

EAA CHAPTER 770



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 September 15
Young Eagles Rally September 17 ([Young Eagles Day](#))

UPCOMING EAA WEBINARS

Homebuilt Aircraft Judging 101	September 6	7pm
What Price Speed?	September 7	7pm
The Treasures of Pioneer Airport	September 13	7pm
Crosswind Conundrum (When Winds and Runway Dont Align) WINGS	September 14	7pm
FAA Enforcement Process WINGS	September 21	7pm
Flying With Datalink Weather-ADS-B and SiruisXM Tips	September 28	7pm
On a Short Leash- Maintenance Costs WINGS	October 5	7pm
The Treasures Of Pioneer Airport Pt 2	October 11	7pm

Register for upcoming webinars at:
www.eaa.org/eaanewsandpublications/eaawebinars

RAY SCHOLAR UPDATE



Ayden completed his first solo Thursday September 8th. Congrats Ayden!

BUILD AND FLY UPDATE

Oliver Gross

We are working to get the Young Eagles Build and Fly program and could use help from the members of Chapter 770. We will be doing the build program out of the ABEC hanger, thank you to the ABEC crew for allowing us to use that space it is a great space for this build to take place. The current plan is build time will run from 1-3pm on Saturdays starting on 9/10, with other events including possible hanger tours, visits to other facilities on the airport and even Young Eagles flights if we have the volunteers we need.

If you would be willing to help out please sign up on the link at the bottom of this message or contact Oliver Gross at gross@me.com or 217-891-4676 (call or text). We could use the help of anyone in the chapter you do not need experience building an RC plane to come and help just a willingness to learn and the desire to help pull kids into aviation. You do not need to sign up for every day, sign up for as many or as few days as works for you. Sign up here! [Build and Fly Sign Up](#)

Berlin Express Visits SPI



EAA's B-25 Mitchell "Berlin Express" made its visit to SPI in August. Many came out to see and fly the WW2 era bomber. Berlin Express is an interesting B-25 in the fact that it was nearly a post war built aircraft and was never deployed for combat. It entered the civilian world shortly after roll out from the factory, and was used as a personal aircraft for a good portion of it's career. With that, it was given an air stair portside along with the usual forward crew entry. This makes it very convenient for the mission it now flies giving rides.



(the rare passenger door)

Berlin Express is nicknamed that because the aircraft appeared in the movie Catch 22 as Berlin Express and is painted as it appeared in the film. The

color scheme is similar to the USAF Southeast Asia colors with a lot of tan over Forrest green and as it taxied down Bravo to depart on 13, we determined this was very effective camouflage as it blended very well with the surrounding foliage. We could only see it by the beacon flashing at one point as it held short of RWY 13.

Chapter 770 held a potluck dinner Friday Night at the LLCC hangar (thanks Dave) and a historical presentation was given by EAA's Tom Ewing.



(presentation on the history of the B-25 during the potluck)



("tail end Charlie in the boiling sky"- Tailgunner, Iron Maiden)

Over the weekend, not including a media flight on Friday, the B-25 made 7 (4 Saturday, 3 Sunday) sold out flights over the city and the State Fair and greeted many visitors on the ground who got to walk around and view the aircraft up close. Including members of the media on the media flight was a WWII B-26 crewmember who got to relive flying in radial twin bomber one more time. He was all smiles deplaning. He had incredible war stories. I sat and listened to him as long as he was telling them!

Thanks to all those who volunteered and helped make the weekend a success!



(Spin 1... engine 1 just beginning to spool up before a flight)



(the bomb bay)

OSHKOSH by Ayden Miller

This year was the first time I have ever gone to Oshkosh for Airventure, and it was the first time I had ever done any extensive volunteer work. Jim Bildili offered to take me up with him to help with the Aviation Explorer Base, where a bunch of people from across the country go to Airventure to help with a number of different jobs. Since it was my first year going, I mostly dealt with making sure people weren't playing chicken across the P-1 taxiway or helping pilots park their planes.

The best part of working with the Aviation Explorers was the seats we got during the airshows. We got to be dead center in the very front row, so we could see everything. If I had to give tips to a person that was new to Airventure, I'd have to recommend that the AEB was definitely the best way to really get a full experience.

During the time I was not on a shift, I

would be trying to not be overwhelmed by everything around me. The most prominent places in my opinion were the flight line where the airshows were going on and Boeing Plaza, since every day they had some crazy and unique plane that wouldn't be seen anywhere else.

Out of all the planes that flew there the entire week, my favorite is tied between the B-29 and the MiG-17. The B-29 is just an overall impressive aircraft. Each blade of its propellers is as long as a person. The MiG-17, on the other hand, was one of the most unique aircraft out of all the other planes there. The only two planes that used their afterburner were the MiG and the F35, but between the two, the MiG takes first place in my book. Here is a video of the MiG-17 during its flight: [MiG-17 Flight at Oshkosh](#).

It was a very nice change of pace from the F35 since it wasn't 110 decibels the entire time. The F35 was undoubtedly the star of Airventure this year and the Air Force made it very clear that was their goal. If my memory is right, they flew every day in the evening. The best part of the F35's show was definitely the high-speed pass. When it would come by for its pass, everything would be silent, since it would be flying close to the speed of sound, but then as it tears through the air past you, it shakes you to your core. None of the other planes were able to give the same feeling as the F35 did.

If you are able to experience it in person, you should make sure that it is at the top of your list of priorities because no video or description can even hope to replicate what the F-35 is like in person. By the end of my time in Oshkosh, I started to realize that there was absolutely no way that I was going to get through even half of the things going on. I am absolutely going back to Oshkosh next year if I can, and I highly recommend that anyone with any interest should go too.