

**Experimental Aircraft Association 1643 Inc. Newsletter**  
**May 5, 2022**

Two items need some cleanup from the newsletter:

First, I forgot to mention the good news received from Phillip Wolford. Phillip advises that the FAA has apparently rescinded plans to decommission the Galesburg DME thus saving the ILS 03 approach for Galesburg. Phillip further advised that this was due in large part to the volume of objections received by the FAA to the proposed decommissioning. This is a rare occurrence in the world of regulatory matters and reflects well on the participation of Chapter members in the process. Well done and congratulations to everyone! Now, be sure to use the approach on an actual IFR flight plan or popup clearance. I am advised that an approach "counts" only when officially used, practice use during VFR training doesn't count. The higher the usage, the less likely the FAA is to revisit this issue. Hopefully. I flew the ILS 03 during IFR yesterday and it really works.

Second, apparently part of Daniel Wolford's bio got lost in translation in the newsletter. Whether this is a gmail formatting issue or operator error I can't say. In any event, Daniel's bio is set forth verbatim immediately following and is also attached as a PDF:

Daniel Wolford Questionnaire

1. When/How did you get interested in aviation? I solo'd on my 16th birthday & got my private pilot's license on my 17th birthday in 2001. Between having the grass runway on our farm & coming from a long line of pilots in the family, I was fortunate to have been surrounded by aviation my whole life. The Stearman Fly-In and flying low and slow in antique taildraggers is what really made my interest level peak though.

2. Where did you learn to fly? In what? I did a lot of flying at a young age with my dad (John Wolford) and grandpa (Art Wolford) in grandpa's 1972 Cessna 182 out of our farm. When it came time to solo (for insurance reasons) I went through Jet Air and used a Cessna 150. All of my ratings were through Jet Air with exception of some of the jet type ratings and my CFI/CFII.

3. What do you fly now? What have you flown before? I have flown 50+ types of airplanes. For fun, we own a Stearman, Cessna 150, and a Luscombe T8F (I'm partners with my 2 brothers on the Luscombe T8F). I began flying for John Deere in 2014 where I fly world-wide in Gulfstreams (G280 & G550s). Prior to John Deere, I was Chief Pilot for Kinze Manufacturing and flew charter for Jet Air.

4. Do you have any aviation experience outside of the cockpit? When I was 16, I started working at Jet Air. Over the 12-year span I worked there, I did charter dispatch, aircraft sales, managed the Burlington location, and flew charter. Today, I buy and sell a couple airplanes a year to help cover the costs of my aviation hobby. For example, last week we purchased a 100hp Aeronca Champ.

5. Do you have any memorable flying stories? My first ocean crossing was with Harrel Timmons and my wife (Cricket) where we delivered a Citation 500 to its death in Sweden. I say it went to its death because the jet went to a maintenance school where it will likely never fly again. That trip was the first (and probably only) time stopping in Greenland, although I fly over it several times a year now. Good memories also include my first loop, my son's first takeoff 100% on his own (yes, working the rudder pedals even and back when he was only 8 years old in our Cessna 150), and taking Cricket along on sales deals back when I was at Jet Air. A not-so-good of a memory is when Jim Arthur and I delivered a 1947 V-tail Bonanza to Texas and brought home a Cessna 310R that Jet Air took on trade. It was a perfectly smooth flight until we hit one bump out of nowhere that about took our tail off (literally). In the buyer's prebuy, the ruddervator was found to be loose and you could easily wiggle the tail! After that, we essentially gave them the Bonanza and headed for home in the Cessna 310R. Approaching Whiteman's military airspace we were given the option of sucking oxygen and going above the airspace or going way around it. We opted to go over the top and Jim took the first suck out of Public the oxygen mask and he sucked something up and began choking! Here I was, a non multiengine rated pilot just looking to build time, having to hit Jim Arthur on his back as his face as turning red and ATC was spitting out heading changes!

Yes, I told Whiteman AFB controllers to "STANDBY"! Keep in mind this is the same trip where on the way down to Texas we hit the big bump that about took the tail off and had Jim's head bleeding from hitting it.

6. What do you like to do outside of flying? Between flying for work, flying for fun, and buying and selling a couple airplanes a year, it takes up a lot of my time but I enjoy it all. I help on our farm some and Levi is enjoying snow skiing so we have been making frequent trips to Snowstar.

7. What's your favorite airplane? Tough question, but there is nothing like open cockpit so I would go with a Stearman. Big ole radial engine which sounds like a Harley, open cockpit, low and slow, right-side up or up-side down, military history...

8. Anything else you would like to share? Since I'm sure everyone reading this knows Harrel Timmons, I'm going to give a couple of his aviation-related quotes: After a checkride with Harrel he said "In the next 100 flight hours you'll have something scare you and if it doesn't kill you then you're going to learn from it." I would have to look back through my logbooks but the above story involving the V-tail Bonanza and Cessna 310R was probably in the vicinity of that next 100 flight hours. On an aircraft sales deal when someone was on-the-fence, Harrel told the person "I've yet to see a Brinks truck following a hearse to the funeral home." The point he was getting at is that you can't take it with you so if you're on the fence about buying one then it's time to make it happen. For crying out loud, Aaron & Ellie, buy an airplane already!

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