



Welcome to the Chapter 770 newsletter. Please share your news and updates from the chapter, upcoming flying events, info and more. If you have flying stories, photos etc to include feel free to send them to [etf6911@gmail.com](mailto:etf6911@gmail.com).

### UPCOMING EVENTS

**VMC/IMC Club** : SEP 4, 2023  
**Young Eagles Rally** : SEP 16, 2023  
**Chapter Meeting** : SEP 21, 2023  
**Wings And Wheels** : SEP 30, 2023

### UPCOMING EAA WEBINARS

<b>Swift Fuels Unleaded AvGas (WINGS)</b>	AUG 23	7:00pm
<b>Introduction to Siemens Solid Edge CAD program</b>	AUG 30	7:00pm
<b>Legal Interpretations</b>	SEP 6	7:00pm
<b>AeroEducate for Your EAA Chapter</b>	SEP 11	7:00pm
<b>The Sikorsky S-38</b>	SEP 12	7:00pm
<b>Dealbreakers-Lessons Learned from Prebuy Examinations</b>	SEP 13	7:00pm
<b>IAC Aerobatic Center Highlights from AirVenture 2023</b>	SEP 20	7:00pm
<b>Collision Avoidance in the Traffic Pattern</b>	SEP 27	7:00pm

Register for upcoming webinars at:  
[www.eaa.org/ea/news-and-publications/ea-webinars](http://www.eaa.org/ea/news-and-publications/ea-webinars)

# KIDZEUM AVIATION WEEK

Kidzeum campers learned about aviation in July. One day included a visit to the airport. The day started off with visiting Stellar's hangar where EAA members had several aircraft on display. Coincidentally as we arrived at the hangar, an Army CH-47 was just getting ready to depart so the kids got to see and wave at the departing Chinook crew. Many questions about helicopters and especially about the unique twin rotor configuration of the Chinook.

Kids broke up into groups to see the 3 aircraft on display including the Citabra , Cardinal and Xenon gyro. Paul Settle explained the Citabra while Steve Cook showed them the Cardinal. John explained the nuances of the Xenon. The kids got to move the flight controls and learned how each flight control allows the pilot to manipulate the aircraft.

Meanwhile inside at Stellar Brayden Cook ran the simulator which allowed the kids to try their hand at flying.

As most groups had finished up seeing all 3 aircraft and the simulator, a visiting Falcon 50 happened to arrive. The very accommodating crew came over and

wanted the kids to come over and see it as well. They allowed the kids to visit the cabin and cockpit of the tri jet, and the kids were pretty impressed.





Through the week the kids also worked with radio controlled aircraft at Southwind Park...



# AIRVENTURE 2023

Another great Airventure took place in 2023. If you weren't able to attend, here's a little look...



You don't see an airworthy P-47 everyday...especially in 2023  
(photo Chris Bildilli)



You also don't see an airworthy MiG-23 every day, especially in the US in 2023. Sadly this aircraft would be written off several weeks later in Detroit as a yet to be determined emergency caused the flight crew to eject. The crew and everyone on the ground is safe but the aircraft is a total loss

(photo Chris Bildilli)

For more of Chris' photos from Airventure visit  
<http://www.spi-photo.com>



St.Louis Mo built F-15D of the Oregon ANG...tires have been kicked , fires have been lit...nothing left to do now, but climb in an unrestricted way....  
(photo by Chris Bildilli)



The C-17 rolls out of a turn and on to the runway centerline for a pass. While this is a very large aircraft, the towering cumulus (and it could be cumulonimbus by this point) behind it puts its size into perspective  
(photo by Chris Bildilli)



The U-2 on its low pass. Even though the aircraft didn't land it still requires a chase car with a U-2 crew member in communication with the cockpit. I'm not sure if Alpha Romero's are government issue U-2 chase cars, but at least at Oshkosh it was..

(photo by Chris Bildilli)

get the entire figure would've forced me to duck under some boundary flags, and There were a lot of M4's around that were anxious to get into staring matches if I were to attempt such a thing...so this is the best I could get



The George's Springfield based Cessna 150J took home an award for Outstanding Vintage (Contemporary 1956-1970) (previously Don Miller's aircraft)



While we're on topic of the 148<sup>th</sup> out of Duluth (just about the greatest place on the face of the planet) , this F-16 also flown by the 148<sup>th</sup> is modestly armed and flying very dirty just before cleaning up, adding some fire and climbing out after a slow flight pass.



This F-16 from the 348<sup>th</sup> FW based in Duluth MN wears special paint celebrating 75 years of the USAF.



Corsair's were being honored this year, and there were many there. There is no mistaking the unique lines of an F4U. Standing here almost gave you the feeling of being on a land base during the Korean War.



The underside of the left wing on the MNANG F-16 features the National Guard Minuteman as partially seen here. Any attempt to



Southwest brought one of their 737-800MAX's to display on Monday. Here it is tail to tail with older sibling the 747 Dreamlifter.



This DC-3 was once used by the FAA for flight inspections on NAVAIDs. Do you think there's some RR or GE or CFM power in that nacelle? Nah, probably just some decent airflow for Peterbuilt cooling.



At the Textron tent, the Denali made one of its first public appearances. Originally billed as the Cessna Denali, both being under the Textron corporation, it is being marketed now as the Beechcraft Denali. It is very similar in size and design as the Pilatus PC-12.



I don't think I've ever seen more reflective and shiny polished aluminum than I saw on this Cessna 172. This was shot at late dusk into the sun and the side of the fuselage is still a mirror, in fact I had to shoot at this angle because even in this late light and even backlit, I was still showing up in reflection. The wheel pants are just as shiny as the fuselage!



You have to stay all week (and preferably on field) to see it all. I'm going to have to change my 2 day visits to all week here soon because I always have regrets of the things I missed. One of the biggest was not seeing a real life P-47 fly. I've seen many on the ground and out of service (although outside of many many years ago possibly but doubtfully) but I don't think I've seen an airworthy P-47 until this one. This one flew later in the week and I missed those tapered wings and jug shaped fuselage flying across the sky.



Since we're listing "not staying all week" regrets, I'm adding to the list all the MiG's I missed. Growing up during the Cold War, you only saw MiG's in books, only flown by enemy forces and only used to attack you. They were so foreign and exotic to me that they became pretty interesting. I remember an Air Rendezvous, maybe 1992? that featured a MiG-17 demo and that was about as cool as it got back then. "I've seen a MiG." I'd be lying if I said "I've never flown to Quincy just to see a MiG-29", because I have, multiple times. There's the MiG-29 at the USAF Museum, there's even a MiG-23 fuselage at a junkyard/boneyard on Choteau Ave in St. Louis believe it or not. And of course there was last year, when Parris and I got up at 3am to drive to OSH, walked 20 miles, and as we were leaving for the night, he looked at ADS-B and noticed a MiG-29 was orbiting Fon Du Lac... 3 miles round trip later... got to see the -29 in flight! Well, We didn't get to see these pictured MiG-17s fly (outside of Randy Ball arriving Tuesday) nor the MiG-23 (that one hurts, I really wanted to see it), but it was seeing a flock of 4 -17s sitting on the ramp as seen above.



One of those regrets of several years passed was missing the U-2. Another airframe I've seen in several museums (without the wing tanks), but never got to see fly. And every year looking at the schedule it was the same, "oh look, the U-2 is flying the day we're not there". Not this time! The U-2 did about 3 passes and on the 3<sup>rd</sup> he received the clearance, "cleared to flight level 600". It climbed out in a very comfortable pitch but with a very rapid climb rate back to the west to head back home. I'm going to leave the in flight shots to Chris Bildilli, as you will or have already seen, you can zoom in on his photos and see the pilot in their space suit in what has to be a long grueling day at the office.



You don't get to see too much Coast Guard traffic in Central IL. So it was neat to see this Blackhawk in red and white. Used for search and rescue on the Great Lakes, this HH-60 is based at Traverse City, MI

Keeping with the Southeast Asia olive drab, Spooky stands in rank with colleagues in the fight to assist and rescue ground forces in peril. After Spooky circled and eliminated the threat, the Hueys would come in and extract the injured troops on the ground.



Another aircraft that has eluded me for decades. Finally caught you. This aircraft has always been of interest to me not just because of its uniqueness but because it was based on the Boeing 377 Stratocruiser (USAF'ers might recognize it better as the C-97). The 377 was an airliner flown by the likes of Pan Am, Northwest Orient, among others, it was militarized into a cargo aircraft and refueler (KC-97) during the dawn of the jet fighter. The KC-97 was actually fitted with 4 jet engines outboard of the propellers because the jets were always dangerously close to stall speed when trying to refuel on a KC-97. The Stratocruiser itself even has a lineage as it was a civilian design based on the B-29. It is evident when comparing fuselage and especially vertical stabilizers between the two.



One, if not the only airworthy C-123's out there. There's something about Southeast Asia camo, getting ready to camp out for the night deep down the line at Warbirds.



It features good ol' Allison turboprops which provide the distinct bassy sound of the C-130 and P-3.





80s and 90s. It was used for everything from flight training, to glider towing to search and rescue. It has the qualities of a training aircraft, the power to tow gliders, and the great visibility with the semi-bubble canopy for search and rescue operations.



Believe it or not the fuselage has been modified as well. The fuselage carries many types of cargo for NASA. In fact it can fit 2 T-38s (with wings) , one on top of the other.



I always have to stop and check out the Varga's when I see them. This was a very popular aircraft with Civil Air Patrol through the



On Tuesday Delta brought an Airbus A350 in from Detroit. This aircraft is rival to the Boeing 787 family, and size wise it almost feels as large if not larger than the 777.

The first class section of the A350 almost resembled office cubicles aside from the lay flat seats. This aircraft typically flies the longest routes in the Delta system, usually being Detroit or Atlanta to the Asian continent.



# ALCA OPEN HOUSE

Abraham Lincoln Capital Airport hosted an open house August 5 and 6 and offered a number of experiences and activities to visitors including a Chapter 770 Young Eagles rally, tours of the 183<sup>rd</sup> Wing base, aircraft static displays from the Illinois National Guard (Army and Air), Air Methods, and a look at airport field maintenance and public safety equipment and much more. The Boy Scouts served pancakes and sausage and had a welding booth where kids could try their hand at welding.

The weather wasn't cooperative for the Young Eagles rally on Saturday but Sunday proved it to be very popular and a lot of kids got to take a Young Eagles flight.



IL ANG C-130 from the 182<sup>nd</sup> Airlift Wing, Peoria (photo Bob Fromm)



Air Methods EC-130

(Bob Fromm)



Young Eagles waiting area at the LRS/LLCC Aviation Center

(Bob Fromm)



The Citabria readies for its next Young Eagles Flight (Bob Fromm)



The Young Eagles' flightline at LRS/LLCC Aviation Center. LLCC's Piper Cherokee 140 sits chocked on the ramp and watches its younger sibling, the Flying 20's Cherokee Archer and Chris and John's Cardinal take kids for (sometimes) their first flight. (Bob Fromm)



Kids were taught welding basics and welded the wings to the fuselage, or I guess body in this case, to make an eagle.



Kids got to try their hand at the firehose with the help of SAA Department of Public Safety (Bob Fromm)



Pedal planes were enjoyed, including the Red Baron (flight team) painted Stearman, and the Charlie Wells painted Pitts N10T



IL Army National Guard Beech C-12 Huron now based at SPI was on display as was the IL Air National Guard KC-135 from the 126<sup>th</sup> ARW at Scott AFB (photo Bob Fromm)



Jeff got several Young Eagles flights in on Sunday (photo Jeff Brown)

more photos available at <http://www.robert-fromm.com>



EAA Chapter 770

# Young Eagles Rally



**Located at**

**Abraham Lincoln Capital  
Airport - LRS Aviation  
Center - LLCC Hanger**

**Free airplane rides for kids ages 8-17  
Parent/legal guardian approval and  
signature required**

**Preregistration is recommended.  
Learn more at: [YoungEagles.org](http://YoungEagles.org)  
Register at: [YEDay.org](http://YEDay.org)**

## **When**

Sept. 16, 2023 (Rain date Oct 14)  
10:00 a.m. - 2:00 p.m. (weather permitting)

## **Contact**

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