

CHAPTER 153



PRESIDENT'S MESSAGE

JUNE 2022

Hello members, guests and volunteers,

Welcome to your new EAA 153 Newsletter. We are so grateful to Madeleine Monaco for volunteering her time and expertise. She is a CFI and a leader in the 99's. Please feel free to author an article and send it to me for a future month's newsletter.

Your EAA 153 Board made a hard decision and voted to cancel the Father's Day breakfast at Schaumburg Airport again this year. Mainly we made this decision due to the rising Covid case levels and out of concern for our visitors and our health. We also recognized a strong possibility that we would have been short the large number of volunteers that are necessary, over 2 days, to put on our large breakfast. Also, the cost of materials have gone up so much that much of our already small profit margin would most likely have been significantly reduced. This decision is only for 2022.

Our next membership presentation/meeting is on June 10th at 6:30 pm, outside of the big hangar under the restaurant on the main ramp. Come hungry! We will supply submarine sandwiches, chips and drinks. To make it more fun, we are asking you to consider making your favorite dessert (just enough for maybe 8 people so we do not have way too much dessert ;-).

Weather permitting we will be welcoming a very special and rare aircraft being flown in, a 1939 Howard DGA 11. Howards were built in 2 locations in Chicagoland and are amazing aircraft. We will be sure to learn a lot and enjoy the outdoor presentation.

Thank you for your support, membership, friendship and understanding.

Bob

Bob Brandt
EAA Chapter 153 President
[847-274-3193](tel:847-274-3193)
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Don't forget- mail a check for Chapter dues made out to EAA Chapter 153 for \$10 to

*Scott Taylor
95027 Aero Drive
Naperville, IL. 60564
...include your contact info.*

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EAA AIRVENTURE 2022

JULY 25 TO JULY 31

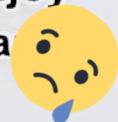


EAA AirVenture Oshkosh 2022 to
Celebrate 75th Anniversary of
U.S. Air Force

EAA Chapter 153 Fly-in & Pancake Breakfast



Delicious pancake breakfast. Fly in or drive in, enjoy the food, check out airplanes, meet new friends and have great family fun on Father's Day!



ON FATHER'S DAY-SUNDAY-June 19st, 2022

8:00 a.m. - 12:00 p.m.

AT SCHAUMBURG AIRPORT

Adults: \$10 - Kids 12 and under \$5

Contact

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www.eaa153.org



Howard Aircraft Company

The splash created by Charles Lindbergh's solo flight across the Atlantic in 1927 created a ripple effect that eventually reached St. Charles, Illinois.

In 1928 a group of aviation enthusiasts called the Air Associates purchased land on the south side of North Avenue from Edward J. Baker and converted the property into an air field. Jack Janicke was named manager of the air field.

Though construction on the first hanger was completed by 1929, there was little air traffic on field during its first years because of the Depression. There were only about a dozen airplanes in the hanger at any given time.

In the mid-1930s George J. Ball purchased the air field which was often referred to as Air Activities or The St. Charles Airport. He owned the air field until shortly before 1941 when he sold it to the city of St. Charles for \$400,000.

By May 1942 the United States government acquired title to approximately 20 acres of the air field and contracted with Howard Aircraft Company to build an on-site airport on Powis Road.

Howard Aircraft Company, so named for Benny Howard, the company's founder and owner, was located near Chicago's Midway Airport.

The government built the first paved runways on the airfield and made loans available to the Howard Company to build a million dollar plant. The plant was some 400 feet by 300 feet in size.

Ground for the plant was broken June 1, 1942. At its peak it employed as many as 1200 people, many from the Fox Valley. About 85% of the work force was women.

Howard's DGA or "Damned Good Airplane" design was modified to produce two version for war-time use. One plane was a medical evacuation craft; the other was the Howard Aircraft Trainer. Both planes were important components in America's military might during W. W. II

The Howard Aircraft Plant was shut down in June 1944, some eleven months before the end of the war in Europe and fourteen months before victory in the Pacific.

Though only in operation for two years Howard Aircraft Company and its employees were major players in the city's contribution to the military effort during W. W. II..





FROM OUR MAY 13 MEETING

At the airport Friday May 13th at 7:30, live and in person, we were proud to present **Bob Coon and Jim Chybicki with their "Historic Aircraft Collection at Clow"**, which centered on the restoration of a gorgeous Fairchild and some of their other surprising rare aircraft.

PART OF THE COLLECTION AT CLOW AIRPORT



The **Fairchild** is a military version of the Model 24 that Fairchild produced before and after WWII. It was designated in the military contract as a UC-61K, Forwarder, built in 1943, one of 306 built on contract #AC-28355, and given the Army Air Corps serial number #43-14964. In 1944 it was crated in Baltimore, and put on a converted Liberty ship, SS Samwater, part of a convoy originating in Halifax, Nova Scotia. Delivered to the United Kingdom and placed in the service of the Royal Air Force's Air Transport Auxiliary, where it served as a light transport until war's end.

The **Stinson** L-5 Sentinel, was built in 1942, specifically as a "spotter" aircraft. Unlike all of the other two place "spotter" or "grass-hopper" type airplanes that were converted civilian models, the L-1 and the L-5 (both by Vultee/Stinson) were the only purpose built "spotter" aircraft designed in WWII. Of the 275 built on this contract, AAF #42-98157 was accepted 19 July, 1943. With the exception of an unknown assignment early in its career the aircraft did not leave the United States. Dropped from the military inventory in May, 1946, the aircraft was transferred to the Reconstruction Finance Corp, in Omaha, where it began its civilian journey.

The **Percival Proctor** Mark V is a unique aircraft in that it is an all wooden aircraft. Manufactured in Manchester England, Ae.82 was the 82nd aircraft built from an order of 150 aircraft of the Mark V variant ordered by the Royal Air Force. Too late to see active military service Ae.82, designed as a radio trainer was assigned to a ferry pool and later mustered out of military service. Registered as G-AHWZ, Ae.82 flew in the UK until 1956. Crated, it was shipped to Trinidad and Tobago, re-assembled and flew in the islands from 1957-1960, as VP-TBR. In the mid 60's it was struck from the records as derelict and un-airworthy. In the early 70's VP-TBR was crated and shipped to Houston, Texas, where it remained for 40 years. Somewhere around 2010-2015, it was transferred to a farm in northwestern Indiana where it remained until 2020, when it was transferred to Clow under new ownership and placed in queue for future restoration. Ae.82 rests peacefully in a climate controlled hangar, being the only one in the western hemisphere.



EAA CHAPTER 153 NEWSLETTER

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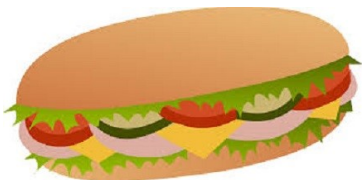
Meetings: Every 2nd Friday 7:30 PM

Location:

Schaumburg Airport - Lower Level
905 W Irving Park Rd
Schaumburg, IL 60193

NEXT MEETING

JUNE 10 6:30 PM



OUTSIDE THE BIG HANGAR UNDER THE RESTAURANT

WE WILL FEED YOU

BUT YOU CAN BRING A DESSERT FOR 8 IF YOU LIKE