

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

VMC IMC CLUB: March 7, 2023

Chapter Meeting : March 16, 2023

UPCOMING EAA WEBINARS

A Matter of Trust (WINGS)	Mar 1, 7:00pm
Airframe Parachutes and Canopy Concerns (WINGS)	Mar 8, 7:00pm
The Curtiss Jenny	Mar 14, 7:00pm
Advanced Skew-T Concepts (WINGS)	Mar 15 7:00pm
EAA Learn To Fly Week- Hosting A Chapter Flying Start Event	Mar 16 7:00pm
EAA Chapters Insurance And Risk Management	Mar 21 7:00pm
Caution: Helicopter Wake Turbulence! (WINGS)	Mar 22 7:00 pm
Airborne Medical Emergencies : How To Act as the PIC	Mar 29 7:00pm
Ethics of a Misdiagnosis (WINGS)	Apr 5 7:00pm
The History of Steve Wittman	Apr 11 7:00pm
The Nine Principles of Light Airplane Flying (WINGS)	Apr 12, 7:00pm

Register for upcoming webinars at:

www.eaa.org/ea/news-and-publications/ea-webinars

VMC/ IMC Club questions of the month

Come discuss the answers to these questions at this month's VMC/IMC club Tuesday March 7 6:30pm at Stellar Aviation.

VMC: What is a Special VFR (SVFR) clearance, and under what conditions can a pilot get one?

IMC: We all know that for IFR flight, the pitot-static system must have been checked within the preceding 24 months. When we set the altimeter on the ground before departure, what accuracy must be observed?

Flying With Mr. Frasca

I started flight instruction when I was 12. I had a paper route and could only afford one lesson a month. It was in Cessna 152s at Frasca Field in Urbana. I was lucky enough to have an instructor that was willing to take on a 12 year old knowing I wouldn't be eligible to even solo for 4 years at that time.

I logged about 8 hours with him over the course of 9 or 10 months, although I skipped one month because I decided to spend my flying money on a T-34 ride , with aviation legend Rudy Frasca. The flight was usually 20-30 mins but Mr. Frasca recognized that I earned the money for this flight, and when my parents took me to airport , he asked them "how long can I keep him?" They probably told him permanently if you want, but based on the next couple hours I assume they said it was at his discretion.

I was a fan of all aspects of aviation. I was genuinely interested in all 3 , the airlines, GA, but at that time I was really into military aviation especially Vietnam and current (1990). I was a cadet in Civil Air Patrol at Chanute AFB and had a few military orientation flights, all in UH-1 Hueys (doors open!) but this was my first fixed wing "military" flying.



(photo By Bob Fromm)

He got me buckled in to the back seat and slid my canopy closed, and he strapped in up front and we set out for , what turned out to be Atwood IL airport which is long gone now.



(photo by Bob Fromm)

Along the way we rendezvoused with a Bucker Jungmann BU-131 which was a German designed basic trainer biplane. This one was in Spanish Air Force colors so I'm assuming it was a contract build by CASA instead of Bucker Jungmann, or could've even been a kit replica. It wasn't a full fledged dog fight but we did follow him through some turns and climbs and descents.

We went on to Atwood and landed. The field is gone to the ages now, even Abandoned and Little-Known Airfields website doesn't mention it. It might have been an RLA, but if memory serves it did have a couple aircraft shelters with several airplanes parked underneath.

There we met up with a bunch of his flying buddies. I can't even remember if we walked or drove but we ended up at a little diner/cafe downtown. Mr Frasca made sure I had a big slice of cherry pie and a Coca Cola and we talked flying for an hour or so. I was probably 40 years younger than the next youngest guy

there so there was some serious aviation history and experience at the table. I felt pretty important , and I just flew on leg in a T-34 and had another to go! Not a bad Sunday..

We went back to the airport and strapped in. I was a pro this time , I figured out the restraints on my own. I can't remember the exact words he used but he asked me something along the lines of do I get sick easily. I knew where this was heading and I was ready for it.

We taxied down to the end and he briefed me on our departure. We'd take off , tight turns in the pattern and then a "high speed" pass and climb out. We took off and he yanked it to the left ,and entered the pattern, and then base and final and leveled off with enough distance from the runway to build some speed .. we came screaming by and waved our wings at the flying pals below as they waved back and then before I knew it we were nose up climbing like I didn't know a military Bonanza could do. He yanked it over again to turn on course and we leveled off .

He checked on me on the intercom. It was pretty hard to answer through the grin. It seemed like about a 5 minute flight back to his namesake field and just like that it was over. I knew then that this was going to be one of those flights that I'd always remember. You don't get to fly with a Rudy Frasca every day.



IF I CANT BE AT OSHKOSH

The current METAR is 00/M01 OVC006.. translated cold and cloudy.. almost the farthest time of the year from that week in July, so I guess the best we can do right now is imagine right? I've mentioned before one of my favorite parts (although really, what would be my least favorite part?) of going to AirVenture is walking through the camping and GA areas. Seeing the groupings of similar types. Seeing the unique paint schemes, or long out of production factory paint schemes on particular types, the unique modifications.

Last month I discussed the Forward Air Control aircraft, this month I thought I'd share some of my favorite GA airplanes I've encountered walking the south 40.

This Comanche catches my eye every year. Immaculately polished aluminum, even the cylinders are reflective enough to brush your teeth by....





Who is not a sucker for polished aluminum? I know I am, and it looks just fine on a Cessna 150.



This Cessna 172 was the first off the production line, and is still flying. Equally as interesting, it is our neighbor being based at UIN (Quincy).



I thought this Cessna 120 was interesting. Piper Cub yellow, and the tail number font is that of what was used on the standard Piper Cub paint scheme as well. I also noticed the black stripes on top of the

wing. This reminds me of a tactic TWA used on the wings of their fleet. They would paint a black strip about midway down the wing perpendicular to the leading edge. It was used for ice detection as the black made it easier to see leading edge and ice atop the wing than the bare aluminum.



What's your favorite flavor of Staggerwing?



You never know who you'll run into at OSH. Well I sorta figured It'd happen but still how many thousands of people and I'd bump into Buffalo Joe in the GA area? Buffalo Joe McBryan is the owner of Buffalo Airways out of Yellowknife NWT. The airline operates cargo runs to remote locations in the North and polar region, as well as firebombing operations. They operate DC-3s, C-46s, Lockheed Electras (the 4 engine turboprop Electra), CL-215s, Beech King Airs and I believe they just took delivery of a 737. They were the focus of a reality TV show called Ice Pilots NWT.



They arrived at the warbirds section and later repositioned over to the camping near some of the amphibians and other larger GA aircraft. Many fans of the show greeted them

The year of this photo they were at OSH with a C-47 they rescued from being derelict in Montreal. It operated in D-Day and Joe's son Mikey with the help of his Youtube channel Plane Savers and an army of Buffalo mechanics and volunteers took a very down and out DC-3 and brought it back to flying condition.





Having just landed, Joe and the the Buffalo crew deplaned and immediately started talking flying with anyone who was there. I probably stood there for an hour listening to Buffalo Joe talk about how this DC-3 handled, flying in the Canadian North, and hangar locker room type stories.



ALF, full name Alien Life Form was my Thursday nights in the 80s, and he was nice enough to pose for a pic before departing OSH to head back to Melnak.



It was star studded, first it was Buffalo Joe, and then I met another television star, he was strapped in and ready to go in his Aeronca Champ...



Looking down Interstate 195, its neat to see the big round engines of the Cessna 195s all lined up



and speaking of American, in the homebuilt section, this RV-8? (I think the 2 seat tandem is the 8 correct me if I'm wrong) the old lightning bolt classic AA paint..



Speaking of paint, there are a lot of classic factory (or stock for the car guys) paint schemes ..this Mooney in a dark green, popular in the 60s and 70s and early 80s and similarly colored Cessna 150



and how about this Cessna 170. It kind of reminds me of American Airlines' current tail



and a green Cardinal



and a cardinal tailed Cardinal camping out with a Twin Comanche



Chris, Jim, John, this 172 looks like a fleetmate of the Cardinal



The tapered wings and tail, and slight dihedral of the horizontal stabs of the Globe Swift...what a classic..



You want tundra tires?



The Varga Kachina. When I was a CAP cadet this was a major type in the fleet. It was a great search and rescue aircraft due to having a “bubble canopy” almost. It was also used as a glider towplane.



always neat to see an Antonov AN-2



even a King Air



And the GA heavies... This Albatross is a stunner



and even an Air America Helio Courier



and the smaller Grumman Mallard

