



We may be staying home but...

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It came as no surprise when the email arrived from EAA President, Jack Pelton, announcing the cancellation of **AirVenture 2020** due to the Covid-19 pandemic. The work of countless volunteers is needed in the months prior to the actual event, so calling off this year's AirVenture is understandable. No one wants experimental aviation's premier event to become an unintended health risk. As Jack stated: *"As with any good flight plan, you don't take unnecessary risks."*

Speaking of planning, that's just what EAA Chapter 932's Board has been busy doing. You should have received an email from Chapter Secretary, Paul Sedlacek, detailing plans for our May 9th Gathering.

We've decided to go *virtual* for our next gathering. Grab some donut holes and your favorite morning beverage next Saturday morning and join your fellow chapter members online.

Kaylin Hart will be interviewing **Bushcat Tom** about his recent obsession. Daniela and Jeremy Knoll will be joining as well to discuss the origins of Aerosport LLC.

You might want to check out Bushcat Tom's YouTube channel ahead of time to see what's unfolding right now at Galt:

<https://www.youtube.com/watch?v=IvnQi-Z5fL8>

Time and Date:

10 AM, Saturday, May 9

Please log in with your full name about 10 minutes early.

Members: look for the email from Paul for full details on downloading the free Zoom app, and finding the link to the meeting, the necessary Meeting ID and password. If you can't locate it, please email paul@eaa932.org



The newsletter of
EAA Chapter 932



We'll see you on Zoom!

The President's Page

Arnie Quast, President, EAA Chapter 932



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Hello EAA 932 Chapter Members,

I hope everyone is healthy as we continue our second month of the stay-at-home order here in Illinois. This has been a very tough time for everyone.

A lot has emerged in our thinking about how to handle our chapter gatherings. Some good suggestions came from our headquarters in Oshkosh about how chapters can host virtual gatherings. EAA chapters around the country are slowly starting to embrace this form of getting together as we live through this pandemic. I am sure many of you have already used various ways of attending on-line meetings such as *Zoom*, *Go to Meeting* and *Skype* to name a few.

Recently, we held a virtual board meeting to brainstorm ideas of how Chapter 932 can virtually gather. A few of us were able to observe as EAA Chapter 91 near Kansas City, MO held a virtual gathering. Chapter President Mike Dooley did a great job facilitating a guest speaker using *Go to Meeting*. Following the presentation, chapter members were able to ask questions and catch up with each other in an online chat.

After sitting in on this online gathering, we decided that we will try a virtual gathering of our own. This gathering will take place on **Saturday May 9th at 10 am**. Our own *Kaylin Hart* will do an interactive interview with a gentleman known as *Bushcat Tom*. Tom is currently building a Bushcat at Galt Airport under the supervision of chapter members Jeremy and Daniela Knoll. He is quite animated, and we expect some good fun hearing his story. Details on how to join the gathering will be emailed to all prior to May 9th. I hope that we can have a great virtual turnout!

Another project we hope to get started on in the coming months is the improvement of the wide garage space that JB Aviation has generously donated to the chapter. The building is located on the left as you come down the drive to the Galt FBO. In addition to storage, we plan to convert this space to more functional use, including a workshop where we can undertake projects. Once the stay at home order lifts, we will start cleaning out the garage in preparation for the improvements. We will be looking for some volunteers to help out with this project, so if you or anybody you know is handy in carpentry or electrical work, we could use your time and talents.

Last month, I mentioned that our chapter has migrated the membership roster to EAA's Chapter Roster program. One of the features of the new roster program is that it can include a picture of each member. This would help us get to know everyone and put names to faces, especially for newer members. If you have a picture that you would like us to add to your membership profile, please email it to membership@eaa932.org.

As we ease into May, I hope that everyone continues to stay healthy as we work through this together. Hopefully, the news will become more positive in the coming weeks.

Until then, we'll see you at our virtual gatherings!

Arnie

History of a Hotspot

The life and times of a traveling VOR

by Jerry Thomas, Editor

This past March, EAA Chapter 932 was pleased to host Aaron Barclay, an Air Traffic Controller from Chicago TRACON (see the April, 2020 issue of Galt Traffic). During his presentation, Aaron described what controllers refer to as *hotspots*, airspace where there tends to be a larger concentration of aircraft. Such areas often coincide with navigational fixes or virtual “intersections” in the sky. One of the busier intersections is in close proximity to the **Northbrook VOR/DME** (*Very High Frequency Omni-directional Range/Distance Measuring Equipment*), now an older ground-based navigation aid for aircraft. It appears on charts with the identifier OBK.

While VORs across the country are being decommissioned due to the use of newer GPS technology, the Northbrook VOR is here to stay. The FAA has announced it's intention of maintaining a backbone of VOR transmitters across the country as a backup navigation system. OBK's location has been deemed *essential* for supporting aircraft operations into, out of, and above the Class B airspace around Chicago.

It is a piece of equipment that has been at some interesting locations during its *multiple* lifetimes.

Half Day Airfield/Chicagoland Airport

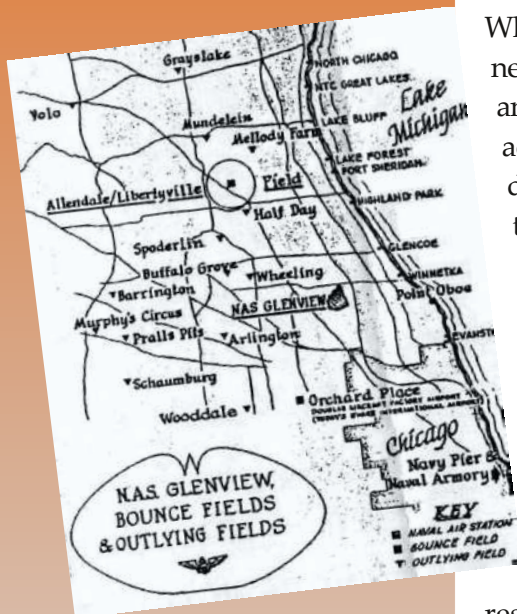
As suburbs sprouted up around Chicago, so did many airports. Originally, the **Northbrook VORTAC** (*Very High Frequency Omni-directional Range/TACTical Air Navigation*) was originally positioned on the grounds of what was originally **Half Day Airfield**, just outside of the town of Half Day, a small unincorporated town, named in honor of a respected indian chief by the name of Aptakisic, who's name roughly translates into *Center of the Sky* or *Half Day*. The town existed at the intersection of Rt. 21 (Milwaukee Ave.) and Rt. 45 (Olde Half Day Road). It has since been absorbed by the villages of Vernon Hills and Lincolnshire.

During WWII, the all-sod **Half Day Airfield** was licensed to the Navy as one of its 15 Outlying Fields (OLF) that supported flight training operations at NAS Glenview. However, in March of 1945, the Navy transferred its operations further up Milwaukee Ave. to **Libertyville/Allendale Airfield OLF**, which had four concrete runways. One of those runways sported a wooden carrier deck laid over it with a catapult and arresting gear for practicing carrier take-offs and landings.

In 1946, with the Navy no longer leasing **Half Day Field**, an attempt was made to reopen it under the name **Chicagoland Airport**. However, the Navy expressed

concerns about potential air traffic conflicts with its nearby Libertyville OLF site. Despite the objections, the Airport Commission allowed Chicagoland Airport to open later that same year.

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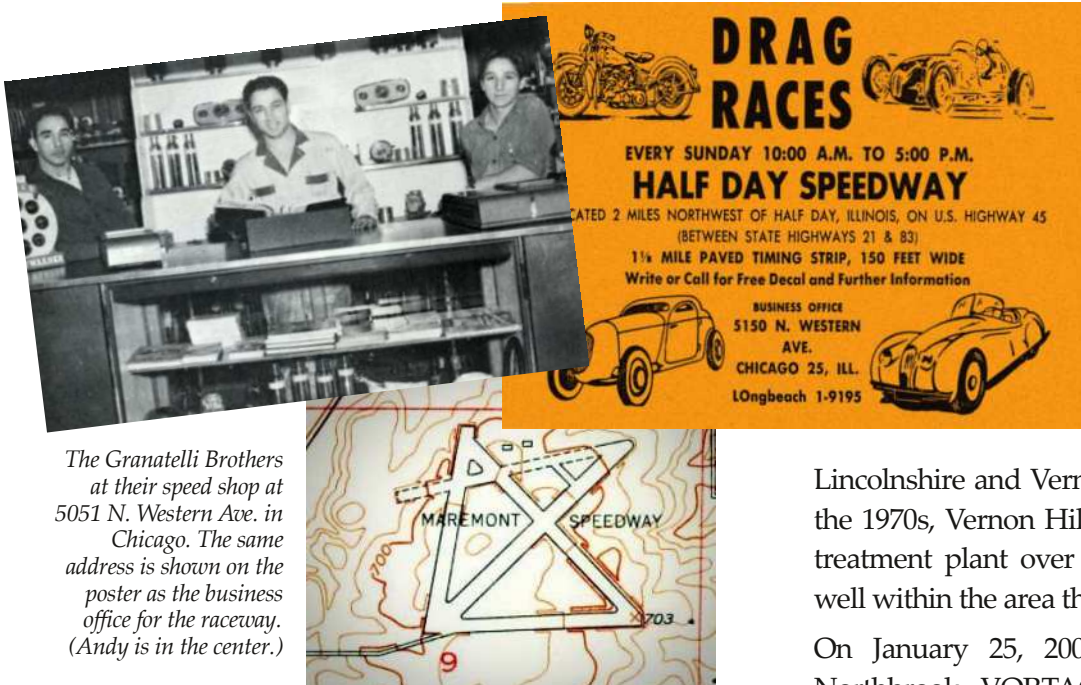
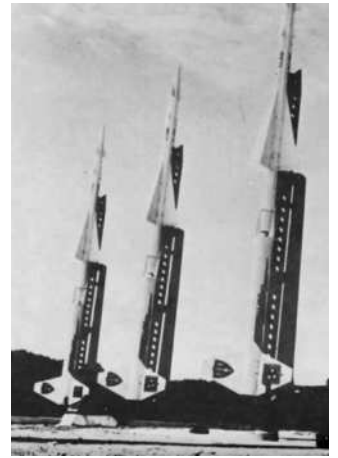
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By the early 1960s, Chicagoland was a busy general aviation airport with a paved 3,300' runway and two grass runways and sported a brand new VORTAC at the intersection of runways 4 and 36.

Meanwhile, at Milwaukee Ave. and Palatine Rd., another airport was experiencing significant growth. In 1953, George Priester purchased **Pal-Waukee Airport** (Now Chicago Executive) and begun development that included four paved runways, lighting, hangars and a control tower. In 1961, the FAA established a VOR approach to Runway 16 using the Northbrook VORTAC at Chicagoland.

Development interests ultimately doomed Chicagoland Airport, and it was turned into an industrial park in the late 1970s. But the VOR remained...for a time.

site, effectively closing the field to aircraft. Within 10 years, the threat of Russian bombers overrunning us by way of the Great Lakes morphed into the fear of intercontinental missiles, which made the Nike batteries obsolete and they were deactivated in 1963. Though the runways remained, the former Libertyville NOLF was labeled as an abandoned airport on sectionals, becoming yet another attractive target for annexation to adjoining municipalities.



The Granatelli Brothers at their speed shop at 5051 N. Western Ave. in Chicago. The same address is shown on the poster as the business office for the raceway. (Andy is in the center.)

Airfield, Speedway, and Missile Base

The Navy had abandoned its Libertyville OLF site by the early 1950s. A hot rod enthusiast named Andy, one of Chicago's Granatelli brothers, had the idea of using one of the concrete runways as a dragstrip. You may remember Andy Granatelli, as the Indy 500 icon and supercharged promotor of *Scientifically Treated Petroleum*, more widely known as STP. For two racing seasons, 1952-53, Libertyville Airfield was called **Maremont Speedway**, (after the underwriter, Arnold Maremont). Many people simply referred to it as **Half Day Speedway**.

In 1954, the Army established two Nike surface-to-air missile batteries, identified as **C-92** and **C-94**, at the northeastern and northwestern corners of the

Due to development at the former Chicagoland site, the Northbrook VORTAC had been moved to the center of the Libertyville Airfield/Nike site.

In 1994, the FAA warned that it was necessary for 104 acres of the 164 acre site to remain vacant so buildings wouldn't again interfere with the aircraft radio navigation beacon. Despite that, the villages of Libertyville,

Lincolnshire and Vernon Hills coveted the vacant land. In the 1970s, Vernon Hills already had established a sewage treatment plant over the northeast NIKE missile battery, well within the area the FAA said needed to be protected.

On January 25, 2001, the FAA decommissioned the Northbrook VORTAC. The TACan portion, used by military aircraft, was eliminated. In addition to updating



Abandoned Libertyville Airfield in 1994. Sewage treatment facility was built over the northeast Nike batteries.

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the equipment, the site was again moved, this time 851 feet to the south of its previous location and onto a raised laticework grid that served to eliminate interference from nearby buildings and provide a ground plane for the antenna. The move necessitated the realignment of five federal airways, one of the reasons that ATC considers the area a hotspot. Concurrent with the decommissioning of the old site, the new site was recommissioned as the Northbrook VOR/DME, still showing up on charts with the identifier OBK.

Vernon Hills Athletic Complex

Among the baseball diamonds and football fields of the Vernon Hills Athletic Complex, you can easily spot the current incarnation of the Northbrook VOR/DME, fenced in, with warnings posted that it's a Federal Government facility.

After three moves, one mystery remains: Why was it given the name "Northbrook" VOR since it has nothing to do with Northbrook?



*An aerial view of the current location of the Northbrook VOR/DME on what is now the Vernon Hills Athletic Complex.
No trace of the former Libertyville Airfield remains.*





The Empty Skys

by Arnie Quast

Like many of you, my family has been complying with the state mandated stay-at-home order to combat the Covid-19 pandemic. Work, social, and family life has changed for all of us across the U.S. and around the world. Times have definitely become challenging for lots of people, including myself, who make their living in the airline industry.



A well-equipped A-320 Captain

January began a promising 2020, after a profitable and upbeat 2019 for those who fly for a living. It was a great start to a fresh new year. Pilot hiring was moving at a brisk pace, and enthusiasm

for a career as an airline pilot had returned.

However, by February the news headlines conveyed warnings of a contagious new virus in China. Word of the virus caught my attention, but I honestly thought it was likely to be just a regional health concern that would not have much consequence to anyone in the USA. Unfortunately, as weeks passed, the news of Covid-19 popping up in cities around the world became predominant.

In early March, I had a layover in downtown Seattle and got my first real look at the seriousness of the issue. City streets were near empty due to the large number of cases in the area. Newscasts were filled with stories of Covid-19 outbreaks across the

country. Cities and states were issuing stay-at-home orders in attempts to curb the rapid spread of the virus.

By mid-March, I began to see dramatic changes as I flew to destinations around the country. The number of passengers on my flights dwindled to single-digit numbers. Signs of near-empty flights were apparent even before I arrived at Chicago-O'Hare. Traffic on the drive to work was unusually light. Our normally full employee parking lot had an unusual number of empty parking spaces.

There are now airline representatives at the employee bus-staging area who take our temperatures before we board to go to the terminal. If one's temperature is 100 degrees or higher, the person has to wait 10 minutes and have their temperature retaken. If it is still at or above 100 degrees, the employee is sent home.

On the ride to the terminal, the scene out the window reveals all types of aircraft parked on tarmacs, taxiways, and even inactive runways. Getting off the bus and walking into our operations area reveals an eerily quiet room. There would normally be dozens of crews doing flight planning and international crews could be observed preparing flights for the airline's

more lucrative routes to Europe and Asia. Service to all of these places has virtually stopped. Beyond our operations area, the corridors, elevators, and concourses that lead to the gates are mostly empty. Few people are traveling.

Aboard the aircraft, the cockpit and cabin are now deep-cleaned prior to each
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Empty C Concourse at O'Hare

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departure. Crews are provided with masks, sanitizing wipes, and rubber gloves. The boarding process takes less than 10 minutes as opposed to the usual 30 to 40 minutes needed to board a fully booked flight.

We are often now able to leave the gate several minutes ahead of schedule. Taxiing from the gate, I find the bustling aircraft traffic and non-stop chatter on the O'Hare ground control frequency now calm and intermittent. Where there are usually two ground control frequencies at O'Hare – one for outbound traffic, and the other for inbound, there is only one for the entire airport. Once we are underway, the airplane even feels different. On takeoff, due to the light load, the airplane leaps off the group and climbs amazingly quick. We now often fly at the highest capable altitudes of the aircraft. On approach and landing the controls feel really light, and we are capable of stopping in a lot less runway length. The flight envelope is completely different than that of the heavily loaded airplanes we are used to flying.

The changes in air travel are eye-opening. Airports across the country are conspicuously empty. The TSA security checkpoints are sparsely manned. Getting through security has become a non-event. Very few concessions are open in airport terminals. Layover hotels are mostly occupied by a few airline crewmembers and a handful of other transitory occupants. There are no signs of business people, convention goers, tourists, or families. Surrounding businesses and restaurants are mostly closed. Ordering take out or utilizing Grub-Hub and Uber Eats is the new way of eating out on a layover. I've



Vacant TSA area at Dallas-Fort Worth

found that bringing food items from home is more convenient and economical.

The situation we are experiencing is definitely another notch to carve in my 30 years of airline flying.

Aside from the 911 terrorist attacks, this pandemic will likely go down as the most significant occurrence of my career.

It is hard to say what the future has in store for us. The



Crews walking through the empty terminal at Dallas-Ft. Worth

world has been placed on a pause and the pandemic shows little sign of easing. Many of my flights have been cancelled, so I've been able to stay safely at home with my family. I remind myself that I have no control over this, and that things will sort out in time, but I cannot help feeling anxious about how the next few months will unfold.

On March 27, the federal government passed the Corona Virus Aid Relief and Economic Security (CARES) Act. This law provides much needed stimulus funds to keep the airline industry afloat while we navigate the pandemic. The CARES package will provide relief through September 30th of this year. Beyond that, there is no telling what will happen with our nation's airlines if the situation does not improve. The best one can do is keep a positive attitude and stay healthy while the nation's leaders, healthcare providers and researchers work tirelessly to provide solutions.

In a number of months, I will write another article, offering my own perspective on how things are progressing. I have to trust that things will eventually be sorted out and life will move on. Until then, the often-heard recommendation is to "prepare for the worst, and hope for the best."

So, let's all think of our glasses as half-full and hope for the best! 🍷

Arnie is an Airbus A-320 Captain for United Airlines based at Chicago-O'Hare International Airport.



Aviation Quote of the Month

**"...I discovered that the CFI's most useful teaching tool
was the paper napkin."**

*This month's quote by Barry Shiff was spotted in
"Ode to an Airport Grill", pg. 20, AOPA Pilot, May, 2020*

Send your favorite aviation quote to editor@eaa932.org.

Galt Traffic is published monthly on www.eaa932.org and also electronically distributed in PDF format to approximately 800 readers. To be added to the distribution list, please contact editor@eaa932.org.

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

Off the Top of My Head

Cogitations from the Editor

Meanwhile...

Let me say at the outset that our family is very fortunate. To date, no one we know has contracted the Covid-19 virus. Marie and I are retired, in good health, and in a house is paid for. No jobs to worry about, no major bills to fret over and no need to become instant teachers

My son and his wife are successfully juggling their essential jobs along with the new requirement of home schooling their three kids, despite the fact that our daughter-in-law is a respiratory therapist working on the front lines of the pandemic at one of our suburban hospitals. *Bless you, Leanne!*

In our own household, the need to stay-at-home has had some interesting consequences. Chores that have been marinating for years have finally been completed.

I added a light to a utility closet so we don't have to find a flashlight before we open the door.

We took everything out of our garden shed and threw half of it away. This is the first time in memory that there are several empty shelves in there. Since it was empty, I added lighting in there, too!

I devised a self-inflicted haircut for myself using two mirrors and the dog clippers. Ok, some hair was sacrificed before I figured out my right from my left, but the job got done. Now Rocko is avoiding me. The dog still has some dignity.

A long-brewing source of irritation, our so-called 12-cup coffeemaker and I finally had it out. When the dust cleared, I had recalibrated it with a Sharpie. It turns out that it only makes eight, 8oz. cups, but just four of the mug I like to use! Ha! I knew I wasn't the one that was crazy!

In Denver, our daughter and her family are juggling

the current situation in other ways. Schooling two young daughters while both parents attempt to work from home, presents a whole new range of challenges.



One recent morning, Katie called to ask us to do some remote grandparenting so she could take part in an important conference call. My wife and 6-year-old Greta spent half an hour Facetiming on tablets, with grandpa occasionally poking his nose in.

On Saturday, April 18th, the Air Force Academy in Colorado Springs held its graduation ceremony. The Thunderbirds traditionally perform a formation flyover as the graduates toss their hats into the air. This year, the Thunderbirds also planned to fly

over a number of hospitals in communities along the eastern foothills of the Rockies in a salute to health care workers, Denver included. A map of the anticipated flight path and appearance times was available to the media.

Folks in Denver had already been cooped up for



6-year-old Greta and 4-year-old Tillie watch the for the Thunderbirds

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over a month, so residents were happy for a reason to head outside. My daughter and son-in-law, accompanied by our two granddaughters, stood on



their front lawn, waving to neighbors and enjoying a lot of socially-distant catching up, while searching the skies for a sign of the Thunderbirds.

Back in Cary, hoping to see some of the flyover on my computer, I somehow latched onto a live video feed

(no audio) from a Denver traffic copter. Heavy downslope fog could be seen all over the front range communities, delaying the flight. Just as our kiddos were tiring, afraid they'd missed the show, the cameraman spotted the flight blasting out of the fog over Golden, heading for Denver. I found myself excitedly doing play-by-play via text. The Thunderbirds suddenly appeared over the trees and roared directly over the house. Everyone was thrilled, including me!

I tried to take credit for adjusting the flightpath, but 4-year-olds are much smarter these days.

Be safe. Be well. Be kind. 🍃



Planes on Posts

John Kinyon, one of our friends from EAA Chapter 790 at Lake in the Hills (3CK) passed along this photo of a C150 that sits atop the roof of the Final Approach restaurant in Milwaukee. <http://finalapproachmilwaukee.com>

John describes it as "more or less on short final for Rwy 7L at Mitchell International Airport (KMKE). He recommends to just add a bit of power and bounce off the roof to get over the fence.



There's a mural facing the parking lot that's sure to scare the brew out of someone who may have quaffed one too many!

Thanks for the contribution, John!



As always, I encourage, implore, beseech, plea, urge, entreat and even crave your **Plane on a Post** submissions.

So, help already! Take a quick pic of the next one you see and email it to:

editor@eaa932.org