

Experimental Aircraft Association 1643 Inc. Newsletter
November 4, 2022

TO ALL MEMBERS OF CHAPTER 1643:

November Chapter Gathering

The November Chapter Gathering will be held on November 12, 2022 at 3:00 pm. The Stearman Advisory Board has graciously offered the Chapter the use of the new Stearman hanger, a/k/a the Stearman Community Center, for the Gathering. We ask all Members to help in leaving the Center in clean and orderly condition following the Gathering. Signs will be posted directing entry to the Center.

The Chapter is fortunate to have as its speaker Warren Smith, frontline manager for the Springfield FSDO. The subject of his talk is entitled "FAA Friend or Foe" which should provide some interesting and useful insight as to the FAA procedures for handling airman interactions, both good and not so good, with the FAA. As many of you know Warren is a regular presenter and has extensive experience with the FAA which provides perspective when dealing with airman issues, including the potentially unnerving request to call an FAA facility. Warren often takes generally applicable questions during and following his presentations but will likely not be able to address fact specific situations. So this is not a forum in which to inquire regarding a situation you may personally be facing. It is a presentation well worth attending and the Chapter appreciates Warren's willingness to attend and provide an update of the implications of the current regulatory environment to everyday pilots.

This presentation is free and is open to the public for anyone who may be interested. Interested friends and family are welcome. Attendees are eligible for WINGS credits for attending. Be sure to register when the registration link becomes available, which should be in the near future. Your registration will help the Chapter planning for seating and refreshments.

October Board of Directors Meeting

The next Board of Directors meeting will be held November 30, 2022 at 4:00 pm in the board room at Jet Air. Members are always welcome to attend.

Young Eagles

The Young Eagles Committee is planning for two Young Eagles Events in the first half of 2023. The first date is April 1, 2022. The second date is June 10, 2022 with a rain date of June 11, 2022. More details will be forthcoming from the Young Eagles Committee as planning continues. One point of mention however is the continuing need for volunteer pilots and planes to participate in Young

Eagles events. Please let the Young Eagles Committee know if you can assist as a pilot volunteer at these events.

Holiday Gathering

The Board has been working to coordinate a Holiday Gathering for 2022. The Holiday Gathering will likely be December 10 or 11, and in lieu of the regular monthly gathering. Unfortunately, Prairie Street Pasta has gone out of business so the Board is looking for alternative locations. Thanks to the efforts of Ellie Repp, it appears Cherry Street may have a room and menu available at reasonable prices with a cash bar option. Further information will be forthcoming shortly.

Future Gatherings

Jim Watson has offered to host the January Gathering at his home and provide an update on his RV project. Thank you Jim.

The February Gathering is tentatively scheduled at the OSF helicopter hanger in Galesburg.

Member Biography

This month's member biography is provided by Donovan Godsil of Oneida, IL:

I got bit by the aviation bug in the late 1980s, as my earliest memory is sitting on top of my dad's shoulders on the ramp here in Galesburg during the Stearman Fly In.

My first ride was around the same time as we took a family vacation to California and I thought we were in heaven as we soared through the clouds.

At 10 years old, I was hired by the former line service manager, Rick Boyd, to scrub the bellies of airplanes and help do the menial line work. I would ride my bicycle from town to the airport, because in the early to mid 1990's this was still safe and we had no cell phones! The Jet Air crew was gracious enough to even give me rides home when the weather turned sour so I didn't get soaked on my bicycle. It was in this age bracket during my summers that I would take my remote control airplanes to the shop so I could "work" on them. I say that because what I really mean is that I could annoy the mechanics and mooch rides from Phillip & Harrel. I began volunteering for the fly in at age 10 also. I would ride around with Dennis and help park Stearmans. If I ever felt like a celebrity, it was then. Seeing the Stearman up close and personal and meeting so many pilots was what I loved. A gentleman and his wife from Michigan owned a big Red Stearman; they latched on to me and had me sit in the Stearman for pictures. I ended up going for my first Stearman ride that summer of 1994. My dad flew along in formation with another Stearman out of Louisiana. This truly set the wheel of destiny in motion for me.

I've been big in to RC airplanes since then also. I mystify my wife to this day that I still invest in such a hobby, because I buy, fly and sell so often. She has made recommendations that I leave the hobby and just devote my time to full-scale, but what does she know?! I started flying glow powered aircraft at the fairgrounds in Knoxville, and now fly just about every type from ultra micro indoor style, to giant scale gas and turbine powered aircraft. I am a Large Model Aircraft inspector, which basically means I get to inspect folks' builds and authorize them to fly aircraft over 55lb but less than 125 pounds.

I wanted to be a policeman and a pilot. My efforts outside of high-school were to attend the community College for a criminal justice degree, and then I went to work again for Jet Air as a mechanic's apprentice. I got my first police job in Abingdon, IL and went part time at Jet Air so I could pursue law enforcement full time. I transferred to Galesburg PD for several years before getting back in to aviation full time for Elliott Aviation in Moline. I finished my requirements for apprenticeship and impressed (or pestered) an FAA inspector enough to sign me off to take my Airframe & Powerplant test. I have pretty much worked everywhere in the area, including Astoria on Air Tractors, Peoria for Byerly, Colona for my first helicopter air medical job, and then ran the shop in Lacon, IL as a director of maintenance. I earned my Inspection Authorization in 2018, and within the last couple years formed Godsil Aviation LLC and went in to business for myself. I am blessed to have gained experience on many types of aircraft from homebuilt/experimental, general aviation, corporate, airline, and rotorcraft. I am currently working as the Galesburg base mechanic for OSF Aviation (Life Flight) and maintain one of our four helicopters. On my days off, I do annuals, repairs and other maintenance for my business.

I obtained my private pilots license in 2012. Interestingly enough, my mom hates flying, and hated the thought of me driving at 16 so much that she offered to pay for my pilots license if I promised to wait till after high school to get a DL. I had my first logged lesson in Oceanside California, in a Cessna 152. I logged 4 or 5 hours on my parent's dime before I found a girl I liked, and soon after got my driver's license. Doh! It wasn't until I was a policeman for Galesburg that I paid for my pilots license myself from the Monmouth Flying Club, and Mel Lynch as my instructor. Not long after my checkride from Harrel Timmons, I went to Harvard, IL at Dacy Airport and got my tailwheel endorsement from Tom Lowe. Nothing against "nose draggers" but my passion is for tailwheel and antique airplanes. I'm sitting around 400hrs or so with about 300 in tailwheel, with a high performance endorsement. I've never had the interest to fly professionally, or upside down, but I also love all the aerobatic airplanes and going to airshows!

Despite my lack of attendance to our chapter gatherings and fly outs (my fulltime job, my business venture, my part time police job and my family), I have a long history of volunteering and pride in these organizations and clubs that promote such an amazing vocation and hobby. I have served as President of the Monmouth Flying Club for several years, am a past director of the National Stearman Fly In, and currently am on the Oneida Park Project committee where we live now.

Favorite aircraft to work on: King Airs, Air Tractors and Antiques
Least favorite aircraft to work on: Piaggio Avanti P.180

My wife is a family nurse practitioner locally and we have 4 kids total - Evelyn is 5, Brooke is 14, James is 18 and Izac is 24. We have two grandkids also

Member Accomplishments

None to report

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