



Illinois Valley Beacon

September 2009

Chapter 563 Chartered in 1976

Volume 16 Issue 9

The **First Breakfast** will be held on the **First Saturday, September 5th**, in the EAA Hangar from 8:00 to 10:00.

The **Regular Meeting** will be held on the **Second Thursday, September 10th**, in the EAA Hangar beginning at 7:00 pm.

The **Second Breakfast** will be held on the **Third Saturday, September 19th**, in the EAA Hangar from 8:00 to 10:00

The **Directors Meeting** will be held on the **Third Thursday September 17th**, in the EAA Hangar starting at 7:00 pm. All members are welcome to attend.

EAA CHAPTER 563

August 13, 2009 Meeting Minutes

Meeting was called to order by Don Wolcott at 7:05 pm at the chapter hanger.

Secretary's Report:

A motion was made and seconded to approve the minutes of the July meeting as published in the newsletter. The motion was passed by voice vote.

Old Business:

Marty indicated that the chapter flew approximately 110 Young Eagles during the Peoria Air Show. Marty wanted to thank all of the chapter members that helped make this event a success.

The EAA's Ford Tri Motor will be here in Peoria on September 24th thru 27th. There is a need for volunteers to help keep things organized. It was stated that anyone that is interested in helping out needs to contact Bob Young and let him know when you can provide assistance.

New Business:

There was no new business to discuss.

The business meeting was completed at 7:20

Chris Tate introduced, Gary Babcock, our speaker for the evening.

Gary is a Chief Flight Engineer on a C130 at the

Air National Guard. He is also a certified A&P and a CFII.

Gary recently took over the FBO at Canton Airport. His goals for the FBO and the airport are as follows:

Build up the training capabilities including aerobatic training. Would like to add 1,000 ft to the runway Add availability of jet fuel on the airport Setup self serve cards for refueling Sport pilot training is available in an ercoupe.

It looks like Gary has some good ideas for the Canton airport.

Some one asked about his time spent working for Blackrock in Iraq. Gary indicated that he had seen white planes flying in and out of the same places that he flew to in Iraq and wondered what they were doing. He found out that their mission was very similar to his mission with the Guard while in Iraq. He applied for a position with them and was eventually hired. He would work for two months and then be back home for two months. This continued for approximately 1 ½ years until he decided to quit.

Respectfully Submitted:

Your Secretary

Donald Wolcott

This came from a gent who runs a 2000-acre corn farm up near Barron WI, not far from Oshkosh. He used to fly F-4Es and F-16s for the Guard and participated in the first Gulf War. Submitted for your enjoyment, and as a reminder that there are other great, magnificent flyers around besides us.

I was out to plant corn to finish a field when I witnessed **The Great Battle**. A golden eagle - big bastard, about six-foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because eagles rob their nests when they find them. The eagle banked hard right in one evasive maneuver and landed in the field about 100 feet from the tractor.

This eagle stood about 3 feet tall. The crows all landed too and took up positions around the eagle about 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance.

Then the reinforcements showed up. I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. The eagle on the ground took flight just before impact, and the three crows that were watching the grounded eagle also took flight thinking they were going to get in some more pecking on the big bird.

The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow that was streaking eastward in full burner, made a short dive and banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet altitude.

This aerial battle was better than any air show I've been to, including the war birds show at Oshkosh! The two eagles ripped the crows apart

and ate them on the ground. As I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's **Boss Of The Sky**. What a beautiful bird! I love it. Not only did they kill their enemy, they ate them.

MINUTES OF EAA 563 BOARD MEETING August 20, 2009 at the Chapter Hanger

Meeting called to order by President Al Phipps at 7:02

Those in attendance were Al Phipps, Jerry Pilon, Chris Tate, Bob Young, Marty Martin, Morrie Caudill and Don Wolcott.

Secretaries Report: Due to the fact that there was no board meeting in July there were no minutes to be read or approved.

Treasures report: Due to the inspiration and work of Morrie we received payment of dues from 16 of the 26 letters sent reminding people that they hadn't paid their 2009 dues. Jerry indicated that the treasurers reports show that income is slightly ahead of budget for the year. This may change as we enter into the fall and winter heating season. A motion to approve treasures report as presented was made, seconded and approved by voice vote.

Old Business:

Jerry Pilon indicated that he was going to try and tie down the location for the Chapter Christmas Party this week.

Bob Young indicated that he needed volunteers to help with the EAA Ford Tri Motor event. Rides will be given to the public from 9am to 6pm and there is a need for 4 people per each 4hr shift. Bob will be looking for those people that would be willing to help.

Marty said that he is still looking to have a Young Eagles event on one or two days that the Tri Motor is here.

New Business

A motion was made to buy a propane cooker to use for Chapter events. After discussion on the subject a call was made for a second. The motion failed for lack of a second.

A motion was made by Marty to send the

credits that EAA sent to the chapter for flying Young Eagles back to EAA for them to use to provide scholarships as they see fit. The motion was seconded and approved by voice vote.

Morrie brought up for discussion the possibility of a chapter project making and selling airplane pedal cars similar to the one that is in the hanger. Sam Sisk would donate the first sheet of plywood toward the project. A motion was made by Jerry to bring this up at the next chapter meeting to see how many people would be interested in working on this type of project. Motion seconded by Marty and approved by voice vote.

Meeting was adjourned at 8:30pm

Respectively submitted:
Your Secretary, Donald Wolcott

AVIATION HISTORY & IT'S PIONEERS

In aviation history, decades before geeks and nerds altered our way of life, young and gutsy aviation pioneers changed the world with their wood sticks, bailing wire, canvas and aluminum.

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegals up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month — BUT he also needed to agree to fly North and East — BUT not South!

Northrop's original location was an

obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire. His mother, Minta and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts. His instructors taught a rich young man named Bill Boeing to fly. Then, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At the same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't one to 'stew' and he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.

A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out taking Larry Bell and key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, who Glenn persuaded to join his team. Quickly emerging from the team's efforts was the Martin Bomber, the Martin MB-1.

Although too late to enter WWI, the Martin bomber showed its superiority when Billy Mitchell made everyone mad at him by sinking several captured German battleships and cruisers.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster.

A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother Gordon Scott had

been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs. While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lock-heed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan. Together, they leased a Hollywood workshop and constructed the Lockheed Vega. It was sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would fly it around for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would institute the changes on the aircraft's factory assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu. In June 1927, my brother Gordon left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert

Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee shortly after the disaster and I worked on the Vega. It was made almost entirely of wood and I quickly became a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired "Dutch Kindelberger" away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the "P-51 Mustang".

Interestingly, just a handful of young men played roles affecting the lives of all Americans as it initiated the Southern California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in — a barber shop's back room — a vacant church — and an abandoned cannery — but came to fruition as mighty oaks.

Source:

Denham S. Scott, "North American Aviation Retirees"

Oshkosh Pictures

The Sky Catcher latest engineering change can be seen on the bottom at the tail end of the fuselage.



Big Airplane



Space Launcher



Pilotless



Merrill Lynch



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FLY THE FORD!

EAA's fully-restored 1929 Ford Tri-Motor—featured in the film *Public Enemies*—is coming to your airport!



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The Peoria Experimental Aircraft Association, Chapter 563, will sponsor the Ford Tri-Motor near the Byerly Aviation Hangar on the dates shown. The public is invited to purchase a ride on the vintage aircraft. This is the first time the Tri-Motor has visited Peoria. It is a very unique and historical aircraft. Don't miss this opportunity.

For more information please contact:
Bob Young a 309-671-0781

To book a flight call **1-800-843-3612**, or book online at www.flytheford.org



September 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 Brkfst
6	7	8	9	10 Reg Mting	11	12
13	14	15	16	17 Exec Mting	18	19 Brkfst
20	21	22	23	24 Tri Motor	25 Tri Motor	26 Tri Motor
27 Tri Motor	28	<p>Unless otherwise notified, the Regular Chapter563 meetings will be held at the Chapter Hangar at 7:00pm on the second Thursday of each month.</p> <p>All Chapter 563 breakfasts will be held at the Chapter Hangar from 8:00 am to 10:00 am on the first and third Saturday mornings.</p> <p>Unless otherwise notified, the Chapter 563 Directors meetings will be held at the Chapter Hangar on the third Thursday of each month at 7:00pm.</p>				

2008 Chapter 563 Officers

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stamp

address

**It's supposed to rain Saturday
So
Come on out to breakfast
For
Hot food and good conversation**