
CAA Chapter 32 News

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

April, 2021

THIS MONTH'S MEETING IS AT THE ARC!!
We'll see you at 10:00 on Saturday, April 17.



New member Gil Stone is involved with the Army Aviation Heritage Foundation (<https://armyav.org/st-louis-missouri/>). Their OH-58A+ received its experimental/exhibition airworthiness certificate this month following a 3 year restoration. See inside for a teaser on Gil's Rotorway 162F project.

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 before the scheduled meeting. Send contributions to newsletter@caa32.org.



Kaboom, it's Spring! The grass is growing like crazy as it does every year at this time along with a fresh bumper

crop of dandelions in my yard. If anyone needs some, I have plenty and will happily supply you with your own starter set. I just got my second Pfizer shot last week and have had no side effects other than a slightly sore arm. So far, no problems with the microchips...

The rain kept us from having our first Young Eagle event on Saturday, April 10 but we'll try again the second weekend in May. EAA has a new online app for Young Eagle registration you may have heard us discussing in the March meeting at the ARC. They're working on going paperless for the entire process. This should make things a bit easier for everyone once we get accustomed to using it.

If you plan on volunteering to assist with Young Eagles this year or with the Explorer Post, please make sure you're up to date in the Youth Protection Program. With no activity last year, most of our certifications in this program have expired. You can verify your certification or take the course by logging onto the EAA website. Click on My Account in the blue bar at the upper right of the screen. Scroll down to Training Information and click Go to Training. This should show whether your certificate in the Youth Protection Program is current or not. If yours is expired as mine was, click on the course. It only takes about 15 to 20 minutes. There's also a background check authorization for full certification.

Although we're doing the Young Eagle events this year in a bit of a low-key mode due to the pandemic, we don't know yet how much response we'll get. The online registration tool captures some of those interested and provides a means of tracking and communication but we may have walk-ins of an unknown number. So, we still need volunteers. They can also register online on the Young Eagle Day site. This lets the coordinators know who's coming to help and their YPP status as well.

We have some excellent candidates vying for the Ray Scholarship this year. I'm looking forward to seeing them progress and awarding the scholarship soon! Chris Ward will have some information about them on Saturday.

President's Corner

by Bill Doherty

As most of you know we mourn the passing of our dear friend and member of our Chapter 32 family, Victoria Ward. She served as one of our Young Eagle Coordinators along with Chris both in our chapter and with the Jefferson City chapter. She will be dearly missed but leaves many inspired by her cheerful and enthusiastic faith, mentorship, and friendship. I will happily entertain a motion to have her name inscribed on the memorial wall in Oshkosh. The deadline for names this year is mid-May.

I've been trying out the Shop with Scrip app on my phone and have actually been having a bit of fun with it. Once I got it set up with my method of payment, I've found it pretty easy to use. I went through the participating merchant list and identified the ones I use a lot. Now when we go shopping, I set up an e-gift card in my phone with an amount I think will be sufficient or more. At checkout I have the barcode at the ready and present it as payment. Done! So far in just a couple weeks using it my account shows contributions to the chapter of over \$18 and that's just a handful of transactions at Walmart, PetSmart, and Amazon. This can easily be a great fundraiser for the chapter if more of us try it and start using it. I was also able to use an Amazon e-gift card I purchased through this program on the Amazon Smile App. to get a little more for the chapter, heh, heh.

In this month's Chapter Video Magazine Charlie Becker talks about Aviation Anticipation for AirVenture. What are you looking forward to most at our convention? I think Charlie and I look forward to the same thing, seeing our aviation friends and family again. My thoughts turn immediately to being together as a chapter in Oshkosh. I genuinely enjoy not just seeing and taking in the sights and sounds of the airshows, the vendor displays, workshops and forums, but sharing the day with my chapter family at our basecamp in Camp Scholler. Chapter Camping is now open into June for up to 6 camping spots. We'll discuss at the Chapter meeting and get to planning this out so we can reserve a spot for Chapter 32 again as we all return from seclusion while maintaining distancing protocols as much as possible.

We'll have our chapter meeting again at the ARC this coming Saturday at 10:00am. This month we'll catch up a little as we normally have our annual Treasury Report in March. We'll take care of that this month, so we all know where the chapter stands financially coming out of seclusion. If you haven't paid dues, now is the time to get them in or get left out of the roster.

As before in the pandemic, if you don't feel well or have a fever please stay home and take care of yourself. If you plan to attend, social distancing is still in vogue and face coverings are required attire even if you've received all the vaccine shots.

I look forward to seeing you all in person again.

As always, check out the [EAA.org](https://www.eaa.org) website for upcoming webinars and other programs. Here's a link where you can find this month's Chapter Video with Charlie Becker, a Chapter 32 Alum.

AddThis Sharing Buttons

<https://www.eaa.org/Videos/Chapters/6246031977001>

That's all I have this time. I'll see you at the ARC or maybe around the pattern!

Until then stay vigilant and fly safe!

Blue Skies!

Bill Doherty,

President

EAA Spirit of St. Louis Chapter 32

Batteries For Sale

Odyssey PC680 still under warranty, tests good. Dated August 2019

\$50.00

Two Odyssey PC680 batteries, still test normal but not sufficient for electric dependent engine. Purchased April 2018. Ideal for build to test and power systems, or even sufficient through weight and balance phase. \$30.00 each.

Will deliver at meeting Saturday. Ron Burnett (314) 518-8563



March Meeting Minutes

Dave Deweese



March 2021's meeting was in person, Bill Doherty presiding, we began with the Pledge.

We approved minutes as posted in the February newsletter.

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

Harry Rahn is getting back into EAA after around 20 years, he nearly completed a Mustang II.

Marco Cardenas and Vassili Georges are present, interested in the Ray Scholarship. Vassili learned about EAA32 through Jeff Stephenson.

Bill gave a flood report. Note the stack of pallets out back: plan is to palletize our equipment so that they're easier to move out next time we have flood issues.

Chris Ward reports that we applied for the 100% Ray Scholarship. The fact that we've had 2 prior successful candidates and other factors means we got another scholarship. He notes that if we continue with our success we can get scholarships each year. Louie was in attendance, Chris and Rick presented him with noise-canceling headsets: he put them on over his mask for a picture with Bill and Rick. Chris notes that medical is the first step: then they become a candidate. If two candidates, maybe have them take the YE flight which gives them the Sporty's ground school curriculum, then the first one who passes the written test gets the scholarship. (If at the same time go with the higher score.) For the chapter participant factor we have an upcoming Young Eagles event they can help with. We're also hoping to have Kyle and Louie fly future Young Eagles themselves.

Rick May debriefed us on the upcoming YE event on April 10. He posted it on the Young Eagles Day calendar through HQ, when Laura set this up she asked that attendees register on YoungEaglesDay.org, where they plug in a zip code - that lists the 3 closest events. Rick will get to see they've registered and will have contact information. Last time he checked we had 8 people registered already, we're going to try assigning time slots and pilots. (Jeff and Bob are currently registered as pilots.) Note: no food service at this one, bring your own. If this works out we can consider going back to every 2nd Saturday in the month. On the 1st Saturday in June there's an event at Creve Coeur and they've requested that somebody fly kids, Rick asked for feedback as this will result in events on consecutive weekends. He also asked us to review workshops and Flying Start program as detailed in the newsletter.

Bill mentioned Charlie Becker's incentive for chapter activities, namely double points for upcoming events.

Jim Hall updated us on our Explorer post. They've been in contact with the regional group and our good with us reconstituting the post. They just need the advisors to re-volunteer and get back into the program, noting that BSA training has been updated. Explorers don't need to be scouts to participate.

Bill will set up an online meeting for the membership committee, one issue being roster management. EAA HQ has a tool but it's limited in capabilities. Jim and Andrew have been exploring apps/products that might work. They're subscription services so they need review before we spend money. Jim Bower mentioned that he's using 3 different Office applications to manage the roster but would like having one application, preferably online so others could take over if necessary. Rick May asked about electronic copies of the new member packet, Bill suggested contacting Jon Thayer.

Mike Schwarzkopf has food cards and will have more for the next meeting. Shop With Scrip has 4 active members and a few more signed up. This involves buying debit cards that live on your phone, when you spend money at participating retailers and restaurants the chapter gets a cut. Rebates get from 4 to 13 percent. He notes that Laura's been using the program quite a bit. Bill suggests resending a chapter-wide email Mike sent earlier in the year. Ron Burnett thanks Mike for stepping up. He noted some accounting advantages of the latter program over food cards.

Bob Murray has an upcoming chapter workshop on electrical systems. We've been trying to get this running since August 2020 but Covid got in the way. The plan is to hold the first meeting with last year's signups via Zoom meeting (Thursday 3/25 at 7pm), though anyone can attend. It will be a general look at electrical issues around small airplanes. The second session will potentially be a month from today after April's meeting, covering hands-on versus theory.

If anybody wants to try doing a workshop let Bill know: any skill you might have that would be of aviation interest in general. We have a presentation in May on meteorology.

Don asked about the missing welding tanks and cart, he sent an email blast earlier. Nothing was signed out. They're leased tanks so we're responsible, between them and the cart we're looking at \$550 to \$600. He's called CK, they've noted the serial numbers, they're listed as stolen. He's planning to also report this to the police as a theft, which will technically be a misdemeanor. Note that we're not immediately on the hook - this will happen at the end of the lease. Please contact Don if you've got any information. This might be a good time to consider a security system of some sort.

Dave mentioned the old biplane kit. The boxes are in his hangar and he'd like to get them moved to a chapter hangar.

Ron has rented a Cessna 172. He noted that, with the trim wheel all the way back, the plane will hold 65 knots hands-off.

Following motion to close the meeting Bill and Dave handed out chapter service awards.

Learning as we Go

“The Old, the New, and the Young Eagle Flights!”

mr. bill

“You never get a second chance to make a first impression!” Will Rogers

Hopefully you all remember last month’s LAWG photo of the 1973 Piper PA-28-180 Cherokee taxiing out. If not, here is another infamous photo from that day.



A 15 year old, mr. Bill on 03/31/1974. First flight

Today we would call this flight a Young Eagles Flight. Several things will flow from this photo for this month’s writings.

First, we at EAA 32, are flying Young Eagle Flights this month and here are a few things we need to remember since we have been out of practice.



1. Be sure you are current with your Flight Review, your insurance policy, and your landings.
2. Remember you need to have the EAA Youth Protection Certificate completed for the ability to be around children at this event.
3. Remember as a pilot the IMSAFE:
I-Illnesses. Are you Covid Free?
M-Medications. Should you be flying?
S-Stressed???....
A-Alcohol intake in the past 8 to 12 hours?
F-Fatigue. Did you get a good night’s sleep?
E- Emotions. Are you ready for the little kids?

Secondly, that beautiful aircraft, my First Flight Piper Cherokee is STILL flying today in Iowa. I can only imagine how many takeoffs and landings it has made in its lifetime. Because of those concerns about the “Life” that this little Piper Cherokee trainer has had over its 48 years of “who know what” kind of flying or living arrangements it has had during that time, the FAA has set up some guidelines. Because of the unknown, the FAA has established an Airworthiness Directive that is required for the Piper PA-28 (four seaters) and the Piper PA-32 (six seater aircraft,) that will help owners know WHAT is in their wing attach points. The Airworthiness Directive (Mandatory) requires a check of the holes in the wing spar at the wing attach point of the spar box. Here is a little info on that situation:

<https://www.youtube.com/watch?v=bXQrQuYC6Kk>

The NDT-Non-Destructive Testing method is a pretty cool way of assuring ALL is well with that wing thing!

Well, out with the old and in with the NEW.

The cargo industry has been looking for a new and improved small package hauler. Back in the day the night freight company I was working for designed a plane that had an turboprop engine in back and a big ramp to off load the container of cargo/packages on the side of the plane. It was called an OMAC Laser 300. It never made it to production.

Well Textron, in conjunction with FedEx have come up with the NEW flying machine to replace those single engine Cessna Caravans that reportedly had a great 99% reliability rate for flying.

Here is what that NEW machine looks like:

<https://www.youtube.com/watch?v=LtJ2YPBcvMU>

Pretty cool machine. With three prototypes flying it should be up and working hard hauling packages soon.

Let me leave you with a few important words when dealing with the upcoming Young Eagle Flights. I have written about the Ten Commandments of Human Relations, in dealing with people. Remember that Moms and Dads are letting us borrow their children to take them up in an airplane for an introductory ride. When you think about it, it is really "wild" that we are given someone's child, to go up and fly away in an airplane with a total stranger at the controls! I know we have been doing this for years but please remember to speak **KINDLY** and **SOFTLY** with and to these young people.

When I checked out as a Captain at TWA airlines, the Vice President of Flight Operations, Captain Tom Irwin said at our Captain's Luncheon, "Gentlemen welcome to Management. We do NOT pay you to fly airplanes, we **PAY YOU TO DEAL WITH PEOPLE.**" After thinking about it, it was true. There are people, even to this day, who have never been in an airplane for a flight in their lives. Especially these days of dirt cheap airline fares. I was traveling in the back of a Southwest airplane in my AA uniform coming from Austin to St. Louis and the guy in the back of the airplane, a passenger, across the aisle from me asked me, "Are you an airline driver?" So many thoughts and funny lines

came to into my head to say, BUT... I am dealing with PEOPLE. So, my straight answer was, "Yes sir I am."

It is the same with the children, in their eyes we pilots are GODS, who slip the bounds of this Earth! Magically! The parents think we are geniuses!

So, talk out loud so they can hear what you are saying and tell them what you are doing. What you are looking at and looking for.

So, thanks to you ALL, the signer uppers, the ground workers, the safety people, the cooks, the clean up people, and yes, those pilots, **WHO ARE DEALING WITH PEOPLE.** Giving **BACK** and helping **PAY IT FORWARD.**

SO, LET US BE SAFE AND KIND TO EVERYONE WHO WALKS THROUGH OUR EAA 32 DOORS.

Remember, we only get one chance to make a First Impression!

Q? What four engine jet was used as a corporate jet for the McDonnell company?

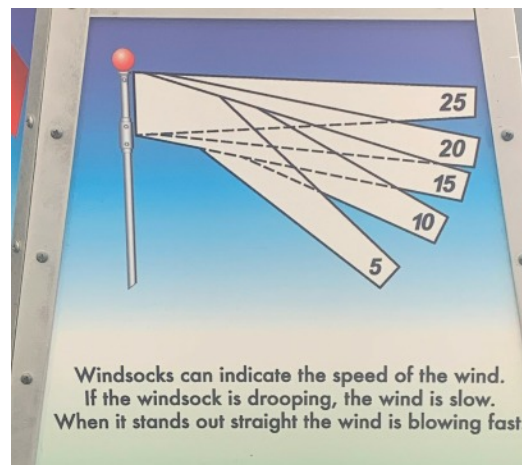
A: The McDonnell 220 jet.

<https://www.youtube.com/watch?v=yKcGDJQwTz0>

Q? Where is it now?

A: El Paso, Texas

<https://www.youtube.com/watch?v=e0Q3lrQZdQ8>



This picture was meant to accompany last month's LAWG article about using windssocks. Here it is now for your edification.

All photos from mr. bill's article

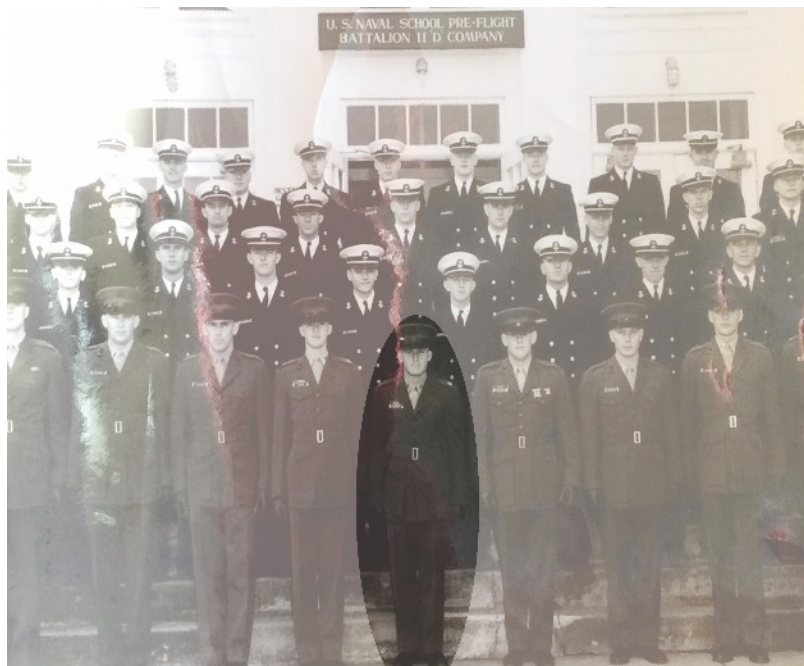


Vietnam Rescue Mystery Solved

Ron Burnett

What is a friend for?

This story is a little lengthy but in my opinion the end justifies the means. Going through flight training was a dream come true for Marcads as we were known in the 1960s and lifelong friendships have formed that only seem strengthened by the grace of Almighty God who allowed us this extra time to gain more wisdom. Time to marry, have children, establish careers, along come cherished grandchildren and as the Bible says, have a crown of white hair, or a horseshoe in my case.



My class. I am center, short and Huey is 2nd to my right.

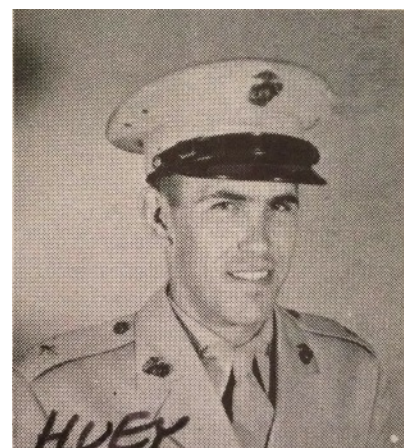
As part of Class 36-63 I reported to NAS Pensacola in September 1963. A few Marines (Marcads) were tucked front and center with a slew of Navcads and AOC (not the obnoxious NY Congresswoman, but Aviation Officer Candidates), who unlike us cadets, would be officers after preflight. The shortest squirt in the middle is yours truly. Since we marched everywhere, including chow, my taller compadres had more time to eat than us tail end Charlie's.

In February, a smaller group by 25% moved on to NAAS Saufley and primary flight training in a T-34B Mentor, a souped-up Bonanza built by Beech for military flying and was fully acrobatic. But after 4 months of marching by rows upon rows of airplanes awaiting overhaul, the marching was done, but half a day of classes and half a day at the hangar for VT-1 became our norm once we passed Morse code and other subjects. My roommate there was Huey Walsh who was dating a local girl and therefore wanted to remain in Pensacola to fly T-28s and the twin Beech, leading

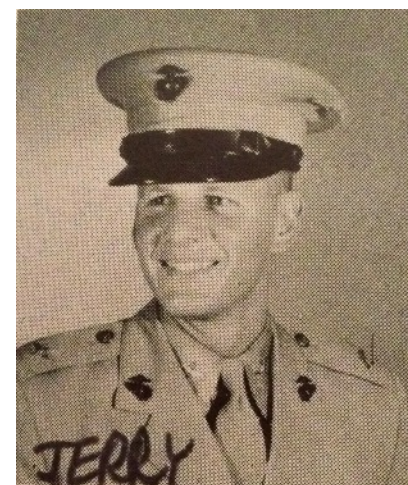
to the chopper pipeline for Marines. My dream was to fly jets so after primary I departed for NAAS Meridian in MS to fly the T-2B Buckeye, a straight wing jet trainer. Then back to NAS Pensacola for gunnery and carquals (*aircraft carrier qualifications*) in the T2. Then off to advanced at Beeville, TX where I flew the TF-9 and F-9 Cougar and then the F-11F Tiger. My mom came from upstate NY to pin my wings on 4 days after my 22nd birthday.

Meanwhile, about the same time Huey had gotten his "wings of gold", and had married Judy, his fiancée. He was trained in the brand new

H-46, newly acquired by the Marines. When he went to Vietnam he was in Bonnie Sue squadron and would be based at Marble Mountain, Republic of Vietnam (RVN).



Huey Walsh



Jerry Geller



A-4E



F-4B

Fast forward to June, 1965 and all 2nd lieutenants live in the BOQ at MCAS El Toro, 20 minutes from Disneyland. Jerry Geller and I shared a bathroom in the BOQ and he was learning the F-4 in VMFA-122 while I eventually landed in VMA-121 in A-4Es. In about 9 months we were allowed to live off base and shared an apartment in Tustin. A few months later, each of us went to Vietnam. I lucked out as we flew our planes there which added about 27 hours to my logbook...another time, another story.

Once Chu Lai, RVN had a 10000 foot concrete runway, the F-4 squadron Jerry Geller was in located and operated there. Until then the A-4s operated on Marston matting, which besides being a short 4000' north/south and shorter 3500' east/west, we used either catapults or jato assist for take off and tail hooks for landings. The excitement peaked when it rained or at night the (especially with full bomb loads) takeoffs, but I digress.

Although the F-4 was built as a fighter, it carried a lot of ordinance so Jerry flew mostly that, like the A-4s, in support of ground Marines and in Route package 1 north of the DMZ. That is where Jerry would owe his life to Huey and a mystery began that wasn't solved for 52 years. Jerry and his back seater RO (radar officer) were bombing targets in North Vietnam. He must have been hit on his first pass and never heard from his RO on his next pass at the target, but his F-4 didn't respond properly on the pullout and he hit a mountain top, which he thinks ejected him at 450 knots and ground level. He broke through the trees and landed in a bamboo thicket, puncturing his eyes. By touch he called on his radio and Huey and his H46 crew responded. Heading toward the smoke was the easy part but once there finding him through the canopy of trees wasn't working. Jerry said he was starting to feel the heat of the fire so Huey maneuvered upwind and spotted him. He hovered overhead but the cable was too short to reach Jerry so he went slowly into the trees with his twin rotors chopping the tops out as he lowered.

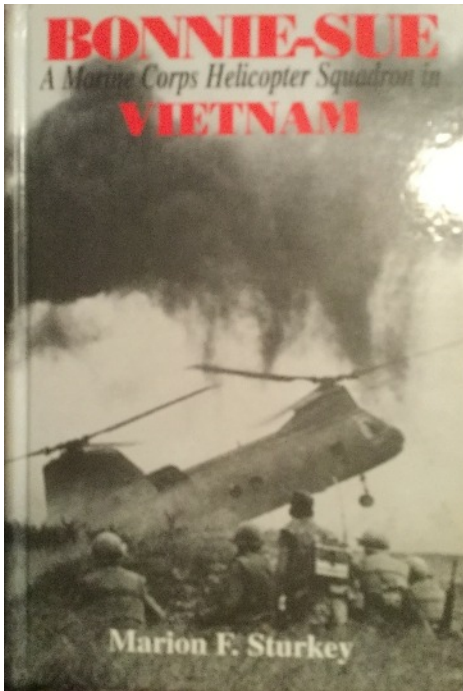
He had to hit Jerry with the horse collar since he was blinded and couldn't help himself. Huey should have gotten a DFC and Jerry recommended it but no one could put the puzzle together of the rescue pilot so nothing happened.

Jerry was sent home and retired from the Marines and Huey and I both continued our tours. When I went to Jerry's wedding years later back in the states I asked him who rescued him. Huey, he said but no last name and others shared that name including one who became a general. I had lost contact with my classmate Huey years earlier. Gloria got his name and some phones for a couple bucks and I called him in December of 2019. He has Parkinson's and was difficult to understand so finally I drove to his home and confirmed he rescued Jerry. I saw him again twice when we were snowbirds again in Alabama in March. Once over six feet and muscular Huey sadly is now skin and bones.

Continued on next page

Vietnam Rescue Mystery Solved

(Continued)



This is my book about the “Bonnie-Sue” squadron that Huey was part of. I haven’t yet finished it because it gets painful. I already learned of a couple deaths of guys a class or two ahead that I didn’t know about.

g everything that the Grunts, Air, and Artillery could throw at them. The Marines tried a new tactic when a Northbrook crew flew out to the *USS Princeton* (LPH-5), picked up a psychological warfare team, and rushed it to Khe Sanh. These “psy-ops” teams used a combination of leaflet drops, loudspeakers, announcements, radio messages, and other tricks of their trade designed to induce the North Vietnamese to give up the fight. Yet the NVA continued to defend every foot of ground on the rugged slopes of their fortress. Neither the Marines nor the North Vietnamese had seen fighting as bitter as this since the horrible struggle for Mutter Ridge in September and October of 1966.

Huey Walsh, who had transferred from HMM-265 to HMM-164, manned one of the standby medevac H-46s at Khe Sanh. Huey got a frag from the Operations tent: “Launch immediately.” An F-4B Phantom had been hit by North Vietnamese AAA fire while making bombing runs on NVA mortar positions. The pilot had nursed his damaged fast-mover a mile away from Hill 881 North, and then he had ejected. Perhaps the RIO had been incapacitated by the enemy fire. In any event he failed to eject, and he and the doomed Phantom had plunged vertically down into the jungle at 400 knots.

Huey got airborne within two minutes, and in two minutes more he passed over Hill 861 on his way to the crash site. The downed pilot came through loud and clear on Guard Channel on his survival radio, but the unfortunate man had parachuted down through the tall trees with his helmet visor up (it should have been down). Limbs had gouged into both of his eyes, blinding him. He could still transmit and receive on his hand-held survival radio, but he was hidden by the vegetation and was unable to give Huey any clue as to his location.

From the jungle floor, a boiling column of dense black smoke from the burning JP-4 jet fuel marked the grave of the Phantom. The RIO was dead, no doubt about it. Huey eased down to treetop level and air-taxied around in an effort to spot the pilot, who still could not see and could only plead for help.

Huey’s crew chief leaned out of the open hatch to help with the visual search. Suddenly the Phantom pilot radioed that he could

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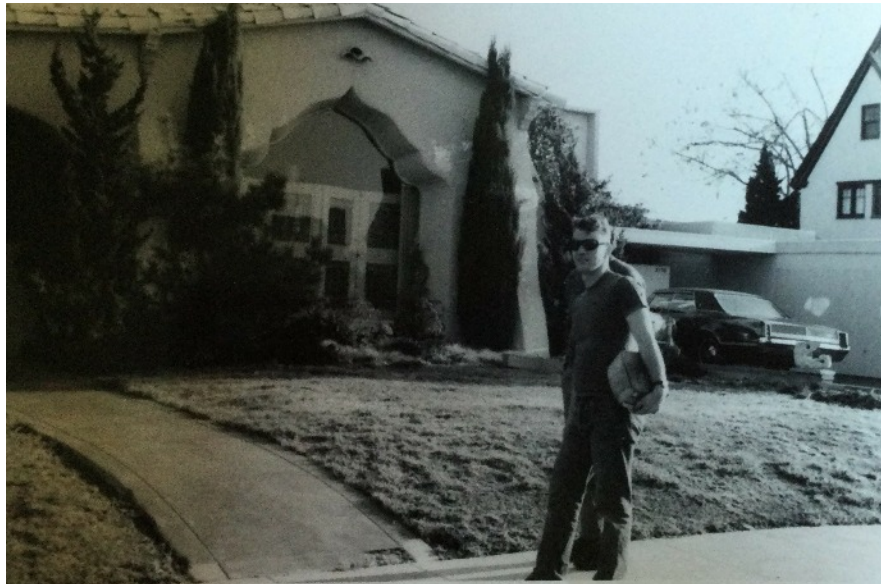
now “hear” the fire and feel the heat. Huey saw that the wind was driving the flames through the tall, dry, and highly combustible elephant grass. He slipped over to the downwind side of the fire, and there he finally glimpsed the downed pilot. The injured man was standing under tall trees by the edge of a small stream.

Huey’s hoist cable was not quite long enough, so he let his H-46 fuselage settle into the treetops while he talked the blinded pilot toward the horse-collar. One minute later the Phantom driver got winched up through the hell-hole door in the belly of the helicopter, and he flopped onto the cabin floor. As Huey sucked in collective and accelerated skyward, he watched the wind drive the flames through the treeline where the pilot had been stranded.

On another mission, Huey flew as wingman on a flight to make a routine pickup of a Recon team from the side of a mountain. The standard radio authentication procedures ensued, and then the Northbrook section leader, Captain Arthur C. “Art” Chapman radioed the Recons: “Pop your smoke.” Years later, Huey would chuckle as he explained to me what happened next:

We asked the Recons to pop smoke. It popped at three different locations that I could see. Art Chapman guessed wrong. He flew to the wrong spot, got shot up, but he made it back to Khe Sanh, trailing smoke.

Direct result of enemy fire



Jerry retired at 24



Huey in better times

Young Eagles Information and www.youngeaglesday.org

Rick May

As many of you may know due to the weather on Saturday, we had to cancel our first 2021 YE Rally we had hoped to host. FYI we did have 15 YE flights registered to fly which those individuals were informed of the cancellation Friday Afternoon via www.YEDay.org which proved to work very well. (they will be invited and probably try to attend our next event date). It also showed there is interest in our community to continue the program.

I wanted to let everyone know what is probable to happen for this season. This year as in the past we will **“plan”** on scheduling Young Eagle Rallies the 2nd Saturday of the month at the ARC (weather and other circumstances considered). Those dates would then be Saturday May 8th, Saturday June 12th (International Young Eagles Day), Saturday July 10th, Saturday August 14th, Saturday September 11th and possibly Saturday Oct. 9th. These dates correspond with our past policy (prior to 2019), however these dates are tentative and should be considered as such. Youth registration for any one event will be opened 45 to 60 days before the scheduled date. This will be done via the national EAA “Young Eagles Day” website, where our guests can officially register their children on the site, for a specific event. This does not suggest that we will no longer accept “walk-in” guests the day of the event. We still maintain the trifold registration forms to be filled out at the time of the flight and EAA headquarters still accepts this method of registration. As well, individual pilots can continue to use them for their own scheduled flights. yeday.org also allows for both pilots and ground crew volunteers to register with the site (reference #32) and request to be involved in any event we have scheduled. As Coordinator I can look at all this information at any time and gather the data associated with a specific event. For the YEDay site to work to the fullest extent possible our volunteer pilots and ground crew need to be registered on the site. To do this go to the home page and in the top blue bar click on **“sign up”** you will be prompted through the process to register as a user. Once a member you will in the future click on to **“log-in”** for further information about an individual event. By becoming a user, you are not committing to being at all events scheduled, however it does allow you to volunteer for an event, me to invite you to an event and/or you to get future e-mails regarding an event that has been scheduled and you wish to attend.

Logistically at an event we will not see any changes in how we run the day, the paperwork will be similar and the procedure will be streamlined. Additionally, YEs that register will request a time slot in the morning (probably 1 of 3) which should somewhat eliminate the mass of people that we can have at the facility first thing in the morning. We will still try to use our policy of “first come first fly” procedures to the extent we can. Regarding flights scheduled we can limit the number of registrations accepted for the day or time slot, we can close or reopen registration any time prior to the event. The event can be canceled or rescheduled with the sending of an e-mail to all registered and there are other e-mail functions available. Pilot flights are automatically tracked and points awarded.

At present Laura is suggesting the first merit badge class for the season will be held at the June, probably with a smaller number of registrants allowed. We have not yet determined when or if we will start serving food at any events in 2021. At present we are still requiring masks and going to try and maintain social distancing where possible. If you have any questions regarding any information, please feel free to give me a call or e-mail at rmay5154@aol.com or cell (314)503-6042. You can also review our programs at the chapter site www.eaa32.org. Looking forward to seeing everyone at the meeting Saturday April 17th

Rick May

Young Eagles Coordinator

Gil Stone's Rotorway 162F Project



Your friendly editor is excited to have a helicopter project in our midst. Those Rotorways are beautiful little birds, and I will look forward to seeing more progress photos from Gil as time goes by.

**My 162F project is being readied
for re-paint of the airframe.**

Aviation Explorer Post 9032

Status Update as of April, 2021

During talks with Laura Enge; Boone Trails District Director (Boy Scouts of America) from the Greater St. Louis Area Council; she shared some of the requirements an Explorer Post must meet:

- The participating organization (EAA 32) should establish an EIN (Federal Tax Identification Number) for the Explorer Post
- There is a \$75 charter fee for the sponsor organization
- Yearly fees for youth and advisors is \$42
- Explorer charters run for one year; normally starting in October after a youth recruitment drive in September

We sent Laura a link to the June, 2020 EAA 32 Newsletter article that listed AE 9032 activities from the previous year.

In a follow on email Laura shared her humor, excitement and commitment to help Aviation Explorer Post 9032 again get chartered and re-established. "Thank you for sharing this information. How cool to see things about the post in your newsletter! Looking forward to helping "get this off the ground" again (see what I did there? haha)"

Renewal of the charter for AE Post 9032 with the GSLAC can begin once we have enough Advisors to help and then we can set up a flexible schedule for training and youth recruitment.

*Sign-up sheets for AE Post Advisors will be at the April 17, EAA Chapter 32 meeting

AE Advisors (from previous membership) Virtual Meeting scheduled at 7pm on April 13, 2021

Description taken from the "AVIATION EXPLORER POST PROGRAM GUIDE"

WHAT IS AVIATION EXPLORING?

Exploring is "Learning for Life's" career education program for young men and women who are 14 (and have completed the eighth grade) or 15 through 20 years old. Adults are selected by the participating organization for involvement in the program. Color, race, religion, gender, sexual orientation, ethnic background, economic status, or citizenship is not criterion for participation.

Exploring's purpose is to provide experiences to help young people mature and to prepare them to become responsible and caring adults.

Aviation Exploring is a youth development program centered on aviation careers. Aviation Explorers might choose to take orientation flights in military transports, helicopters, gliders, or single-engine general aviation aircraft. They might take trips to places such as Air Force bases, aviation museums, air shows, or FAA facilities. They might learn to preflight an aircraft. They might take pilot training ground school classes. The bottom line is that Aviation Exploring is action-oriented.

The Five Areas of Program Emphasis is the basis of a well-developed, planned program.

The Five-Step Plan for Explorer Post Program Development is the method used to organize a post program.

ORGANIZING AN EXPLORER POST

Each year Learning for Life requests support from business, industry, military, professional, service, and other community-based organizations across the country to operate Explorer posts.

The organization interested in Aviation Exploring is known as the participating organization. These participating organizations provide the program assistance for Explorer post meetings, activities, and trips through caring adult volunteer leaders recruited from the organization.

There is a five-step process to organize a post and develop the post's program. Each participating organization, through its executive officer, agrees to:

- Recruit adult volunteer leaders
- Complete the annual Memorandum of Understanding
- Utilize the Aviation Career Opportunities Worksheet
- Organize supplementary business program ideas
- Develop a post calendar
- Provide meeting facilities

Learning for Life provides:

- Program development support and resources
- Adult and youth leadership training
- Liability insurance for the organization and adults
- Planned activities
- Ongoing volunteer and staff service

For more information visit
www.aviationexploring.org

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Laura Million, Web Designer

While you're there, take time to join the
Yahoo Groups to help you stay abreast of
Chapter happenings!



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