



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.

UPCOMING EVENTS

Chapter Meeting: April 20, 2023
Young Eagles Rally: April 22, 2023
VMC/IMC Club : May 2, 2023
EAA Air Venture: July 24-30, 2023

UPCOMING EAA WEBINARS

Planning For International Young Eagles Day	APR 18	7:00pm
VNAV and Visual Approaches: Helpful or Hidden Dangers (WINGS)	APR 19	7:00pm
All About Flying to the Bahamas, Caribbean, and Cuba (WINGS)	APR 26	7:00pm
Booted Out of Annual (WINGS)	May 3	7:00pm
The P-6 Hawk	May 9	7:00pm
A Look At Clouds	May 10	7:00pm
Stop Dreaming and Start Flying-Flight Training First Steps (WINGS)	May 15	12:00pm

Register for upcoming webinars at:
www.eaa.org/ea/news-and-publications/ea-webinars

RAY SCHOLARSHIP

My name is Kenny Spaniol, I am from Sherman, Illinois, and I am this year's Ray Scholarship award winner. My love for aviation all started when I was very young. My parents met at the University of Illinois Institute of Aviation where my mom was actually an instructor and my dad was a student. Both of my parents are very experienced pilots so they got me started with my passion for aviation at a very young age. I can still remember 5 year old me stealing the airplane ornaments off of our Christmas tree and playing with them for hours. Since my parents were big into aviation they would always infuse life lessons with aviation. Most notably, if I would forget things because I was not careful, my dad would always say, "Are you just gonna forget to put your landing gear down when you're landing your airplane carrying 100 people?" I was really blessed with my parents fueling my love for aviation. I definitely wouldn't be here without them.

Once I got older I started to get involved in a bunch of things to keep my young mind occupied. Since I was 14, I have been mowing for a local landscaping company as well as working as a cook for a pizza place. For fun, I like to ride dirt bikes because I like to go fast. I picked up music when I was in 2nd grade and found out I really enjoyed it. Currently, I know how to play four instruments which include cello, bass guitar, upright bass, and tuba. I also worked hard at practice to earn a starting position as a senior playing right guard for my state qualifying football team. Even though I am very busy with extracurricular activities, I always find myself drawn to aviation. I can't imagine doing anything except aviation with my life. When I get older, I want to be a professional commercial airline pilot.

I love the feeling of being above everything, and the rush of excitement you get when you're in the air. Flying is one of those things that will never get old with me. I love the lifestyle of the airline pilots where you're traveling to different places around the world and you're always faced with new obstacles and adversity. I also like the idea of developing into a responsible pilot so that I can provide safe and efficient travel for my passengers no matter where they want to go.

With this goal in mind, I wanted to start as soon as possible. I joined the local EAA Chapter to surround myself with other aviation enthusiasts to really find out if this is really something I want to do with my life. Joining the EAA Chapter gave me opportunities that really enhanced my love for aviation. Examples of things that I have done were

getting a few plane rides, marshaling the Ford Trimotor into parking, and riding on a B-25 bomber to Indianapolis!

During this time of being in the Chapter, I was also hit with a pretty big tragedy: my dad got a very unexpected heart attack. Before the heart attack, my dad was an EMS helicopter pilot and so after this, my dad could not fly. This was going to make funds tight in my house because now my dad couldn't do his job and my mom is a stay at home mom.

I knew about the Ray Scholarship from being in the Chapter so I knew it was imperative for me to apply for this scholarship with it being one of the few ways I could accomplish my life's dream of being a pilot. This article that I have written allows me to offer gratitude to the EAA Chapter 770 for the scholarship that will allow me to take the next steps in my flying career.

From here, I plan on getting my private pilot's license this summer and then going to the Lyft Academy where I will continue my flight training so that I can achieve my goal of becoming an airline pilot. For my entire life, I have been faced with challenges and I have responded to them by setting goals and accomplishing them to the best of my ability. The goals that I have set and accomplished have prepared me for my main goal which is becoming an airline pilot. I want to say "Thank You" to the panel who interviewed me and the final decision that will help get my flying career into the air very soon.



Preschool Aviation Day

by John Salz

On Tuesday, March 18, the preschool class from Springfield First United Methodist Church came out to the Charlie Ramp to learn about airplanes. They were greeted with an airport police car at the gate, then after we got to the first hangar, a firetruck, complete with flashing lights, screaming sirens and water shooting from the nozzles came by to visit them. And of course, they all got to sit in the fire truck AND multiple aircraft.

They saw and learned the differences between high wing, low wing, tricycle and tail wheel and aluminum vs composite type of materials used to make aircraft, and they got to see one still being built! The kids had a list of questions which we tried to answer to help them understand a little more about airplanes.

I'm not sure who had more fun, the kids, parents, grandparents or the hosts! Thanks SO MUCH to SAA's Mark Hanna, chief Mike, Teresa, and Don for helping give the kids an experience they will likely not soon forget! SAA also passed out stickers, pencils and little toy airplane kits. Chapter members who assisted included Liz Bron, Dan Kerns, Terry Blome, and yours truly.

The following week their teacher made up the classroom to include numbered rows of seating with a cockpit in front, which will include pictures of the panel showing an actual 6 pack of instruments!. There is a security check point at the door and model airplane and clouds hanging from the ceiling. She plans to have little roller bags for each "passenger" and a overhead compartment for them to put their bags into.

She's making a month long aviation themed environment and I plan to fly over

to circle and wag my wings at the kids when they are outside someday in the near future. They are so excited! Me too!

I think the pictures will tell the rest of the story! If you are aware of another group of kids who would enjoy a visit to the airport like this please let me know!





"THAT'S ALL BROTHER"

By John Salz

On a recent trip to visit our son in Austin, Texas, I had the opportunity to fly one of two DC-3/C-47 flight simulators that exist in the world. A friend on my son is a retired software engineer who joined the CAF Wing in San Marcos, TX home of the C-47 "That's All Brother" ("TAB" as they affectionately call it). Their museum contains a wide range of WWII aircraft as shown in some of the photos, but I'm going to concentrate on TAB.



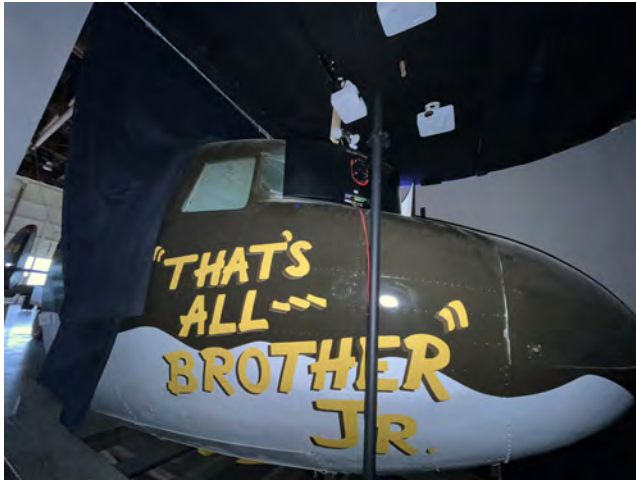
I had the privilege of meeting the crew of TAB last Labor Day weekend while on my tour stop with our B-25, Berlin Express, when we were at Lumpkin Field in Cincinnati. TAB was also there so when we had some downtime, crews would "show off" their aircraft to other touring air crews. So I got the grand tour of TAB that weekend, and their crew got the grand tour of Berlin Express. When I was at my son's house at Thanksgiving we made a trip to San Marcos to take the kids to see TAB. As we walked in to the open hangar, Mindy, one of the crew I'd met at Lumpkin greeted us. We were both surprised to see someone we recognized

and she immediately started a detailed tour with the history and stories about most of the planes in their hangar, including TAB. What a great learning for us all of us!

After that visit, my son knew his friend from church was involved with TAB, but it wasn't until I met Eric that I found out about the simulator they were building. Needless to say, that peaked my interest! So on the next trip there in January, I met up with Eric and we made a trip to the CAF museum to check out the sim. Turns out Eric is one of 2 guys who even know how to start it up!



The CAF wing had a nose section of an old DC-3 that they painted to look like TAB, but named it "That's All Brother Jr.". They would take this nose section which contained a complete cockpit and (what I'll call) Flight Engineer section, put it on a trailer and would pull it around in parades and display it at other local events



complete, CAF intends to use the sim for recurrent training for their crews, just like the big guys do!



. So the idea of using the hulk nose section to build a full scale flight simulator came about a couple years ago. The plan was to use the sim just like the major airlines and other corporate jet operators do with all their pilots. But TAB's simulator is a rare bird (no pun intended) indeed. They discovered that the only fully functionally DC-3/C-47 simulator in the world is at KLM airlines in Germany.

So it was pretty cool when Eric was able to allow us to fly this simulator which is still being tweaked but is basically functional. They have a tablet screen in the middle of the instrument panel which still contains items such as flap and gear position, fuel level and a few other things. But the plan is to eventually connect the actual respective instrument indication to the real (original) instrument in the panel. This is going to take some time, but they are working on it.



They still only have computer monitors sitting in front of each window of the cockpit To provide outside views from the cockpit, the they will soon be connecting projectors to show the outside images on full wrap around screens, providing a very realistic view from the cockpit. After all this work is

So if you ever make to to the Austin area, be sure to stop by to see TAB. If you don't know the story behind this historic aircraft check out this YouTube video [That's All Brother Video](#)) that tells the story of this, the ACTUAL lead C-47 to fly over Normandy on D-day!

My 10 Hours in Gliders

by Eric Fromm

Through Middle and part of high school i was a cadet in Civil Air Patrol. My time in CAP provided a ton of unique experiences in aviation I would not have otherwise Been able to have.

Learning about and working with the landing gear systems on the T-38 or helping rehab a weathered B-25 static display, USAF pilot survival training, orientation flights in the legendary UH-1 Huey, refueling A-7s in a KC-135 just to name a few, nevermind the search and rescue training and exercises going out in a rainy field and pinpointing an ELT to simulate finding a downed aircraft.

I enjoyed the military aspect of it as well, the discipline, the mastering hospital corners on your bunk with a high and tight cut commanding officer just waiting to dramatically undress a bunk that wasn't to perfect specs. Marching to good and bad mess halls.. (Chanute AFB... those potatoes still have never been topped).

I had two experiences in CAP that were the pinnacle of my time in the organization though. Two that I had to go in front of review boards and explain why I should be selected to be a part of. One was CAP EAA Oshkosh (previously and years afterward it would be called Blue Beret, however in 1991 it was simply "CAP EAA Oshkosh", and maybe the topic of a different article). The other was the Johnson Flight Academy , or as it was referred to then, Flight Encampment. This was really the reason I joined CAP.... To fly.

Prior to CAP. My parents bought me a glider flight when I was 10 or 11. It was at the old St Charles Mo airport, 3SQ, which is long since closed. This was in a Schweizer 2-33. To the 11 year old me, this was neat because it had a stick, spoilers , and a bubble canopy , like the fighters I was infatuated with, although it was yellow, had the straightest wings around and with struts for some added structural integrity , and was missing a jet engine or two but those are minor details.



(photo by Bob Fromm)

The instructor strapped me in up front and explained the basic instrument panel and controls. It consisted of a vertical speed indicator (often referred to by its other name "variometer" is soaring), altimeter ,airspeed indicator ,compass, a control stick, spoiler lever and a big ball (the tow rope release) smack dab in the middle of the panel.



(photo by Bob Fromm)

We took off with the help of a Piper Pawnee and a wing runner (a person who holds the wing tip up during the first part of the takeoff roll). As the Pawnee powered up the tension in the tow rope tightened and we began to slowly roll. The wing runner lifted our wing (since most gliders' landing gear are centerline oriented one wing will be touching the ground (with the exception of a glorified desk chair wheel attached at the wing tip) until enough lift is provided to level the wings which conveniently about the speed at which the wing runner is at their maximum running speed.



(photo by Bob Fromm)

The light and relatively long winged glider will get airborne much quicker than the heavy towplane. As soon as the glider got airborne the backseat instructor explained he was holding it in low ground effect until the towplane became airborne. It was amazing the amount of stick action he used for this because she wanted to fly! The idea is to stay directly behind the towplane during takeoff, as you can imagine going too far to one side could cause lateral control issues for the towplane and eventually in that case yourself as well. Likewise coming off the ground and into a climb too quick could pull the towplane's tail up causing a prop strike or even a nose over impact with the ground.

Once the tow plane began its climb out we followed him. Since this was a "training" flight, the instructor demonstrated the different aspects of flying in different areas behind the towplane. One maneuver was "boxing the tow" which is used to train and show mastery of flying behind the towplane. Starting in the lower left position we then climbed to the upper left and then over to the upper right and down to lower left and then below and directly behind. This demonstrated both control of the aircraft as well as the how to handle the wake turbulence coming from the towplane.

We reached our release altitude and location and the instructor advised me to pull the big knob in front of me. A small pop sound came from the nose, the airspeed started to decrease a bit, the tow plane broke left and appeared to be in pursuit of an ME109 flying below him as he put it into a pretty good dive, in reality it was probably a lot less aggressive than it looked. It became relatively quiet. You'd still get a little noise from the air over the

canopy and airframe but it was obvious we were slower.

He pointed out the airspeed indicator and to try and keep it at 50MPH (MPH a/s indicator) by climbing or descending enough to keep it there. He then had me perform a few turns. Like some older taildraggers the glider has a slip/skid string attached to the canopy instead of the ball. You're flying coordinated if the string is flowing straight back.

He then took the controls and demonstrated a stall by simply pitching up. It got remarkably quiet as there was no engine, and no airflow. He found a little lift as we were cruising along as the VSI indicated a pretty good updraft. We turned into it and gained a little altitude but this was the only thermal soaring we did.

He set us up back to enter the traffic pattern. I think was a little too young and inexperienced with powered airplanes to realize the importance of getting it right the first time, so I wasn't really nervous about the alternatives to flying a bad approach. As we entered final we were on a space shuttle looking glide path to the runway. He explained the importance of having altitude as the glider can slip and use spoilers to bleed off altitude and equated it to an elevator in a building. He then kicked it into an aggressive slip and he wasn't kidding, he used spoilers sparingly for airspeed and as we approached "the numbers" (all grass in this case) but demonstrated how they will quickly bleed the speed when needed.

He set it down as smooth as it gets and explained the importance of keeping the wings level down to the end of the landing roll and he did. That was pretty cool.

Fast forward several years to flight encampment. I had been to many CAP encampments, most included parade drills and marching from class to class and staying in pretty antiquated barracks on military bases and maybe most importantly mess halls of varying degrees. (Chanute AFB hands down the best.. those potatoes still have yet to be matched). This was on the campus of Eastern IL University at Mattoon IL.

There were 3 different programs. Powered, lighter than air, and glider. I was too young for balloons (and I had experienced balloons extensively growing up) and powered, so by default although by choice too, I went with glider. We broke into groups, found our

home for the next week in the dorms and got to know our fellow cadets.

We attended ground school to learn the basics of the aircraft we would be flying and basic soaring aerodynamics and ground crew procedures. We were on the field every day of the week. We'd usually fly 2 or 3 times a day. When we weren't flying we were ground crewing. If I remember right we had 3 aircraft in the glider program. Two Schweizer 2-33s and one older Schweizer SGU2-22 which is basically an older 2/33.. high strutted wing conventional tail. The 2-22 had rounded wing and tail tips where as the 2-33 was more squared off, think Cessna 120 into a Cessna 150. The towplanes was a mixed fleet of a Piper Pawnee and believe it or not a couple Cessna 152s. My favorite was the 152 painted in USAF Vietnam camouflage.

I did my flying in the old 2-22. My instructor was an older senior member named Wally. He was a short guy. He was a very calm instructor, if you made a mistake he'd let you make it, correct it if necessary and then explained what happened and what you should do.

This being in June there was some good afternoon thermal activity. Although we didn't really train too much in finding thermals and soaring in them because of the time constraints (this was more a learn to fly the aircraft and solo and then you can continue from there after flight encampment) I remember flying with him for the first time and hitting some on the climb out with the tow plane. We hit one in particular and went up and then came back down quickly out of it.. and a child like "WEEEEEE" came from the back seat. He was having just as much fun flying as we were.

Early in the training we learned controlling the glider in the takeoff and following the towplane, flying the box etc. We learned emergency procedures, one being, probably the biggest threat to a good glider flight, the tow rope break. There was always a chance the tow rope would snap or the tow clamp would malfunction. Obviously the worst of this would be shortly after departure. It was very important much like flying powered aircraft to always be looking for emergency landing areas, to find a spot ahead of the aircraft in the event of such an emergency. Usually in a glider in this region, it would probably mean buying a couple bushels of a farmer's destroyed corn but it's always better to land straight (relatively) than look for that nice grass that may require a

high degree of turn and low altitude and airspeed. We had one cadet. Who on her solo flight, had a tow rope break and landed straight ahead. Her flight probably consisted of about 1.5 minutes, however she probably got just as much or more out of her solo than the rest of us did with ours.

We learned stalls, oddly enough in gliders they're all power off. The Schweizer, according to the POH (although with gliders I don't believe they're called POH) will spin in the right conditions so of course we mastered the turn and slip string on the bottom of the canopy.

My favorite part was setting up for landing. Come in high (compared to powered aircraft) and throw it into a slip. And after all these years of flying Cherokee models, where you don't do much slipping, I can guarantee 16 year old me could slip an aircraft a lot better than 46 year old me. In the slip throwing the spoilers out really dirtied the aircraft up and it would drop like an elevator then cleaning it up before the ground and touching down and flying it wings level to the stop, deploying the spoilers again to help slow the landing roll.

My solo day came. It was one of those June days you expect in Illinois. There was weather moving in from the west. It was still well to the west but you could see overcast darkening the sky. I was up and decided to go. It would be a quick one. I strapped in. Gave the thumbs up that all systems (the flight controls pretty much) were good to go. They gave the tow plane (my favorite Vietnam camo 152) the all clear and we began our roll. Wally apparently beat everything I needed to know into my head. I never nosed the 152 into the ground or anywhere else for that matter. I was intent on flying behind the towplane as well as I could. I'm not sure if the people on the ground could hear me but I screamed the lyrics to fellow pilot (albeit infinitely more qualified and accomplished) Bruce Dickinson's song "Tailgunner" as I "climbed into the sky never wonder why".

I released at 2000AGL. The 152 dove away in what looked like an OV-10 attack on a VC encampment, in reality it was probably a standard steep turn at best with a shallow dive. I was on my own now. I did a 360* turn after the tow plane was safely away. The sky was getting darker to the west and I was at about 1800 already heading the opposite direction so I turned and entered the pattern. Then I realized, alright tough guy, you've got the easy part done. I entered the right downwind. I might have

turned my base a little early , I was definitely high. Wally's training in the slip came in and it literally came down like an elevator. I was lined up just fine, and landed without incident ... didn't even tear the little wing wheel off the wing tip.

Before I knew it , I was being pelted with water and ice! Did I really just land before a squall line? Nah, my fellow cadets and that stupid Gatorade cooler full of the coldest water south of Iceland was all. I was In a green flight suit and I didn't even bring a change of clothes. I guess it's a rite of passage though and everyone else who soloed was also victim of the solo baptism. We were presented solo wings at a ceremony at the end of the week.



That was the last time I flew gliders so far. I plan on eventually getting back into gliders some day. Adult life happened, I went to a completely different world of aviation that always interested me, and became an airline employee. Translated this means you're at an airport every weekend, many nights and every holiday. Since most soaring clubs are weekend operations and were quite a distance from home I never got back into it and instead eventually got back into "powered" (as the glider people say) flying.

I did go back to the powered route a few years later and I believe some of the skills I learned in gliders translated well to airplanes. Gliders are about as stick and rudder as you can get, from coordination to forward slips, energy management. I know my adrenaline level was lower than it would've been that first time my powered instructor killed the throttle and asked "now what"?

I would highly recommend soaring to both non pilots and current pilots alike. It's a different flavor of flying. Similar yet different to airplanes. The visibility out of the bubble canopy (although you Vans and some other homebuilt or warbirds

flyers already get that). When you get into finding thermals, you can stay aloft for hours and fly hundreds of miles. Or you can try ridge soaring out west, catching updrafts on the windward side of a mountain ridge.



(photo by Bob Fromm)



Young Eagles Rally

Located at

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

When

Contact

