

**Experimental Aircraft Association 1643 Inc. Newsletter**  
**August 1, 2022**

**TO ALL MEMBERS OF CHAPTER 1643:**

**August Chapter Gathering**

The August Chapter Gathering will be held on August 13, 2022 at 3:00 pm at the Jet Air Hanger.

Thanks to the efforts of Aaron Repp, the guest speaker will be Captain Steve Selliers of the Galesburg Fire Department. The subject of his talk will be "Hanger Fire Safety". This is a subject about which we should all be concerned and should be quite informative.

In addition, member presentations about their projects and/or suggestions about future chapter activities or opportunities are always welcome.

**August Board of Directors Meeting**

The next Board of Directors meeting will be held Wednesday August 31, 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 excited to announce our next Young Eagles event on September 17th! Building off of the success of our last event, the Committee is looking at ways to help local youth, ages 8-17, participate in our event, which we anticipate to be smaller than our last event (estimating 20 kids). Please let Matt Pankau or Jessica Vens know if you are interested in volunteering as a pilot or assisting on the ground. Additional information will continue to be provided as the event nears.

Matt Pankau: [flyboy3771@gmail.com](mailto:flyboy3771@gmail.com) - 847-721-6809

Jessica Vens: [jvens2020@gmail.com](mailto:jvens2020@gmail.com) - 563-499-6006

**Flyout**

For you outdoorsy folks, Havana Regional Airport is hosting a Fly-in and Camp Out at the airport on Friday September 16, 2022. Telescopes and night sky guidance will be provided by the Sangamon Astronomical Society. The public is welcome to attend. All Participants are requested to arrive before dusk. Apparently, the airport has showers and bathrooms and a courtesy car for those wishing to spend the night in town. A PDF is attached with other details and contact information.

## **Chapter Activities**

Bill Hurley has reached out to the National Weather Service in Davenport. They have been released from COVID restrictions preventing tours and would welcome a visit by the Chapter to witness a radiosonde balloon launch and an opportunity to show Chapter Members what they do and how they do it. Bill is expecting a return call from the NWS Liaison to discuss possible dates, times and format. This is an easy drive for most members or alternatively, this would present an additional flyout opportunity for chapter members who are able to do so. Since this is a modest drive, the event would proceed even if the weather doesn't accommodate flying. It is my understanding there is no direct access from the airport to NWS offices so some type of ground transportation would be arranged to and from the airport. They are requesting an estimate on the size of the group who would attend. Chapter members will be polled at the next Gathering to identify interest. In the alternative, please let any chapter director or officer know of your interest.

## **Member Biography**

This month's featured Member Biography is by Stu Olmstead. Stu offers his experience in his own words:

Early years...

I became interested in airplanes at around 12 years old, building and flying control line gas models and later bigger R/C models. I remember building a lot of those and there is actually a good basic understanding of aerodynamics that came with that and a few cut fingers from Xacto knives and starting the glow engines in the smaller planes. I also remember attending the EAA convention, as a young teen, with Dad, in Rockford in 1969. The next year he and I attended the EAA convention that had moved to Oshkosh. We slept under the wing of the Champ we (mostly he) had rebuilt, with a tarp over the wing as a tent. I think I've been fascinated with aviation since. He had owned a variety of airplanes including Aeronca Champs, a Chief, a Mong Sport, Stits Playboy and a Gull Wing Stinson among a few others.

A short scary story...

Returning from OSH on one of the earlier visits, with dad in a Champ, I'll guess 1970. I remember the ceiling getting lower and lower and as we got to about Orion Illinois, I saw the TV towers there well above our altitude. Continuing south down route 150, (no towers over the highway, right?) we scudded all the way back to Galesburg and landed over the fence in the grass where the Stearman parking is today. I've decided since to never do that again.

Learning to fly...

I always helped with the flying in Dads airplanes as a kid, but married, having a son at 19 and beginning a railroad career at the same time put a major delay in my aviation interests. Although the railroad job later paid for a lot of flight training. It wasn't until 1985 that I decided to become a pilot and worked through becoming a private pilot. I was able to solo a Cessna 150 in 4 hours, I guess all the stick time as a kid payed off. Immediately after, I worked on instrument rating, Commercial and CFI through Jet Air in Galesburg. After several of us airport bums, in the late 80's, bought a 1969 Cherokee 180 and had the engine and prop rebuilt, we formed Central Illinois Aviators, C.I.A. and I did much of my training in that since we were able to fly it for about \$35 an hr. I also got my multi engine rating through Midwest School of Aeronautics in St. Louis around 1990.

1992-2000...

After a vacation in Hawaii in May of 92, my wife and I thought it would be nice to live there. We quit our jobs, sold all real estate and anything not worth packing into a container to be shipped and drove to Long Beach and put the car on a barge and boarded a flight. Long story short....arrived on the Big Island, rented a house until we found a property in Captain Cook, HI. Built a house and worked as a carpenter, truck driver and CFI. I mostly did a lot of volcano and circle island tours in everything from a C150 to an Aztec. I forgot to mention the home we built was on a small coffee farm which we grew and sold locally as Kona coffee. I have to say, I miss the perfect weather.

2000 to present...

Many life changing events happened in 2000, One of those being my mom losing her husband (stepfather), brought me back to the mainland to help her with a huge country home. Have not returned to Hawaii since.

No job and trying to get back on my feet, I was lucky to have a Brother-in-law who was Chief pilot at a small Pt. 135 charter company in Peoria called Air-Illini. Commuter airline first officers, if you could get hired, were making less money than a person could make at McDonald's at that time. I started working at Air-Illini and have been training with Flight Safety since in KingAirs at first and then a Beechjet shortly after. I earned an Airline Transport Pilot certificate in one of those early recurrent training events also. Those days were the very definition of drinking from a fire hose as far as the learning curve goes. I was flying about 500+ hrs. a year, in fact that's all I had time to do. But I was very grateful for the opportunity.

In 2007 I was hired as Chief Pilot for G&D Integrated in Morton Illinois and formed a single pilot flight department and we purchased a brand new King Air 200GT from the factory in Wichita. In 2010 upgraded to a KA 350i, new from the factory also. August 2012 the CEO at G&D decided to sell the 350 King Air. I became a Contract Pilot for the next 6 years earning type ratings in Citation X, Citation 500 series and Citation 560XL. I was very lucky to be established and able to make a good living with various companies mostly in Illinois and Texas. In January 2018, one of the companies I did contract work for (Advanced Technology Services) hired me as a full time Corporate Pilot. We currently

operate a 2007 Citation XLS, a King Air 90 (based in JAX) and have a 2013 XLS+ in paint and Interior to replace the XLS as it will be sold soon. This looks like a retirement job to me. When? I don't know. I still enjoy it and it's not like working a real job. It's a small 2 pilot flight department in the old Caterpillar hangar in Peoria. I still do a little contract work in the Citation X. The owner is one of our hangar tenants. I've accumulated a little over 9000 flight hours.

I forgot to mention the Skybolt I found in Memphis and bought in 2019 so I could get back to basics of flying for fun and polish the tailwheel skills. I enjoy it as it challenges me much more than any midsized jet. I can be found at the Galesburg airport in the evening sometimes, since that's when I seem to want to go fly and the air is cool and calm.

Whenever I feel like retiring, I'll probably still have the Skybolt or may be replacing it with a Stearman if I can find the right one.

Aside from aviation I enjoy the outdoors, living at the lake, boating and cookouts with family and friends.

Thanks for reading...

**Stu Olmsted**

Corporate Pilot

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**Member Accomplishments**

Bill Hurley recently toured the National Museum of World War II Aviation and the hangers of West Pac Restorations in Colorado Springs, Co. Located at the Colorado Springs Municipal Airport the Museum has several flying World War II aircraft including two consecutively numbered Grummen Tigercats. West Pac is involved in the recovery and rebuilding of World War II aircraft and have a beautiful flying P-38 Lightning and a F3-A Brewster constructed Corsair. West Pac is also rebuilding a recovered Curtiss SB2C Helldiver which can be viewed during a shop tour. Truly a very impressive display and worth seeing. Possible Fly out opportunity?

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