Details to come, but we plan on hosting a rocket building and launch activity to cap off our year. There will be a small cost to this activity (if cost is prohibitive, don't worry about it and still come out). Proposed plan for rocket making and then launching coordinated with St. Louis Rocketry Association  
<https://www.stlouisrocketry.com/> Date: TBD – SLRA maintains two insured launch sites. The model rocket launches are held at Buder Park. High power launches are held at Elsberry, Missouri site. AE have been invited to attend.
- June 8 & 9, 2024 Spirit of St. Louis Air Show & STEM Expo; details to come
- July 22-28, attend Aviation Explorer Camp at EAA AirVenture 2024

### Recently Completed Activities:

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

- April 17, 7pm on Wednesday evening - Proposed SLAS Stargazing at Francis Park. Note: Alternate Plan to visit GYAF Simulators at Creve Coeur Airport
- April 13, EAA Young Eagles event held at the Chapter 32 (ARC) Aviation Resource Center located in St. Charles County Regional Air-

port. Young Eagles events are for 8-17 year olds with a goal of creating a positive experience that promotes aviation, but the really awesome part of this is that youth get an airplane ride! As an Aviation Explorer, you can also offer to volunteer and help! Volunteering with EAA Chapter 32 is a way to help get future aviation scholarships!

- April 3, 5pm - Air Evac Helicopter Facility Tour
- March 23, time TBD on Saturday - Proposed St. Louis Astronomical Society (SLAS) program on solar eclipse held at STL Gateway Arch
- 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.

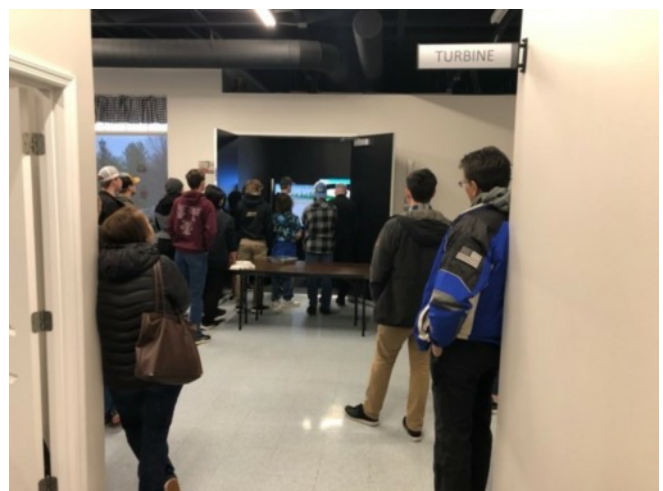
**Proposed Agenda: Each month the usual schedule (flexible around other activities with some events being held on a Saturday):**

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

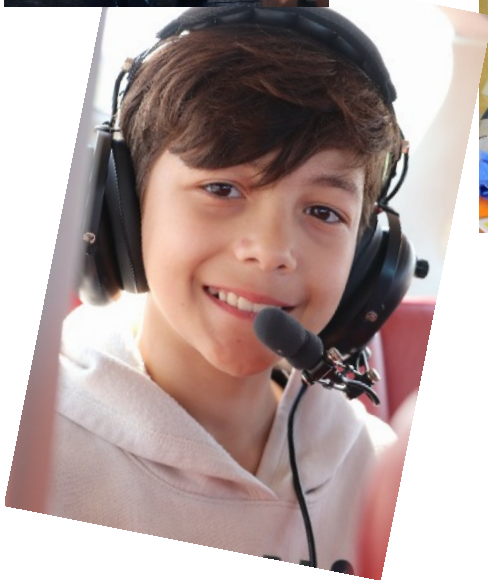
2<sup>nd</sup> Wednesday; 6:30 & 7pm Post Officers and Advisors Virtual Online Meetings

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

### Photos from AE Post tour of Air Evac







# Greater St. Louis Regional Aviation Events from April 27<sup>th</sup> 2024 onward:

There are always a lot of aviation events each year. These are just a few we're aware of that EAA Chapter 32 members have asked about. Let us know of any others that aren't listed here and we'll try to share them.

**Saturday, April 27, 2024; 7am-2pm** Rain Date: May 4, 2024

**St Charles County Regional Airport (Smartt Field) Auto Show**

**Salt River Automotive Presents - Wings and Wheels**

*Note: EAA Chapter 32 has an Open House and is selling food during the event.*

**May 13-18, 2024**

**EAA Learn to Fly Week. ALL EAA Chapters are invited to participate by hosting a Flying Start event on Saturday, May 18!**

After five days of webinars, chapter Flying Start events will be the highlight of the week. Chapters that host a Flying Start event on May 18 will receive additional promotional support from EAA, and be and will be given two weekly passes for EAA AirVenture Oshkosh 2024.\*

*\*Events must be registered on [FlyingStart.org](https://www.flyingstart.org) and have at least 5 attendees to qualify for the wristband.*

EAA Flying Start is a chapter hosted program which welcomes, inspires, and educates aspiring aviators about their pathway to becoming a pilot.

The program consists of an EAA-prepared PowerPoint presentation, which the hosting chapter customizes with information about their local chapter and flight training resources. The event is capped off with a free introductory Eagle Flight with an EAA volunteer mentor pilot.

*Note: EAA Chapter 32 is hosting a Flying Start event on this date and as of 4/16/24 we already have 11 adults pre-registered with more expected. This will take place immediately following a normal chapter gathering.*

**May 24, 2024**

**Aviation Maintenance Technician Day: we take the time to honor all of our Aviation Maintenance techs** because without them we'd never make it where we wanted to go. We often thank pilots and flight attendants while we make our way to and from far distances, but we never get to thank the important people on the ground who ensure our safety. Every time you step on a plane, every time you buy a ticket, every time you arrive safely, you have an aviation technician to thank. They are the unsung heroes of travelers and some of the hardest workers in the travel industry. While we have high respect for anybody who makes an honest living, Aviation Maintenance Techs are not your average maintenance person, they are mechanical experts dedicated to your safety. So today we offer a special thank you for continuing to break the barriers of human limitations and set course to the skies!

**June 8, 2024**

**EAA International Young Eagles Day** encourages young members of the Experimental Aircraft Association (EAA) to participate in its Young Eagles Program. It's also a day for EAA members to share their passion for aviation with others.

**Sat, Jun 8 & Sun, Jun 9 from 9 AM – 5 PM**

**Spirit of St. Louis Air Show & STEM Expo**

*Note: EAA Chapter 32 has a STEM exhibit table during both days of the event.*

**July 22-28, 2024**

**EAA AirVenture 2024 – OSHKOSH, WISCONSIN** - Not too early to start making plans to attend...

**August 19, 2024**

**National Aviation Day** is celebrated across the United States. It is an annual national observance that honors the development of aviation.

The holiday was first observed in 1939, after the proclamation by U.S. President Franklin D. Roosevelt. August 19 was chosen on purpose because it is the anniversary of Orville Wright's birthday. Orville was the younger of the Wright brothers, renowned American aviation pioneers. He was still alive when President first issued the proclamation.

Get ready to take flight and celebrate National Aviation Week from August 19-25! This week honors the amazing advancements and achievements in aviation, from the first successful airplane flight by the Wright brothers in 1903 to today's modern aircrafts. It's a time to appreciate the hard work and dedication of pilots, engineers, and all those involved in making air travel possible. So let your imagination soar as we celebrate this exciting week dedicated to one of mankind's greatest inventions – the airplane!

**September 21, 2024**

**COMMEMORATIVE AIR FORCE MISSOURI WING (CAF MO) - HANGAR DANCE at Smartt Field**

**October 26, 2024**

**St Charles County Regional Airport (Smartt Field) Open House & Pumpkin Drop**

*Note: EAA Chapter 32 has an Open House and is selling food during the event.*

# Three Score and Hopefully Some More...

Ron Burnett

Recently I flew my Luscombe to commemorate my first solo on March 26, 1964.

Wasn't sure after my first flight when I got sick on my introductory ride in the T34B Mentor, built by Beech. Fortunately my Marine instructor didn't note it in the paperwork and I progressed on. We did a few touch and goes and he had me deposit him at the LSO shack with the promise to fetch him on my way back to Saufley. I would now wear a solo bar with a USMC emblem where I hoped someday to have my Navy wings of gold.

Within 7 months I would learn formation, instruments, acrobatics, air to air gunnery and crown it with my first carrier landings on Lady Lex. Now I achieved a date of rank but was still a cadet until getting my wings. Advanced would put me in the F9F-8 Panther at NAS Chase Field in Beeville, TX but we also did night four plane formation signaling maneuvers with Morse code by wing lights, bombs and rockets, low level navigation at 300 knots and 100 feet where I discovered how lost you can get in a NY minute, especially if you cut your maps in strips, missed a turn and flew off your map. More carrier landings, and then air to air dog fighting and gunnery in the supersonic F11A Tiger. My Mom flew in from upstate NY to pin on my wings of gold. I was 4 days past my 22nd birthday.

Within another year I would be nuclear qualified in the A4E SkyHawk, proficient in bombs and rockets, air refueling and then we flew our squadron, VMA 121 from EL Toro, 2 air refuelings, Hawaii, then Wake Island, air refueling over Midway, Guam and Tokyo, MCAS Iwakuni, Okinawa, Subic Bay, Philippines, and finally ChuLai, RVN. We flew combat support for grunt Marines, bombed targets in N Vietnam, Laos, and Cambodia attempting to get NVA troops headed south to make trouble

In 8 months with duties training pilots for Vietnam based in Beaufort, SC and a few months in Guantanamo Bay, I would join the bus driver ranks at TWA. I also continued to fly the A4 in the reserves in Floyd Bennett, Willow Grove and Memphis. I flew Hueys in the Army Guard at Whiteman AFB.

I retired at 60 as required then and still loved flying so here I am now. I did many years as a flight engineer, then finally co pilot and Captain on domestic and International. Loved the Boeing 757 best but enjoyed the 727, DC9/MD80 and B767. Built and sold eventually an RV6A, and own a Luscombe and love flying YE, with close to 350 so far. I am aware that I am truly so blessed by the Lord to be able to fly and I never tire of the scenery, occasional travel, drop pumpkins rather than bombs now but still love every flight. Thanks to EAA32 for all your help and encouragement in building and happy landings to all.





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