



Plane Freqs

EAA Chapter 29 Champaign, Illinois

September 2010

Volume 53 #8

ALUMINUM OVERCAST

By Paul Palmgren

Aluminum Overcast, the EAA's beautiful B-17G, arrived at CMI Thursday morning and met up with the ground crew which had arrived earlier. Palmgren had set up a van for the crew that looked like a refrigerator set on its side. A media flight was scheduled which provided some good press for the Chapter.

Friday turned out hot but flights and tours proceeded normally during what would turn out to be the best day. A few members were able to get their first B-17 flights as a few empty places opened up. Palmgren and Marion Evans spent most of the time in the "Trinket Trailer" moving product. Actually, once Palmgren got past making all the screw-ups and getting a handle on what went where, he kinda' liked it. Marion is an old hand at this as he and Perry Testory had a great sales event two years ago.

Saturday was a downer day as the left gear would not retract during the first flight of the day. The Flightstar line people were on top of the situation with two, 20 ton jacks and the crew chief and flight engineer were able to replace the broken link and test the gear so flights could resume the following day. Unfortunately, no aircraft tours could be given with the aircraft on jacks, so the lines had to be turned away.

Sunday, the flights scheduled for Satur-



Ladage and Snell supervise jacking

day were flown and tours were to start at 2 pm. Unfortunately, the weather was looking bad so the crew decided to re-position the aircraft early to St. Louis, the next stop, at 2 pm. A number of people who missed getting a tour the previous day were also turned away on Sunday. Six "seats" would be available on very short notice to go to St. Louis but Palmgren could only find five.

Continued on Page 3

In this issue

Aluminum Overcast.....	1
Meeting Reports.....	2
Calendar.....	2
Paxton Airport.....	3
Texas Raiders.....	4
Airventure.....	4

JULY MEETING

The *July Meeting* was held at Palmgren's hangar where the discussion centered on the upcoming EAA B-17 arrival at Champaign on July 8th. Some of our "experienced B-17" ramp rats were to be absent so Palmgren needed to get a handle on help that would be available. There were 9 members present and after the donut and coffee bribe, enough people had volun-

President

Paul Palmgren (217) 328-3842
ppalmgren47@msn.com

Vice President

Walt Myers (217) 367-0630
wjmyers@netscape.com

Secretary/Treasurer

Gil Dailey (217) 892-2428
tailspin12@mchsi.com

Newsletter Editor

Dave Claxon (217) 369-9389
dclaxon@illinoisalumni.org

Flight Advisor

Tom Gordon (217) 384-4020
t-gordon@uiuc.edu

Technical Counselor

Terry Ladage (217) 863-2094

Young Eagles Coordinator

David Boyd (217) 366-0185
dnboyd1@comcast.net

Mailing Address: EAA Chapter 29
c/o Gil Dailey
1968 County Rd 3000N
Rantoul, IL 61866

Regular Meeting : First Thursday of the month,
7:00 PM

Dues : \$18.00 per year, payable January 1st to EAA
Chapter 29

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teered to cover the event. There was no meeting (nor a newsletter) in August as *Airventure* was taking place.

SEPTEMBER MEETING

The *September Meeting* will be the annual Fly/Drive-in picnic at Terry and Janet Ladage's home and airstrip ("*Litchfield International*") located about 3 miles south of Bondville, IL. at 344 E. Co. Rd. 1300N. This is one of two annual fly-ins that Chapter 29 sponsors and has always been blessed with good weather, food, airplanes and people. Bring a dessert to share along with some chairs and enjoy yourself! See the flyer at the end of this newsletter.

ELECTIONS

Chapter 29 Elections will be held in November so a slate of candidates needs to be drawn up. I, as your president for the last four years, *will not be available* this go around. My plate has become much fuller than it should be. It is time for some new people and ideas. (where have we heard **this before.....?**) As a chapter, the last 4 years have been good to us with the last 3 years hosting EAA aircraft. And, there is a possibility of hosting the Ford Tri Motor again this coming year if the stars are in alignment.

CHRISTMAS PARTY

It is also time to think of a *Chapter 29 Christmas Party* location. My recommendation would be either last year's spot, *Out-back*, or maybe the *Montana Steakhouse*, which is located where Ned Kelly's used to be. Think about it; locations will start filling up.

2010 Calendar

October 1: Walter Myers, *Kitfox*

November 4: Marion Evans

December: Christmas Dinner, Date TBD

PAXTON AIRPORT APPRECIATION DAY

By Paul Palmgren

The Paxton Airport Appreciation Day was held on Saturday, July 17th, which turned out to be a bright, hot and sunny day. Lots of events and food with good size crowds. Chapter 29 members were asked to provide Young Eagle



YE flightline, Mooney and 182

rides, which I believe amounted to 52 "new potential pilots". Participating pilots and their aircraft included John Taylor in his Ercoupe 415C, Joe Snell, with his Mooney 21, Jim Myers with his Cessna 182, Neil Foltzler in his Cessna 172 and Hank Rapplea in his Piper Archer. Paul and Paula Palmgren, Don Day, Perry Testory, Gil Dailey, Pat Gallahue and Tom Gordon were seen assist-



Chap. 29 YE Coordinator John Taylor explaining the program and his 'Coupe to the press

ing with participants at one time or another. Thanks to all that stepped up to help out.



YE crew Snell, Gordon, Foltzler (pilots) and Paula Palmgren at YE table

ALUMI NUM OVERCAST

The weather was crappy on the way to St. Louis, such that there was no chance to "bomb" Springfield as the route appeared to be somewhat south. The "crew" included Paul and Paula Palmgren, Emory Luth, Pat Gallahue and Don Ross. The rental car situation and the return trip is another story.....

Thanks go to all that helped make this a successful event in spite of mechanical problems and weather. They included Sean O'Callaghan and Cathy, Emory Luth, Marion Evans, Joe Snell, Terry Ladage, George Hast, Dik Sleeth, Jerry Adkisson and my wife Paula. I hope I didn't forget anyone. Others volunteered but were not needed because of

From Page 1

the problem Saturday and the early departure Sunday. Thanks guys (and gals....).



TEXAS RAIDERS

Another B-17 arrived on the ramp at the Chanute Air Museum Friday evening, the 23rd of July for flights and tours. "**Texas Raiders**", which is owned and maintained by the Com-



memorative Air Force and based in Texas, was invited by CAM employees **Mark Hanson and Robyn York** to "pre-



position for Airventure at Rantoul. This aircraft was just out of a \$600,000 major maintenance period and had been out of commission for a few years. This event was a great benefit for the Museum, which was able to raise over \$4,000 for the two days it flew and brought a great volume of people through the facility.

AIRVENTURE MISADVENTURES (AKA SPLOSHKOSH 2010)

By Dave Claxon

We knew Wisconsin had had a lot of rain, but according to the Airventure web site as of Wednesday evening, two hot windy days had the grounds drying well, so we decided to go Thursday this year. But when we arrived at Scholler Swamp we found three more inches had fallen while we were driving. At this point, I was glad we were in **Dad's Blazer** with 4-wheel drive. In the area where we normally camp we found a small group of tents in the middle of a lake which appeared about a foot and a half deep. We finally were able to find what looked like a high spot to set up camp on, and spent the next two days sitting in the camper watching the camp grounds dry out, and watching motor homes being pulled out of the mud.

When we were finally able to get onto the flightline Sunday, we rode the trams around the loop to see what was there. In

the Vintage camping area where there are normally rows of airplanes with tents under the wings, we found rows of tents but no wings. The aircraft finally started arriving late that day.

Unfortunately, early Monday morning we received word that we were going to pack up and leave early, to go southern Illinois for a funeral. We left Wednesday morning, so we got to see very little of the airshow, and I got very few pictures and none of them of airplanes. So if anyone else has any Airventure stories or pictures you would like to share, send them to me for the next newsletter.

And in the future, I'm going to keep the camera in the truck instead of packing it away, because I really wish I had some pictures of Scholler Swamp as it was when we first arrived.

32nd ANNUAL



Saturday, September 11, 2010

**Sponsored by
EAA Chapter 29
At**

**Litchfield RLA*
Terry and Janet Ladage
Champaign, IL
217-863-2094**

Serving at 1:00 p.m.



Catered KFC chicken, potatoes, gravy, coleslaw, and baked beans.

Table service and drinks will be provided.

Desserts will be appreciated for homemade ice cream at 3:00 p.m.

Bring lawn chairs and join us for a day of family fun.

***Located 6 n.m. west of CMI on the 285 radial.**

**N-S 2200 ft. sod runway. Power lines on south end marked
by orange balls. There is a 295 ft. tower to the
north of the runway.**



Not responsible for accidents on premises

