



October 2020

# GALTtraffic

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## "Soooo, I bought an airplane..."

### How a forlorn airframe found a new home

This airplane story began some twelve years ago. Back then, a C150 became someone's eager project. But as often happens, priorities changed and the project languished. Years passed, the tires slowly sank into the earth and the faded Cessna slowly became part of the airport scenery. Eventually, the derelict C150 was dismantled and safely packed into a corner of Galt's maintenance hangar, a project for slow periods.

The maintenance shop's reputation for good work at fair prices kept them very busy during the intervening years. Managing an active slate of customers, keeping track of a growing parts inventory and employee



schedules ultimately led to JB Aviation's hiring of an Aircraft Maintenance Administrator. Her name is Stephanie McClellan and she's a student pilot.

Shortly after Stephanie's arrival, she spotted the sad-looking fuselage surrounded by boxes filled with assorted parts, its wings leaning against the hangar wall. She pictured herself rebuilding it. Then, she imagined herself flying it. Eventually, Stephanie's persistent

questions convinced them to sell it to her - lock, stock and boxes.

With help, Stephanie hauled the pieces (at that point there was little that resembled an actual airplane) to a hangar just across the taxiway from the maintenance shop. A short time later, progress reports and photos began appearing on Stephanie's Facebook page. This is where Stephanie's airplane story begins...

*Continued on next page...*

**March 19, 2020***Photos and story by Stephanie Stark McClellan*

Soooo...I bought an airplane! It's in a thousand pieces, so it's a bit more like a puzzle right now than an airplane, but I love it and am very excited to begin the process of restoration and reassembly of **Project 150!** I have a great support team around me to help and I definitely couldn't do it without everyone's help! I feel very fortunate to have this opportunity and I can't wait to see the end result, but better still, the road to get there and all that I'm going to learn about my airplane along the way!

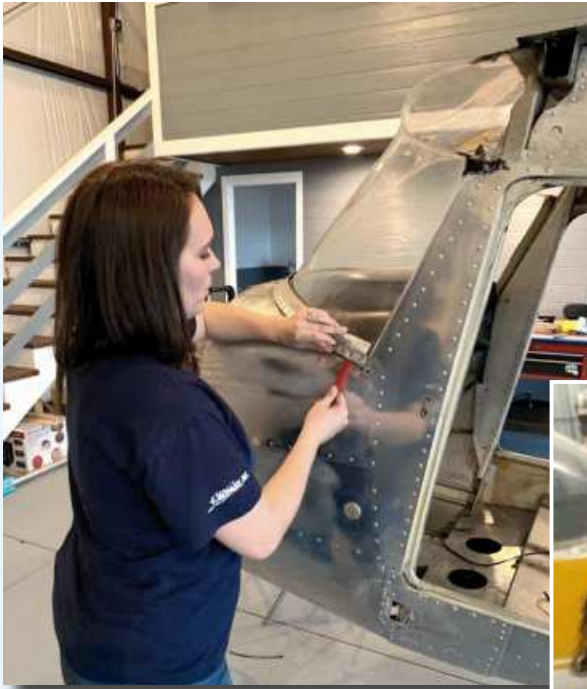
**April 6, 2020***Ta-dahhhh!*

Engine mount, nose strut and landing gear painted and back on!!

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## April 7, 2020

Another great night of progress on **Project 150**! Troy Schlote taught us how to drill out rivets. I removed the windshield and Patrick removed the back one, then he polished a small section just for fun! Exciting stuff!

Can't wait to see the whole thing *SHINY*!



## June 20, 2020

**Project 150** is moving along nicely! Replaced the nose wheel bearings, got a new tube for the tire and reassembled the nose wheel, serviced the front nose strut, cleaned and painted all my rudder pedal stuff, rebuilt both of my master cylinders, and cleaned up all the pulleys and cables for my flight controls.

Travis climbed inside the tail and cleaned that out nicely, and then we installed my rudder pedals in the airplane!

*Wow! That's exciting stuff!!*



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## August 8, 2020

One wing done, ah ah ahhhh.....*finally!*



*The finished project, complete with pilot Mom, presented in Lego form to Stephanie by her son, Travis.*

## September 14, 2020

So, after a solid week of working everyday after work on the 150 we managed to get a *HUGE* amount of work done! Firewall insulation in, firewall marked, gascolator rebuilt, yokes in, new bushings pressed into the tail feathers, tail feathers on. Ran rudder, trim and elevator cables and rigged and set limits for all.

*You guys it's looking like an airplane now!*



To be continued...







**Oct. 10**

**10:00AM-11:30 AM**

See website for Zoom link

## Up Next...

### Picking Up the Pieces

#### Aviation Accidents Through the Eyes of an Aircraft Recovery Expert

Our October *virtual* gathering will feature Chris Ferraraccio, owner of **AMF Aviation**, an aircraft recovery company in Springfield, TN. His company recovers downed aircraft in safe and professional ways with the goal of not creating further damage. Chris's presentation will consist of photos and practical information about how some aircraft ended up needing his company's TLC instead of, maybe a reliable tie down. He'll also offer up some thoughts on how we can avoid the need for his services.



**Nov. 14**

**10:00AM**

Watch website for more info

### How to Use Your Pilot's Operating Handbook

**Presented by Andy Miller from the AOPA**

Do you know what's in your airplane's pilot's operating handbook (POH)? Do you even have a POH? Maybe you have an owner's manual instead. What's the difference? Andy Miller will discuss why you need a POH, what it contains, how to use it, and what to do if you don't have one.

This will be a *virtual* discussion with Andy on Zoom and is expected to be eligible for WINGS credit. Please check the Events page at [EAA932.org](http://EAA932.org) for updated information.

## Chapter Elections in November

Every two years, two alternating offices in EAA Chapter 932 must be filled by an election. This November, the President and Secretary positions are up for election. In keeping with our chapter's bylaws, nominations for those positions are now open.

The Secretary position would be a great fit for any organized personality looking for a rewarding role on the board.

Also up for election is the office of Chapter President

which may sound intimidating, but you would not be left without capable and dedicated help.

The board works together closely to provide the best experience possible for EAA 932 members. If you would like more information on either position up for election, please feel free to contact any board member (see Contact Info on President's Page). We would be happy to answer your questions, comments, or concerns and hope to welcome some new faces onto the board! 🍷

# Off the Top of My Head

*Cogitations from the Editor*

After adding a new drive to my computer a few weeks ago, I did some long overdue file housekeeping that included a large number of *Galt Traffic* work files. Counting the number of issues I had built since becoming the Editor, I'm amazed to find that this October issue is number 30 for me!

Looking through some of those earlier issues made me think about the ways this newsletter has evolved during that time, both in appearance and content. The current layout is the result of seeing graphic elements elsewhere and appropriating them for use here. (There is precious little in the commercial graphics world that is original.)

Content development for *Galt Traffic* is a different thing; at times challenging, often surprising, and always satisfying. I welcome your input.

Anytime you find something within the realm of general aviation, that readers might like to hear about, let me know! I'm happy to give credit where credit is due.

Way too many things grab my interest, so deadlines play a vital roll in providing focus. Being forced to concentrate on one is what gets the newsletter out. But keeping an eye open to what's going on around me is what tends to generate ideas. For example, being stuck in a snowstorm in Kansas while driving to Denver lead to getting a tour of the local NWS office. That turned into a feature article. Another time, I happened to be at Galt when a cropduster was loading his hopper. Asking questions turned that into another story. I recalled that the Northbrook VOR used to be in a different location. That prompted me to check out it's history. I ended up writing a three page article about it. That's how it goes!

My wife insists that I'm easily entertained and points to the *Planes on Posts* pics as a perfect example.

Thankfully, *you* keep contributing new ones, which means that I'm not alone when it comes to being easily entertained! Even those POP items are evolving. A particular aircraft's history can lead to interesting stories, and many are worth telling.

This month, two new columns are being tested here. Both have potential to become regulars. One of them, titled *Ask the CFI* is an idea that former editor and current JB Aviation CFI, Beth

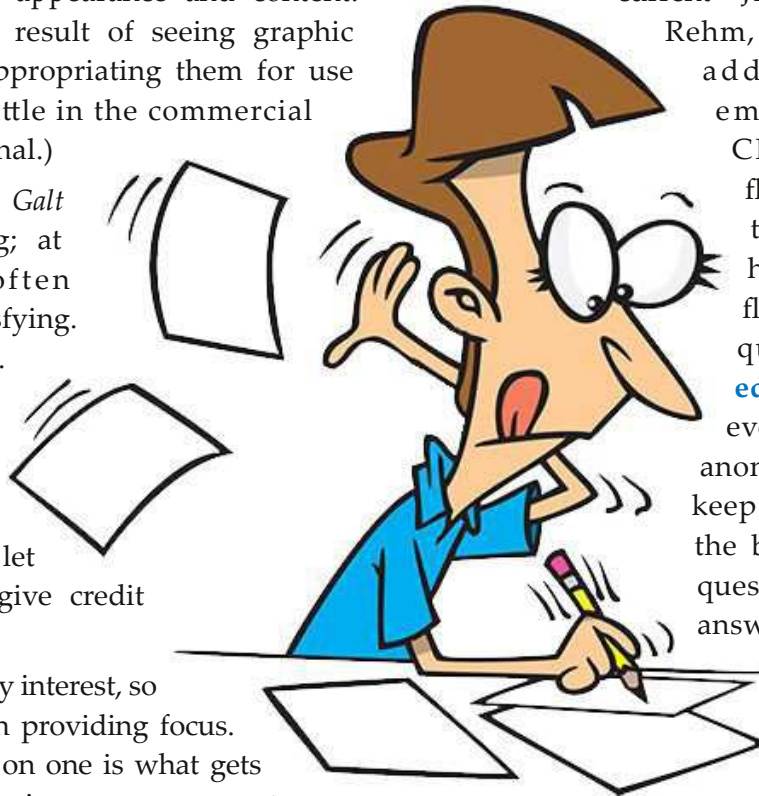
Rehm, suggested. You get to address a question, via email, to one of the local CFI's. It might be about flight training or how they would recommend handling an unusual flight scenario. Send your questions to me at [editor@eaa932.org](mailto:editor@eaa932.org). You can even request to remain anonymous and I promise to keep your name out of it. I got the ball rolling with my own question that you'll find answered in this issue. So read the column and send in your questions!

Every time I stop by the JBA maintenance hangar,

I find something interesting. With

Brian and Justin's help, I'm also trying out a column that I've titled *Out of the Blue*, with the thought that an airplane in the shop obviously can't be out flying *in the blue*. (Hey, I'm an editor, not an aeronautical engineer.) For this first column, Brian described two highly unusual items he and the crew found while doing annual inspections. I'm betting that there are more interesting things we'll learn from the maintenance hangar.

I'm probably entertaining myself too much, but you're welcome to join in. This is *your* chapter newsletter. You've got stories to tell, so let's share 'em! 🖋️





**FLYWITHJB.COM**

## Galt Airport Contact Info

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Greenwood/Wonder Lake

Illinois 60097

### Websites

[galtairport.com](http://galtairport.com)

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### Director of Maintenance

Brian Spiro

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### Office

Rebekah Busse

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### Airport Business Hours

8AM to 5PM

Monday thru Sunday

## Congratulations!



*Congratulations to Mike Kasey!*

*He flew his first solo flight on September 25, 2020.*

*Pictured with flight instructor Adam Forgette.*

*Congratulations also to Ben Keller!*

*He earned his Private Pilot's license on September 13, 2020.*

## Smoke...



*The photo above was taken at Galt Airport by Rebekah Busse on the morning of September 16. The difference in visibility from the photo at the top of the page was caused by smoke from the terrible wildfires in California.*



# Ask the CFI:

## This month's question:

I need to practice flying right-hand patterns. Assuming that I watch for traffic, announce my intention and positions, and do it on a slow airport day, is it permitted to practice right-hand approaches at an airport that has a left-hand pattern? I don't remember seeing a rule that would prohibit it.

Jerry T

## Answer:

Thank you for starting us off with an excellent question, Jerry. As you are already aware, left-hand traffic patterns are more common and it is rare to find an airport with right traffic, which is why we don't get to practice those very often.

Airport owners and operators develop traffic patterns in coordination with the FAA and in some cases obstacles, terrain and noise sensitive areas will dictate right traffic. Right-hand traffic patterns are indicated on the VFR sectional with an **RP** and the applicable runways. If you use *ForeFlight* you will see **Right Traffic** in red font on the Runways tab in the Airport information section. The *Chart Supplement* also indicates when the traffic pattern is to the right and you will see **Rgt Tfc** next to any applicable runways.

Left traffic as the standard pattern is actually specified in 14 CFR 91.126 (b)(1), which states *"each pilot of an airplane must make all turns of that airplane to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right..."* So this tells us that legally we *must* stick with a left turns even on a slow airport day.

If you pay close attention to the wording of the left traffic regulation you will notice that it specifically

refers to "aircraft." Rotorcraft (helicopters) on the other hand are required to "avoid the flow of fixed-wing traffic" when approaching to land at a point other than the runway and may in some circumstances fly a pattern on the opposite side of the runway to the fixed-wing traffic.

If you are wondering why it is necessary for all traffic to flow in the same direction it is required so that we have an orderly and predictable flow of traffic to the runway at uncontrolled airports. Bear in mind that both radio-equipped and non-radio aircraft operate in the same airspace in the vicinity of non-towered airports and the standard pattern helps pilots know where to look for other traffic and avoid potential conflicts.

So how do you get to practice right turns when you are based at an airport such as Galt? Well we have a couple of options. First **Burlington Municipal (KBUU)** is located a mere 18 nautical miles to the north and has right traffic on runway 29 (paved) and runway 19 (grass) so you can always go there to practice. Another option would be to fly to any local class D airport and ask the tower controller to practice right traffic patterns.

**Beth Rehm, CFI**

**JB Aviation Flight Training**

**A note from the Editor:** This column is a space where you can ask a question of the flight instructors (CFIs) at Galt Airport. While most issues are addressed in the Federal Aviation Regulations (FAR) or Aeronautical Information Manual (AIM), there are still many items that fall into the category of technique, custom or simply common practice. It can often be helpful to pose a question to someone with the knowledge and experience to point us in the right direction. We start with the understanding that there are no stupid questions. We don't learn if we don't ask. So, email your questions to [editor@eaa932.org](mailto:editor@eaa932.org). Questions can be posted anonymously if desired.



## Who you gonna call???

### Megan Hart!

EAA's Charlie Becker, has announced that the EAA has named one of our own, Megan Hart, as the primary contact for the Ray Aviation Scholarship Program. Megan started working for the EAA headquarters in Oshkosh last year and has hosted a number of on-line events in addition to writing for Sport Aviation magazine.

In the past two years, our Chapter has sponsored two winners of the Ray Aviation Scholarship. We look forward to building on our success and turning it into an EAA932 tradition.

And now, we know exactly who to contact!



## EAA and United Airlines Join Forces to Encourage and Promote Flying Careers

United Airlines Aviate program has teamed up with the EAA's Young Eagles and Youth Education Programs to welcome and encourage young people to pursue aviation at all levels, offering a variety of activities that build on the strengths of each organization.

This partnership will build on the success of current EAA and United Airlines' programs. EAA and United will also share visibility, web portals, and links that introduce people to all the programs available from each organization.

*"United has been involved with EAA at various levels for some time, such as at our annual EAA AirVenture Oshkosh fly-in, but each organization was seeking a way to create a comprehensive pathway for young people to discover aviation and then learn more about the exciting possibilities for their futures," said Rick Larsen, EAA's vice president of programs, publications, and marketing. "United's Aviate program offers a terrific new opportunity to provide a pathway for those Young Eagles who seek flying careers, especially with United's reach and visibility in the communities it serves throughout the country."*

The EAA will become the Official Youth Aviation Partner of United Airlines. United, in turn, becomes the Official Airline of Young Eagles.

Additional details and opportunities will be shared by both organizations as the joint programming develops. 🛩️

*Galt Traffic* is published monthly on [www.eaa932.org](http://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](mailto: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](http://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](http://www.eaa932.org) or on Facebook at [www.facebook.com/pages/galt-airport-young-eagles/116543021696619](https://www.facebook.com/pages/galt-airport-young-eagles/116543021696619)

# Out of the BLUE

## REVELATIONS AND RUMINATIONS ON MAINTENANCE

### Mystery Metal

A Cessna 210 was brought to the maintenance shop for it's scheduled inspection. The engine had been running fine, but in the course of checking the oil pick up screen, the mechanic spotted something no one wants to see: metal. This wasn't just a metal shaving, which would be bad



*The mysterious piece*

enough news. No, this was a serious chunk of metal. It appeared to be a piece that had surrounded a hole where a bolt might pass through. Was a loose bolt rattling around somewhere?

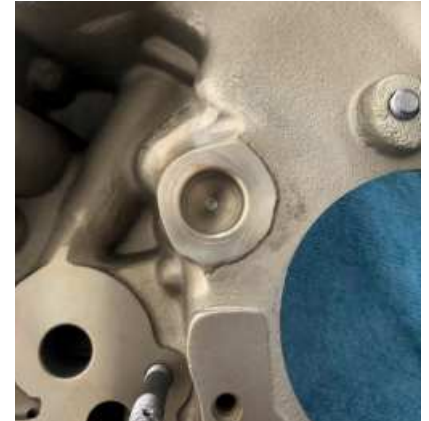
The engine was thoroughly examined. Everyone in the maintenance hangar looked at the piece but were scratching their heads. Finally, a photo of the item was taken and sent to the engine overhaul shop at Poplar Grove Airport. The engine specialist there had seen pieces like this before, usually from engines used in helicopters, and he thought he knew where it had come from. A borescope inspection was used to verify his diagnosis. It did.



*What the borescope saw...*

Inside the rear accessory housing on many Lycoming engines is a stationary shaft that a gear spins on. That gear is part of the assembly that drives the magnetos. The shaft passes from the rear of the engine through the gear and is supported at the other end by a socket in the accessory housing. The metal around that hole had cracked. While not common in airplane engines, it is more often seen in helicopter power plants which see greater loads applied to the shaft because of large cooling fans attached to it.

Ultimately, the crew was able to remove the accessory housing without pulling the engine. The repair involved a bit of specialty welding and the housing was ready to be returned for service. What had started out looking like a very bad day for the airplane's owner, was found to not have caused any problem at all in the engine, and to have been a relatively easy fix. 🛠️



*The repaired housing*

*Thanks to Brian Spiro, Director of Maintenance at JB Aviation for his time, patience and photos.*

### Stowaways!

The maintenance shop recently found an unexpected surprise in the wing of a Cessna 150 in for its annual. When one of the mechanics removed an inspection hatch, he discovered that a large colony of ants had homesteaded a section of the wing. After blowing compressed air and vacuuming out the panel, he thought he had removed the nest and sprayed some general solvent to clean the inside of the wing section.

However, when the shop was opened the next morning, a large pile of ants lay on the shop floor below the still open wing. Apparently, the remaining ants realized that they're home was uninhabitable and decided to bail. A second, even more thorough vacuuming commenced until no more ants could be found.

The C150 is kept on the owner's property with a grass runway. What prompted the ants to climb the tires, and landing gear, up the fuselage and into the wing is unknown. Perhaps it wasn't a colony but a school where they were training to become flying ants. Or, maybe they were hoping for a \$100 french fry!





# The President's Page

*Arnie Quast, President, EAA Chapter 932*

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### *Greetings EAA 932 Chapter Members,*

I hope that everyone in the chapter continues to stay healthy as this crazy year continues!

In September we had high hopes of having a pancake breakfast that would have brought us together at the airport.

Unfortunately, Mother Nature had a different plan that served up some inclement weather instead of delicious pancakes!

There is still a lot of really cool stuff going on around the airport. Many of us have been able to keep flying and working on various projects.

As the warm weather months fade away, the Chapter will continue to host virtual gatherings.

On October 10th, we'll host *Chris Ferraraccio* from *AMF Aviation* in Springfield, TN. Chris is an aircraft recovery expert, and will share with us a story we calling *Picking Up the Pieces – Aircraft Accidents Through the Eyes of an Aircraft Recovery Expert*. Check out our chapter website for more information and click the link to join the meeting on Zoom.

On November 14th, our good friend, *Andy Miller*, from the Aircraft Owners and Pilots Association (AOPA) will again join us, this time virtually, with an interactive presentation on *Pilot Operating Handbooks*. We hope that you can join us.

### **Chapter Elections**

As many of you know, November is a big month for elections around the country and also here at EAA Chapter 932. During our November 14th Gathering, we will elect a President and Secretary. These are two year terms. As you know, I have served as your chapter President for the past four years and Paul Sedlacek has served as our Secretary for six years.

Being the president of our chapter has been very rewarding. I have learned so much about the airport, our chapter membership, other chapters around the world, as well as becoming acquainted with all things EAA, and our excellent leadership at EAA Headquarters in Oshkosh. EAA is an amazing organization, that truly embodies the "Spirit of Aviation." While I am willing to continue serving to the best of my ability, be assured that anyone elected to this office will be mentored, transitioned, and provided the support needed to be successful.

*Continued on next page...*

In the case of the office of Secretary, Paul has indicated his desire to step down from his roll after serving three terms. The work and support that Paul has provided to our chapter has been priceless. The role of secretary is vital in keeping our chapter records organized and up to date. I'm extremely thankful to have an excellent group of officers and board members who provide excellent support. Please reach out to any board member if either of these positions interest you.

### Chapter Building Update

We hope to move forward with improvements to our chapter building. People with talents in the trades, including carpentry, electrical, and HVAC to name just

a few, are asked to volunteer some of their time and talents. Other willing and able bodied members are needed to help with various tasks. Please contact Bill Tobin if you can help us out. Bill can be reached via email at [vp@eaa932.org](mailto:vp@eaa932.org) or by phone at 815.260.1328.

As we move into the fall months, I hope that everyone continues to stay safe and healthy. I look forward to seeing all of you, either around the airport or at one of our upcoming virtual gatherings!

*Fly Safe!*

*Arnie*



## Midwest Volvo Club of America Meets at Galt

*Story and photo by Arnie Quast*

On Saturday September 20th some unique vintage Volvo automobiles gathered at Galt Airport. The Midwest Chapter of the Volvo Club of America (VCOA) chose Galt Airport for their annual meet up. As some of you know, I am the proud owner of a 1966 Volvo 122S which has been in my family since new. My parents passed it onto me many years ago. Not many vintage Volvo's are seen at cruise nights in our area. Vintage Volvo's are a rare breed of automobile.

Approximately twenty cars showed up for the event at Galt. Volvo owners and enthusiasts enjoyed a beautiful day to socialize outdoors and admire the various cars

that attended. Most of the attendees had never been to Galt Airport, and enjoyed watching all of the flying activities that were going on. EAA 932 chapter members Claude Sonday and Gerry Molidor invited visitors and their cars to check out their airplanes, allowing Volvo owners to take pictures of their cars with aircraft in the background. Claude gave an informal tour, and talked about his unique collection of airplanes. Everyone thoroughly enjoyed their day at the airport. The VCOA hopes to return to Galt for a future meet up. Thanks to JB Aviation, Claude Sonday, and our entire airport community for supporting this fun event! 🛩️



# Planes on Posts

## Lockheed F-104

EAA932's Secretary, Paul Sedlacek, sent in these photos of an F-104A on a mounted pole at the USAF museum located at Wright Patterson Air Force Base in Dayton, Ohio.

The **Lockheed F-104 Starfighter** is yet another aircraft from the remarkable mind of Kelly Johnson. In 1951 Johnson spent time interviewing Korean War fighter pilots who wanted a simple, lightweight aircraft that had maximum performance. By 1954, the first experimental version flew (XF-104) and it became a production fighter by 1958, serving as a deterrent to the Chinese MIG-15s and MIG -17s

The Starfighter featured short, very thin wings that were set further back on the fuselage that could only be seen from the cockpit by mirror. The wings provided supersonic performance but required high landing speeds of 180 mph at high power. Ordinance and cross-winds could push landing speeds to over 200 mph. To limit it's landing roll, a 16-foot drag shoot was needed to help its powerful brakes. It was the first production aircraft to achieve sustained Mach 2 flight and to reach 100,000



feet following take off under its own power. In 1958, it held world records for airspeed, altitude and time-to-climb.

Ultimately, the USAF shifted its thinking from combat (fighter-to-fighter) to interceptor (fighter vs. bomber) roles and wanted fighters with longer ranges and heavier payloads. The F-104 was inadequate on both counts, limiting its service life. It was reactivated during the 1961 Berlin Crisis and the Vietnam War.

The International F-104 Society (IFS) website at <https://www.i-f-s.nl/>, shows no fewer than 18 of the aircraft mounted on posts (hoping to get their pictures in *Galt Traffic*, no doubt) and a similar number on display in museums around the country. 🛩️



Send your photos of any **Planes On Posts** to [Editor@EAA932.org](mailto:Editor@EAA932.org).

*You'll be suddenly famous! As if that weren't enough, you'll also receive a special, limited edition EAA932 sticker that you can proudly place on your airplane, golf cart, walker, forehead...wherever!*

## Aviation Quote of the Month

**"Lord, don't let me screw up"**

*Uttered by BushCat Tom as he began the takeoff roll for his first solo flight in his new airplane, "Bruce"*

Send any interesting aviation quotes you spot to [editor@eaa932.org](mailto:editor@eaa932.org).