



February 2021

Hangar Triptych
Photo by Arnie Quast

GALTtraffic

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A note from the Editor: While doing some newsletter list maintenance this past year, I happened upon a name I recognized from my high school days, Paul Cicci. The last time we had seen each other was in 1974 when he and I and stood up to a mutual friend's wedding. I sent an email asking if he might be the person I recalled. Paul responded with, "Yes I am!" and we have been able to resume our friendship!



In 1980, Paul was a **Technical Instructor** for the **Department of Aviation Technology at Purdue University**. The Confederate Air Force (now Commemorative Air Force) contacted the University, offering student A&P mechanics the chance to work on their museum aircraft. His wife had family near Harlingen International Airport, so Paul applied to work with the CAF.

Today, Paul resides in Texas, but also has family in the McHenry area. In years past, he occasionally flew at Galt and even attended a chapter meeting or two. I'm happy to introduce you to Paul Cicci by way of a recollection he recently wrote for the **Warbird News**...

Working With The CAF

Story and photos by Paul Cicci. Used with permission.

It's hard to believe 40 years have passed since I worked for the *Commemorative Air Force* during the summer of 1980. I had packed up my family and we spent the summer in Brownsville, Texas with members of my wife's family. I commuted to the CAF headquarters at the Harlingen International Airport, otherwise known as Rebel Field. The CAF had a small museum, a large WWII era hangar for aircraft maintenance, and two smaller hangars for storage of aircraft and parts. Back shops and store rooms were packed with donated WWII fighter and bomber parts and assemblies. It was as close to a



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WW2 air base as one could expect to see in 1980.

When I arrived at Rebel Field, I was assigned to work on the B-29 bomber *FIFI*. This aircraft was going through a heavy maintenance check and engine



change-out. I thought this would be an excellent chance to photograph maintenance on *FIFI*. During breaks and lunch, I would wander the base photographing planes, parts, and people. Some of the maintenance personnel were retired US Air Force while others were younger A&P mechanics learning the business of maintaining WWII aircraft from personnel that worked on these very aircraft in the service.

Many of the aircraft located at Rebel Field were loaned out to Hollywood movie studios for movie work or were accepted as payment after a movie was completed. The B-29 *FIFI* had just returned from filming the made for TV production *Enola Gay* starring Patrick Duffy. The B-29 had been painted to replicate the actual *Enola Gay* and had the paint job removed before returning to Rebel Field. Though the words *Enola Gay* were removed from the nose, you could still see where it had been painted. The TBM Avenger was used in the opening scenes of *Close Encounters of the Third Kind*.

Several of our aircraft came from filming the *Battle of Britain*. The Casa 352L (Ju 52/3m) had just been flown from England when it appeared at Rebel Field.

The T-6 "Zero" aircraft came from the movie *Tora! Tora! Tora!*

NBC TV's weekly show *Real People* sent Byron Allen to film a segment on the Tuskegee Airmen. The CAF



TBM Avengers



T-6 "Zero"

brought their B-17 *Texas Raiders* down from the Gulf Coast Wing as well as a visiting PBV Catalina for the segment. Byron got the ride of a

lifetime in the CAF SBD Dauntless dive bomber. I got the ride of my lifetime flying in the B-17 *Texas Raiders* while in formation with the PBV Catalina, a Tora T-6 "Zero," and Byron Allen in the SBD-5 Dauntless dive bomber.

After *FIFI* returned to Rebel Field, she was put through a thorough engine run inspection before going into the hangar for maintenance. A large crew of people started working on the bomber as we prepared number 2 engine for removal. The massive Wright R-3350-57 engine was going to be replaced with an engine that was overhauled and still in its



B-17 Texas Raiders with the nose gunner's view above left.

original, pressurized can. While inspecting *FIFI* some corrosion was found under the vertical fin and it was decided to remove the rudder and fin to treat the corrosion. Corrosion was a concern since the aircraft were based so close to the Gulf of Mexico.

When we weren't working on *FIFI* we often found ourselves assigned to work on other aircraft, performing pre-flights and replacing parts. One major restoration that was underway was the Martin B-26C *Carolyn*. Another aircraft undergoing major restoration was the P-51D *Gunfighter*.

Towards the end of the summer of 1980, a hurricane

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formed and moved across the Gulf of Mexico heading close to southern Texas. Hurricane *Allen* would go on record as being the fifth strongest hurricane ever recorded, and we would go on record as the most active CAF base ever, I'm sure! As instructed, we had to pre-flight all aircraft so flight crews could be gathered to get them out of south Texas. It was an "All hands on deck!" endeavor to pre-flight so many aircraft and then figure out how to stack the remaining aircraft in the hangars. The activity on the flight line could only be compared to what must have gone on during WWII to get aircraft ready for a mission. One exciting thing for me was being told to sit in the right seat of the P-82 Twin Mustang during the engine run-up.

After the P-82 and all other aircraft were evacuated, we had to move every piece of ground support equipment inside the hangars. *FIFI* was not flown away, but was kept inside the big hangar. This hangar was build during WWII and was designed to withstand



P-82 Twin Mustang



View of the PB4Y Catalina in formation with the B-17 Texas Raiders

hurricane force winds. When *FIFI* was placed in the hangar, smaller aircraft were placed under her wings like a mother bird protecting her young.

After we did all we could, we punched out and left Rebel Field and Harlingen. I got my family safely home. With me were rolls of film and memories of working with the greatest people you can imagine. We were bound together in our dedication to preserve our aviation heritage as testimony to the "Greatest Generation" who built, maintained and flew the best aircraft of WWII. ✈️



copyright paul cicci

Coming up:



Arnie Quast with Neil Bowden of EAA Chapter 322 at AirVenture

East Meets West!

During AirVenture, many of us have enjoyed the camaraderie of our next-door neighbors in Camp Scholler, members of **EAA Chapter 322** from **Johannesburg, South Africa**. At February's joint virtual gathering, we'll have an opportunity to learn what recreational flying is like halfway around the world! Join us as we meet the pilots, see their airplanes, and learn about the places they enjoy flying to. In return, we'll be sharing what's happening among our own Galt Airport community and introduce some of our local pilot population to EAA Chapter 322.

To join, open your **ZOOM** app and type in this Meeting ID: **871 2476 6375** • The Passcode will be: **322&932**

Free • Jointly Hosted by EAA Chapters 932 and 322 on **ZOOM**

February 13 • 10:00AM (chat opens at 9:30)



Considerations for Checklist Design

With over 40 years experience in airplane flight dynamics, aeronautical engineer Brian Lee of EAA 441, in Kent, WA will present *Considerations for Checklist Design*. Checklists were invented specifically for aviation applications and are critical to safe operations. Brian will discuss the history of checklists, important elements of their design and use, and give some detailed examples. As homebuilders, we are the manufacturer of the airplanes we fly, so it is incumbent on us to ensure that they are operated safely. Every time.

See next month's Galt Traffic or watch our website [Events page](#) for Zoom access

March 13 • 10:00AM



Jessy Panzer - Aerobatic Pilot

Employed as a corporate pilot for most of her career, Jessy actively pursued her passion for aerobatics and began flying in competitions in 2000. In 2012 she made the U.S. Advanced Aerobatic Team and is a certified air racer in the Sport Class at Reno, flying a Glasair III.

Join us for a chat with Jessy and get a first-hand account of her experiences flying at AirVenture, competing with the U.S. Advanced Aerobatic Team and flying her Pitts Special biplane.

See next month's Galt Traffic or watch our website [Events page](#) for Zoom access

April 10 • 10:00AM

Ask the CFI:

This month's question:

What is the correct pattern altitude I should use when approaching an airport for landing?

Answer:

The answer to this question is whatever is published in the **Chart Supplement** for any given airport, unless there is no specific traffic pattern altitude (TPA) established for that airport. Contrary to popular belief, *there is no standard 1,000 foot above ground level (AGL) pattern altitude* that applies to all airports or all aircraft.

Some confusion may have arisen from the FAA advisory circular AC 90-66B dated February 2019 in which the FAA recommended that "airplanes observe a 1,000 foot above ground level (AGL) traffic pattern altitude." However, this document also acknowledges that airport owners and operators, in conjunction with the FAA, are responsible for establishing the traffic pattern at any given airport. The AC encourages airport owners and operators to adopt the recommendations contained in the AC, but there is no rule that forces airports to update their traffic patterns.

Pilots should be familiar with 14 CFR §91.103 - Preflight Action, which requires pilots in command to become familiar with all available information concerning the flight before they fly. AC 90-66B reminds pilots to check appropriate publications, such as the Chart Supplement, where they will find information about traffic pattern altitudes for their intended destination airports.

A brief search of the Chart Supplement reveals that most airports (including Class D airports) do not actually specify any TPA, and when they do, they are generally not TPAs that align with the FAA's recommended 1,000 feet AGL. Pilots flying out of Galt should know that the 10C published traffic pattern altitude is 800 feet AGL. But did you know that Brookfield Capitol Drive (02C), Schaumburg Regional (06C) and Grayslake/Campbell (C81) are all other local airports with 800 foot AGL traffic patterns, Bolingbrook's Clow International (1C5) has a TPA of 830 feet AGL and the TPA at Harvard/Dacy (0C0) is only 600 feet AGL.

When there is no published TPA for an airport is when

the FAA's recommendations on pattern altitudes should be followed. According to the AC, light aircraft should use 1,000 feet AGL, heavy and turbine-powered aircraft should fly the pattern at 500 feet above the established traffic pattern altitude, and ultralights should operate no higher than 500 feet below the powered aircraft TPA.

If you use the flight planning tool *ForeFlight*, you might have noticed that for some airports there is a designation of "est." after the pattern altitude value and an arrow symbol you can click on for a drop down list. This means there is no published TPA and the list shows the various altitudes for different types of aircraft estimated by using the field elevation and applying the FAA's recommendations.

There is one other situation when it is appropriate to fly at a different altitude in the pattern and that is when you are performing an IFR circling approach. Many airports have instrument approaches to only one runway or an approach that is not aligned with any runway. For example, the only instrument approach procedure to Galt is the RNAV (GPS)-B which is straight in for runway 27, but if the winds favor landing on runway 09 aircraft must "circle" the airport to get there. It is necessary for the circling altitude to be lower than the usual TPA, and in some cases it varies for different categories of aircraft. At Galt, the circling altitude is 1,480 feet MSL (605 feet AGL) for all aircraft categories. VFR traffic will most likely never see anyone do this except for instrument training flights.

One last recommendation from AC 90-66B which applies at all airports. Once you have identified the correct TPA for your destination airport remember that this altitude *must be established before entering the traffic pattern* and maintained until you are at least abeam the approach end of the landing runway. 🛩️

Beth Rehm, CFI

JB Aviation Flight Training



FLYWITHJB.COM

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Airport Business Hours

8AM to 5PM

Monday thru Sunday

*Staying warm
around the bonfire
during the
Cabin Fever event.*

Congratulations!



*Congratulations to Jason Bigelow!
He passed his Private Pilot
checkride on December 9th 2020!
Pictured with Designated Pilot
Examiner, Gail Lapook*



*Congratulations Lou
Gaddy! He flew his
first solo flight on
January 13th 2021!
Pictured with his flight
instructor, Adam
Forgette (left).*



Off the Top of My Head

Cogitations from the Editor

Secluded with a Flight Sim

Except for the glowing instruments, it was very black inside the massive flight simulator meant to represent the cockpit of a T-something. It was 1969, and the monster with its primitive computer took up most of a room in the Aviation Building at Lewis College. My roommate, George, was a student in the aviation school. I was just an undeclared sophomore. While I sat inside the machine, George stood in front of the control console staring at the switches and dials, scratching his head.

Without benefit of supervision, we managed to fire up the donated, surplus beast and take turns testing our non-existent skills. How hard could this be? Takeoff was easy. But while attempting to land, I found myself roaring along inverted (*cool!*) at what the instruments indicated was apparently 200 feet BGL. Ok, so I may have been a bit over confident.

When the state eliminated its college grant program, I left Lewis to begin a dazzling career as a commercial artist, drawing stick figures for gum balls. (Hey, those things don't draw themselves.) Without me there to provide a drag on its potential, Lewis College grew into Lewis University.

George eventually became an honest-to-goodness A&P mechanic, landing what turned out to be a *temporary* job with Priester Aviation at Palwaukee Airport. During his first week in the maintenance hangar, He hung a hot work light under the uncowed engine of a Cessna and proceeded to remove a fuel fitting. George was more stunned than seared. However, the extra-crispy power plant and a sooty smudge on the hangar's ceiling marked

the end of George's brief career in aviation.

Meanwhile, at the University of Illinois, two more capable roommates wrote a computer program for their Apple II, calling it A2FS1 Flight Simulator. Bruce Artwick, a computer graphics guy, and marketing student and pilot, Stu Moment, formed a company

named SubLogic to sell their computer games. Using their creation, a person could fly a single, simulated aircraft over a 5-square-mile grid of primitive wire-frame graphics. It was *awesome!*

By 1984, they had ported it to the more affordable Commodore 64. By then, the program had gained color graphics and more scenery, and even had a

dogfight game built into it. I bought my first computer specifically to run Flight Simulator II. Kraft, a familiar name in the world of radio-control airplanes, used their three-access gimbal controllers to make computer joysticks. Things were getting real!

It was soon possible to buy 6 additional scenery disks which covered the Western USA. At the time, Computer Gaming World noted that the disks should really be referred to as "airport disks more than scenery disks, as the airports are there but the scenery is sparse." Nevertheless, user's imaginations filled in what was lacking.

Microsoft came knocking at SubLogic's door in the early 1980s to get them to build an IBM version of the



Not me, not George and, as far as I know, not Lewis College.



Ooooo...Sears Tower!

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flight simulator. With the power of 16-bits and more available memory, shaded graphics, a better looking instrument panel, and tower and chase plane views became possible.

In 1995, **X-Plane** first sprang from the amazing mind of Austin Meyers. His company, Laminar Research, continues to improve their sim. It receives kudos for having superior flight characteristics due to its use of *blade element theory* to compute the forces, moments and parts of aircraft in real time. (No I don't understand what that is, but it sure sounds cool!)

As always, hardware and software keep leap-frogging each other. The ability to run the latest version of the MS Flight Simulator becomes the primary reason for serious simmers to upgrade their computers. I was never able to justify the cost of the hardware needed to get the images to run smoothly, so it always surprises me when the view

out a real airplane window doesn't stutter.

Their previous version had aged 14 years before Microsoft released a completely reworked flight sim in 2020. From what I have read, it has astonishing realistic graphics. It may require more computing power than exists at all of NASA, but it does give my laptop something to aspire to.

This pandemic year of self-quarantines may have put a cork in my actual flight time, but there are still some bright spots. I can fly a simulated C172 equipped with a GNS 430 in my 2006 version of MS Flight Sim X that links to ForeFlight and is capable of making my iPad believe it's in a real airplane. While that may not help much with pattern work, it's great for keeping navigation skills fresh. Sure, the software is outdated, but at least it can recognize that -200 feet AGL is a hard stop.

Good sim! 🛩️

Odds & Ends Stuff you run across while looking for something else...

On YouTube:

In 2016 Boeing had its 100th birthday. To celebrate, the company put together this **Boeing Centennial Projection Spectacular**. It was shown on giant outdoor screens to employees and their families. The first part is boring historical stuff set to pretty music. Spectacular doesn't really show up until the 5:40 mark in the video. **Then it gets downright AWESOME!** (During the 2016 video, Boeing states that there are 2,400 737's in the air at any one moment. I can't help but wonder how that has changed during this pandemic year?) [CLICK](#)



Idea for an airport car?

On YouTube:

How do you ferry short-range Boeing 717-200 aircraft to Hawaii? (Spoiler alert: auxiliary fuel tanks...duh.) Get a tour of the interior of the plane - by a guy with loud shoes - to see how they set things up. **Ok, but now I wanna know how they get the seats to the islands?** [CLICK](#)



Sign at an FBO (from Facebook)

On YouTube:

Two guys build a pair of *giant-scale*, radio controlled P-38s. Then they race them on a course set up over a golf course. Features some amazing air-to-air views. **You may even find yourself cheering at the photo finish!** [CLICK](#)

From CNet, for geeks:

Visit the **Riga Aviation Museum** in Latvia to see some cold war Soviet hardware. [CLICK](#)

The President's Page

Arnie Quast, President, EAA Chapter 932



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Greetings Chapter Members,

I hope that everyone is doing well as we head into 2021. Unfortunately the Covid-19 crisis is still in our midst, but hopefully things will be better as the vaccine gets distributed. Our chapter is doing well as we continue to navigate the times.

We kicked off the year with a bold idea for a chapter gathering. At a board meeting, someone suggested, "Let's do an outdoor movie and bonfire!" My initial thought to this was, "Seriously? In January?" But as



the idea sank in I thought, "Why not?" Some of the best events often arise from fresh ideas. We called our gathering, *Cabin Fever*. Chapter member Stephanie McClelland coordinated with an assist from Brian Spiro, Justin Cleland, and Rebekah Busse. Mother nature provided a clear and calm night for what was a well attended and fun event. A big *Thank You!* to all who helped make *Cabin Fever* a hit!

Coming up in February: "East Meets West"

Here in the United States there's a range of experiences available to us in general aviation. However, there are unique opportunities and challenges to private pilots in other parts of the world too. With that thought in mind, we've planned a joint virtual gathering with our friends at **EAA Chapter 322** in *Johannesburg, South Africa*. Anyone who has spent any time with us in Camp Scholler during AirVenture knows that our chapter has formed a special bond with the members of EAA Chapter 322 over the years. During this month's Zoom visit, we'll have an opportunity to share stories about our chapters, the aircraft we fly, and learn what flying is like in other parts of the world. So, [CLICK](#) to join us for a special *East Meets West* get-together on **February 13 at 10AM**.

Future Events

For the near future, EAA932 will continue to hold virtual gatherings. We have more planned through May. Please go to our website's *Events* page or [for more information](#). By the summer months, we are hopeful that the pandemic will start to subside and we can return to more regular chapter activities at the airport. Unfortunately, due to the advanced planning necessary, we have had to cancel **Barnstormer Day** for this year. We hope to host several smaller events such as pancake breakfasts, flyouts, and other outdoor social activities around the airport.

We cautiously look toward the day when we can safely resume **Young**

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Eagles flights. In the meantime, we are exploring some new program materials being made available to Young Eagles through EAA headquarters. I would encourage all of our YE Volunteers to make sure that you are up to date on your Youth Protection Training so when we are able to resume Young Eagles flights, you'll be ready to fly!

Recognizing Chapter Members

Each year, EAA Headquarters in Oshkosh sends us certificates to recognize the hard work of the individuals who have stepped up to help our chapter. Typically, we would present these at our *Annual Chapter Social* at the Rusty Nail. This year however, I'll be connecting with each recipient individually to present them with their certificate and offer the chapter's appreciation. There are two particular recognition pieces that I want to highlight here. The first is our **Chapter's MVP Award**. This is awarded to an individual in the chapter that goes above and beyond to help the chapter run throughout the year. I am pleased to announce that this award goes to **Paul Sedlacek**. Paul has served as



our Chapter Secretary for the past six years. He has worked tirelessly to support the chapter in countless ways and has helped me immeasurably in my role of Chapter

President. Paul can be found at just about every chapter event. He has helped coordinate many of them, and has been the major force behind the scenes planning our large annual event, *Barnstormer Day*. Paul has done an outstanding job for us, and I look forward to his continued participation in the chapter. Thank you, Paul, for a job very well done!

We have another recognition to offer that comes home grown from within our chapter. The **David Carlson Achievement Award** was established by the chapter in 2020 and is being awarded for the first time this year. As many of you know, David served as our *Membership Chair*. He received his PPL at Galt Airport and participated in many of our chapter events. David worked hard to make our chapter a better organization. When he lost his battle with cancer late last year, we created a perpetual plaque in his memory that will be

permanently displayed on the wall at the Galt FBO. This award goes to chapter members at large who go above and beyond to support the chapter, true to EAA's *Spirit of Aviation*. I am pleased to announce that **Eric and Beth Rehm** are the first recipients of this annual award. Eric and Beth were very influential in David coming to Galt Airport to do his flight training. They supported him throughout his flight training journey, and also provided help and comfort to him as he fought his battle with



cancer. Thank you to Eric and Beth for all of your support and for all you have done for the chapter!

Chapter Membership Renewal

As we start the new year, many chapter members will find that their membership is due for renewal. Our new *Director of Membership* is Kurt Guillian. Kurt has been reconciling our membership roster as we start the new year. Membership renewals are on a rolling schedule throughout the year, based on the month that you originally joined the chapter. For longtime EAA 932 members, your base month is usually in January. We value your continued support and membership in the chapter. Annual dues are \$25.00 for an individual, and \$35.00 for a family. Please take a moment to renew your membership as it comes due during the year. Renewal is easy and can be accomplished here: [CLICK](#) or by sending a check by mail to:

EAA Chapter 932
5112 Greenwood Rd
Wonder Lake, IL 60097

If you happen to be at the airport you can even drop off a check into our chapter mailbox which is located right next to the soda machine in the FBO. Again, thanks for your help and support!

As we move into a new month, I hope that everyone is staying healthy and safe. 2021 can only get better, so have a great month! I look forward to seeing everyone at our upcoming chapter events!

Arnie

"Cabin Fever" event recap

Drive-in Movie Night and Bonfire enjoyed by participants at Galt in January 28

It was a cold evening, but you would hardly notice. While standing by the bonfire talking with other EAA members about their projects, I kinda just got lost in good conversations with friends! When it was time for the movie the family piled into the car for our featured movie, *Planes: Fire and Rescue*. The kids brought plenty of snacks and the family time was great! Plus, as promised, there were no mosquitoes!

Stephanie McClelland



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EAA Chapter 932 is a local chapter of the **Experimental Aircraft Association (EAA)** based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208)

EAA (www.eaa.org) is an international organization of members with a wide range of aviation interests, including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our website for more information about the chapter and events and activities at www.eaa932.org or on Facebook at www.facebook.com/pages/galt-airport-young-eagles/116543021696619