



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 : June 20, 2023

VMC IMC CLUB

EAA AIRVENTURE 2023: July 24-30, 2023

UPCOMING EAA WEBINARS

The Thorpe T-18	Jun 13, 7:00pm
Tips For Flying Into EAA AirVenture 2023	Jun 14 7:00pm
How To Celebrate International Aerobatics Day	Jun 20, 7:00pm
EAA AirVenture 2023 Features and Attractions	Jun 21, 7:00pm
International Aerobatics Day :What's It All About?	Jun 22, 7:00pm
Ultralight/Homebuilt Rotocraft Arrival Procedures AirVenture 2023	Jun 28, 7:00pm
FAA -Here To Help	Jul 5, 7:00pm
916iS- The New Rotax Engine	Jul 11, 7:00pm
How To Ground An Airplane (WINGS)	Jul 12 , 7:00pm

Register for upcoming webinars at:

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

GO SOMEWHERE

by Eric Fromm

There's always something to gain from pattern work. The "that wasn't too bad" , the "why did I float so much" . How about the "pew, I was a little slow and high on that one" , "Bang... well it still feels like it's rolling straight" , of course there's the occasional greaser, and of course the "I'm going around one more time, I'm not ending on that one" .

Pattern work always improves our skills, and is very important and useful, but there's also a whole sectional chart waiting to be explored! There's an exercise in nearly every skill set of flying on a cross country flight. Flight planning, pilotage, dead reckoning, NAVAID usage, ATC communications, are just some of the skills you can sharpen, and as a reward, many places you fly to you can reward yourself with the \$200 hamburger.. (corrected for inflation).

I have always enjoyed the preflight planning of a cross country flight. Getting the E6b and plotter out and then running numbers on performance charts. It's still amazing and above my paygrade to understand how someone came up with charts that will allow me to add a power setting, cruise altitude and outside air temp and they magically tell me how the airplane is going to perform, and when you actually fly it and see those numbers were pretty close....

We're lucky here in the SPI area that we have many airports within economical range of which many have restaurants on field or a courtesy car you can use to go to town. You can pretty much choose your range, 1 hour leg, 2 hour leg, etc and have someplace interesting to go.

This is not an all inclusive list of every airport nearby, but a few that I've enjoyed flying to for

various reasons be it, a place to practice skill, or to take passenger for lunch. I'm sure many of you also have a favorite as well, send them to me and I will add a continuation in future newsletters.

Oddly enough one of the most interesting airports we have nearby doesn't have many amenities, but does have a "feature" that can challenge your landing skills. Here I am opening this with "take a break from pattern work" but promoting doing some pattern work at this airport.

K06 Beardstown's (K06) runway 18/36 has relatively dense trees on either side of the runway. On the east side there are two clumps of trees that extend almost the length of the runway with the exception of a several hundred foot opening abeam mid runway. Opposite of that opening is the clump of trees on the west side that is just larger in size than the opening on the east side. If you have wind from the East you can get some gusts through the open area which challenge your crosswind skills. Likewise if you have a decent wind from the west you're likely going to make some centerline corrections as you're going through the area protected by the trees to the west.



(approaching RWY 36 Beardstown, notice the trees on either side)

UIN Beardstown is just north of a direct route from SPI to UIN (Quincy) and makes a fun diversion if you're flying that route. Quincy as you probably know is an airport with large runways, instrument approaches, and a restaurant on field. It's easy to park at the FBO and go in and grab a bite. If you've never been there, depending on what you're flying it's in the 45 minutes enroute ballpark and one of the preferred lunch destinations for area pilots. For the instrument pilots, they have the full array of including a hard to find localizer back course.

Quincy provides a relatively scenic flight for you and your passengers considering our normal geography. They'll get a great view of the Illinois river and the barge traffic up and down river. West of the river it gets relatively hilly and lush.

Quincy does have a fair amount of traffic. They do have airline service although it is currently operated by Cessna Caravans so they aren't as much of a traffic consideration as a faster regional jet, but there is also a fair amount of corporate traffic, flight training and GA traffic. UIN is also home to Air USA who operates military fighters and trainers as contract adversaries to the US military so there is the possibility of fast traffic in the pattern.

This provides another interesting reason to fly over to UIN. Air USA has two MiG-29 parts birds on the ramp over there. I can't think of another airport in the Midwest, outside of one I'll mention later with an asterisk (because it's not technically on field) that you're going to see a pair of MiG-29s!

1H8 If you'd rather fly east, about 45 minutes to an hour flight time, on a 115* heading will take you to Casey (1H8). I first flew into Casey on my instrument cross country, ALN-EVV-1H8-ALN. I wasn't sure why my instructor chose Casey, here we are flying in to airports that have robust instrument

approaches, this was still in the days of mostly radio NAVAIDs, Casey only had an RNAV if I remember right. But he said, "we'll stop there for lunch". So after a couple of approaches at Evansville we popped through a really cool build of small cumulus clouds and headed north. We landed at Casey after an RNAV approach and called the restaurant because though not on field, they at the time picked you up and took you to the restaurant. It was a neat place called Richard's Farm. I flew over there with a friend a year or two ago, and we took the airport crew car this time. I'm not sure if they still do the shuttle as well. I know this is a popular stop for a lot of pilots though so if you've yet to go over there try it out.

TIP Heading east out of SPI but further north this time is Rantoul (TIP). Rantoul is about equal distance as Casey or Quincy, 45 minutes to an hour depending on the speed of what you're flying. TIP was really fun to go into a few years ago when the Chanute AFB museum was still in operation. You could simply walk out of the FBO over to the museum hangars. Last I knew there was still a crew car there to go into town. The time we used it we went to a local pizza place in Rantoul but there might be a hidden gem restaurant over there as well.

Flying into TIP is neat to me because I spent time at Chanute AFB as a CAP cadet. All runways were closed when it was an active Air Force Base. There was talk in the late 1980s of base closure and discussions were made to make use of the large hangars and potential runway rehabs. United Airlines was mentioned as a possible tenant to operate a maintenance base from what would become the former Air Force Base. That never came to fruition but eventually several runways were repaved and it became a civil airport.

Chanute was never a "flying" base outside

of flight training during WW1 and 2 but they did host and his dog an hour of getting food in town so they transient military aircraft through the early 1970s. The current runways were built into the former runways so the old pavement outside of the current runways is still there and you can get a glimpse as to the size and layout of the runways when it was still an active base.

ALN St. Louis Regional/ Bethalto (ALN) is another airport that offers large runways and numerous approaches. Unfortunately the restaurant on field is no longer in operation. It was in my opinion the best place to fly for a meal. It was in the terminal under the tower and you taxied up to the main ramp, parked and walked right in. The restaurant served people on the automobile side as much or more than the air side and was usually pretty busy every time I flew in there. They had outdoor rampside seating which was awesome to sit and watch the traffic while you ate. Hopefully something goes in there again soon and it can again become an awesome food stop for aviators (and drivers) .



(the rampside outdoor seating area at ALN)

One time Parris and I flew down there and ordered a very large pizza. We couldn't finish it. We flew back to Jacksonville and walked into the terminal. There was a transient Cessna 182 pilot and his dog taking a pit stop. We ended up giving him the pizza we couldn't finish and hopefully saved he

could finish their journey to wherever they were continuing on to.



(the lobby of the restaurant at ALN)

We set up a couple fly-outs to ALN over the years, one of which we had about 10 airplanes show up from various airports. We had a line up of a couple Cherokees, a Stinson, a Cessna 175, a Diamond DA-20, a Grumman Tiger and we filled a room at the restaurant.

MTO Mattoon is probably known by most as being a place to go for a meal. The restaurant is right in the terminal and like Alton , you just taxi right up and walk in. If you've never flown over to MTO, it's about 45 minutes enroute. Once you see I-57 you'd better start your descent.

This is another good airport to plan a fly out. There is adequate ramp space . We did a morning fly-out there one year and had 6 or 7 airplanes out and had plenty of room in the restaurant for everyone.

STL There was a time when I would've never thought about flying a GA airplane into St. Louis Lambert. At least not during normal operating hours. STL was one of the busiest airline hubs in the country and I'm sure they would've loved me bringing my 90kt



(holding short of 30R for a departing MD-80)
 approach speed gumming up their constant
 staggered parallel approaches on the big runways.



(the iconic Minoru Tamasaki designed main terminal at STL off the wing)

Now days traffic at STL is much different and there are plenty of opportunities to fly in to STL. There are still several banks of traffic when it's a little busier, Southwest has a fair amount of arrivals in the early evening, but traffic is relatively light these days and nothing compared to what it was in the TWA days and years following as an American hub.

You can park at Signature on the north side of the field, they do have transportation to the terminal, but there isn't much in the way of food so it's more of touch and go destination, but it is pretty cool flying into an airport of that size in a GA

aircraft.

C15 Heading north this time to the Chicago area, a field I've never flown into but spent some time at and was really impressed with everything about it. It's still far enough south you can stay under and out of the ORD class B. It has a restaurant on field that has outdoor seating with the CTAF being broadcast over speakers so the patrons can listen to the traffic.

Clow Field is in Bollingbrook IL, and is a busy GA field. The west side of the field is an airpark in that there are residential homes with hangars. The public side features the restaurant and FBO as well as a museum. There is a lot of traffic to watch while you're on the ground. I was amazed with the number of families with kids coming out to get a burger and watch airplanes! I sat there for a couple hours and there was almost non stop take off and landing action.

C16 Just South of TIP, and north of CMI, in Urbana is the legendary Frasca Field. Home of Frasca Simulators whose campus is on field, Frasca was where I started flying. It's a small little GA field just like they're supposed to be. Rows of T hangars, a little building that houses the FBO. Its another within about 45 to an hour of SPI and another historic airport code to add to your log book.

CPS Back to the St.Louis area, St.Louis Downtown Parks airport is another historic airport within an hour-ish of SPI. This airport is home to the St.Louis Air and Space museum which features some neat artifacts of St.Louis area aviation, including an F-4 (built in St.Louis) cockpit, and a Lockheed Jetstar once owned by Howard Hughes, of which, last time I was there, the museum staff would open and allow you to go inside and see the cabin and cockpit.

The museum itself is housed in one of the few remaining Curtiss-Wright hangars that were built in the 1920s across America. The DC-3 that was at the museum was restored to airworthy and is now based, I believe in Terre Haute IN.

Flying into and out of CPS you of course need to fly the river along downtown under the STL class B, right by the Arch and downtown.

USAF MUSEUM I have never flown to the USAF Museum myself, however I've probably been there 10 times in as many years. This is easily one of the best museums, never mind aviation museums that exist. If you have never been there, no matter the mode of transportation , GO! It is subdivided in hangars by era beginning with "The Early Years" . You'll see everything from Octave Chanute's gliders, to Wright designs and replica Wright Flyer, to all of the WW1 champions, from the training Jenny to the Sopwith Camel, Spads, Fokker Tri Plane, and some really interesting large bombers that don't have quite the notoriety of the aforementioned fighters. Hangar 1 leads you to Hangar 2 that takes you into the WW2 era.

The collection in this hangar is unbelievable, most memorable to me is the B-25 on an aircraft carrier mock up, with a statue of Jimmy Doolittle preparing his men for their impossible mission. You'll see the B-24, the newly restored and amazing Memphis Belle, meticulously brought back to her WW2 appearance. The research that went in to ensuring the smallest markings were correct, machining of parts that were unavailable to make it look exactly as it did.

You'll see Spitfires, Zeros, FW-190, ME-109 and of course the USAF signature P-51s, P-38s, P-47s, and lesser knowns like the USAF version of the Navy Dauntless, Catalina, C-47 and troop carrier glider, the very rare ME-262 jet, the Komet, and



(Bockscar with Fatman bomb)

The Korean War Gallery brings us into the jet age with all of the great first generation fighters, the mighty B-36, a huge C-124, F-86s and MiG-15s.. All of the Century fighters represent the mid 50s , including the F-106 that landed on its own after the pilot ejected after an emergency.

This also takes you into the Vietnam era, which is probably my favorite of the entire museum.



(F-111, B-57 in front of the mighty B-52)

The B-52 serves as a gateway into the collection. So much Southeast Asia camo, F-4s, F-105s, F-111, A-7 and all of the other firepower of the era, the Close Air Support O-1, O-2, and OV-10,

A-1D , A B-57, RF-101.

The Cold War Gallery features everything from the 60s to the present, F-15, F-16, A-10, B-1, B-2, and some foreign equipment like the MiG-23, MiG-29, RAF Tornado, but the one that turns me back into a giddy child every time I see it, the SR-71 resides in this hangar. I get a little stupid every time I see it.



(the USAF Museum offers featured cockpit tours, we missed the SR-71 by a day! ARGH)

The final hangar is combined Research and Development and Presidential. It is an unmatched collection of X planes, the X-1, X-15, XB-70 and many others, some very radical designs are represented here, oh and there's an A-12, which is very very very closely related to the SR-71, so I again embarrass those I'm with.

Air Force Ones from Truman's C-54 to Eisenhower's Connie , and the Kennedy C-137 that took him to and from Dallas in 1963, and displays the area that Johnson was sworn in on board. That aircraft was actually used until the Reagan and maybe Clinton era. The Air Force Ones' are open to walk through and see how the cabin amenities improved over the years.

If you haven't run out of energy, there are many Wright Bros attractions around Dayton as well. Just up the road from the USAFM, the Wright Bros Memorial features a small museum and Wright Flyer

simulator. Further up the road but within 5 or 10 mins of the museum is Huffman Prairie which is the field the Wrights used for flight testing when developing the 'Flyer. It features sheds and buildings as well as the catapults and apparatus they used to launch their gliders. Their bicycle shop down town is also open as a museum.

You cannot fly to the museum , however there are several nearby civil airports that are available where you can have a rental car delivered. Dayton International (DAY) as well as Xenia/Greene County (I19) are both within minutes of the Museum and Wright attractions.

Those are just a few examples of relatively nearby places to stretch the landing gear. I know there are many more. If you have a favorite place to fly send me a review and hopefully they can become a continuous feature of the newsletters to follow.

