

FALL 2011

www.illinoispilots.com

PRESIDENT'S MESSAGE

Dave Claxon

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Hello, Illinois Pilots,

It has been an interesting Summer for aviation; unfortunately not all the news has been good. On July 21st, the University of Illinois Board of Trustees voted to close the Institute of Aviation. The Institute will remain open long enough to graduate the current students, which will be Spring of 2014. In the meantime the University is looking for another school to take the program over to keep it open, with the most likely at this time being Parkland College in Champaign. In my own personal opinion, this decision was made politically as much as academically or financially.

The July Board of Directors meeting, which was planned during the Paxton Airport open house, lacked a quorum, so I spent the day instead helping the Champaign EAA Chapter 29 as they flew 88 Young Eagles during the event. The August meeting gained a quorum through a miracle of modern technology, as two Directors attended electronically, thanks to a cell phone with speaker phone capabilities. The September meeting was actually well attended, being held in conjunction with the USPA meeting in Springfield, more reports on that are in this newsletter. Vice President John Salz took several IPA Directors to the airport after the meeting to introduce us to the joys of rotorcraft flying in his Xenon gyroplane. Thanks John, that was beyond awesome.

In September a P-51 race plane crashed at the Reno Air Races, killing almost a dozen spectators and injuring many more. With all the graphic videos that were playing on the news I was surprised that I didn't hear a lot more cry to eliminate races, or even small airplanes entirely, but I am sure that is yet to come. We must keep our ears open and take any opportunity we can to replace the "news" with actual facts about aviation, and its benefits. IPA sends its condolences to the injured and the families of the lost.

Just recently I have heard of the passing of Gene Littlefield, former airshow pilot and instructor, of Wilmington, IL. I remember watching Gene often at Oshkosh, flying his Stearman 450 with his wife Cheryl on the top wing. He will be missed. Our condolences also to his family.

As I'm writing this in early October, the weather has been sunny and 80 degrees for the past week and predicted to be so for most of the next week. This makes it difficult to realize that winter is rapidly approaching, and it will soon be hard to find good weather for flying. (Or driving a convertible, as I'm finding thanks to a 1970 VW Karmann Ghia.) Pilots will soon be driving to flying meetings, and talking about flying. And we'll try to make it through till Spring.

Until next time.... Dave

CHAPTER NEWS AND ACTIVITIES

SPRINGFIELD CHAPTER -- SPI

Chapter President: **Brian Borecky**
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The United States Pilots Association (USPA) held their Fall Fly-In September 22-24 in Springfield with the help of the Springfield Chapter of IPA. See pages 4 and 5 of this newsletter for more information.

On Friday evening, September 23rd, some of the USPA members viewed a parade of antique and classic cars that were a part of the Route 66 Mother Road Festival held in Springfield yearly for the last ten years.

The EAA Ford Tri-Motor visited Springfield Sept 29/Oct. 2. Several IPA members were able to get a flight around SPI on the 1929 vintage aircraft.

A hangar party at Jim Thornton's hangar was held October 5th. It was a "thank you" for the support that the Route 66 Cruisers Car Club gives to the Charlie Wells Fly-In and Memorial Scholarship each year that the IPA chapter is involved with.

The IPA Safety Competition is off to a good start with the SPI Chapter. Kimberly Bush SPI Coordinator, noted that she has a good response to the program.



USPA/IPA members viewing the antique and classic car parade for the Route 66 Mother Road Festival. Left to right back row: Bruce Hulley, Carol Borecky, Brian Borecky, John McConnochie
 Left to right front row: Ken Hermach, Ruth Frantz, Bob Frantz



EAA's Ford 4-AT-E Tri-Motor was photographed September 16, 2000 at Meigs Field by AeroKnow Museum director Job Conger.

Article and group photo upper right submitted by Brian Borecky

SOUTH SUBURBAN CHAPTER -- SSIPA

Chapter President: **Wayne Babiak**
wbabiak@illinoispilots.com

September 21st Meeting

Guest speaker was Marvin Robinson who is the Formation Training Coordinator for the Tuskegee Airmen Chicago "DODO" Chapter, presented an overview of the history of the Tuskegee Airmen.



October 19th Meeting

Our guest speaker will be Robert Allen who is a Vice-Commander of the United States Coast Guard Auxiliary Chicago Air Flotilla.

Bob will give a presentation pertaining to the basics of USCG Auxiliary Aviation and the role it plays in search and rescue. He has been serving with the Auxiliary since 2003.



CHAPTER NEWS AND ACTIVITIES

NORTHEAST PILOTS ASSOCIATION -- NEPA

Chapter President: **Bob Frantz**
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WWII DRONES FROM DEKALB, IL

Kenneth Hermach, NEPA Chapter

Recently, I attended a special screening presented by Roger Keys, a local historian, of a "History Detectives" TV episode of a propeller found over thirty years ago on a grass airfield owned by three farming families near Virgil, Illinois, thirty miles from DeKalb, Illinois. During the show's research it was determined that the Aeromatic, two-blade, wooden propeller came from a TDR-3 design of a twin engine drone plane manufactured by the Interstate and Wurlitzer factories in DeKalb. The U.S. Navy let the 1942 contract for twin engine drones (controlled from a second aircraft, a TBM Avenger) to carry a one thousand pound bomb and dive into enemy targets. The first design was the TDR-1 which was found to be too slow. So a second design, TDR-3, was developed with larger engines and Aeromatic propellers. The Aeromatic props would automatically adjust themselves in flight without pilot input.

One of many interesting aspects of this WWII top secret project was that early television technology developed by RCA in 1939 provided the guidance telemetry to the controller pilot. The U.S. Navy saw this technology on display at an exposition and thought that it would prove useful in guiding remote controlled aircraft. A ninety pound TV camera and transmitter were housed in the nose of the TDR drones behind a laminated glass lens of approximately eight inches in diameter. The controller pilot would initiate the takeoff of the drone and fly in the TBM within six miles in any direction of the drone and fly the drone to the target. Using the TV images, the controller pilot would then fly the drone down into the target.

The TDR drones were restricted to wooden construction due to war materials priorities. Since Wurlitzer was famous pre-war for the manufacture of fine wooden musical instruments (pianos, organs, juke boxes, etc.), and the adjoining Interstate factory had assembly lines in place, the two companies were requested by the U.S. Navy to participate in this secret project. Within six months of the start of WWII, TDR drones were rolling out of the factories doors. The U.S. Navy built the DeKalb Airport with one east/west runway and a large hanger directly to the east of the Interstate factory building, which is now the General Electric factory that is still manufacturing electrical equipment. The new drones had a single seat, fully functional and enclosed cockpit, the canopy of which was removed for the remote controlled missions. Therefore, the TDR drones could be taxied from the factory east over a single north/south railroad track (which is still there) to the runway and test flown. There was no north/south road along the railroad track as there is today (Peace Road). The Wurlitzer factory building was just west of the Interstate factory and is still used today by various companies that rent space.

After the test flights, the drones were dismantled and crated. The crates were loaded into DC-3s and flown to San Diego, CA. where they were fitted with the secret TV equipment. Testing and training was accomplished by a U.S. Navy special Strategic Air Group, STAG-1, in Clinton, OK. The U.S. Navy deployed the group to a South Pacific island and tested the concept on destroying a captured Japanese ship. The deployment was successful but limited since there only forty missions flown of which a majority were successful in destroying their targets.

After the war, the U.S. Navy sold the airport to the City of DeKalb for \$1.00 and the large hanger was subsequently destroyed in the 1970's.

Since the project was so secret, the employees in the factories were told that they were working on drones for ship anti-aircraft and artillery practice. This overall secret project was not made public until 1974. There were several former employees of the Interstate and Wurlitzer factories who worked on this project during the war, who were honored this evening. A U.S. Navy retired Captain did a very nice job of introducing each former worker and presenting them with an appreciation certificate and an actual eight inch drone lens from the project. One lady said she was transferred to a special department #42 but she never did know what she was working on. Another former employee said that she thought that they were putting a lot of effort and expense into building drones just for target practice. The FBI had a presence in DeKalb during the war in order to nose around the bars in the evenings to listen and see if any worker was talking about the project. The war time motto "Loose Lips Sink Ships" certainly applied then.

There are few pictures of those secret drones. Roger Keys had some nice display pictures and factory layout drawings available to peruse. He also had a model of a TDR drone that he discovered in a garage sale, and a full sized cockpit canopy. This was a gem of an evening with a combination of aviation, technology, WWII history and human interest stories. Roger Keys indicated to me that a copy of that "History Detectives" episode can be obtained through the "On Demand" web site, Channel 11 WTTW. Also the STAG-1 Group has a web site, Stagone.org, which has links to videos and magazines articles on the DeKalb Drones Project.

A RECAP OF THE USPA FALL FLY-IN



The United States Pilots Association (USPA) Fall Fly-In was held in Springfield, Illinois from Thursday September 22nd thru Sunday September 25th. This was an event that consisted of Safety Seminar sessions along with touring places of interest around Springfield. A USPA Board of Directors Meeting was also held.

Bob Frantz, State IPA Treasurer and USPA Board Member helped organize the event working in conjunction with the Springfield IPA Chapter.

The Illinois Pilots Association belongs to the USPA. Note that an individual IPA Member is not automatically a USPA Member; the State IPA is as an Affiliate Member. Other State organizations that also are Member Affiliates of USPA include Iowa, Missouri, New Mexico, Texas and Kansas. However, individual memberships directly with USPA are also available.

The United States Pilots Association (USPA) is a "grassroots" organization of General Aviation pilots, dedicated to protecting General Aviation in the United States. One might question as to "why become part of another flying organization?" The USPA is a great group of people working together from various individual states to support general aviation, which complements the efforts of the "larger" major nationwide pilots organizations such as AOPA and EAA. For further information about USPA, go to: www.uspilots.org.

The following are Liaisons to USPA representing the State IPA: John McConnochie, Bob Frantz, Ruth Frantz, Ken Hermach and Rufus Hunt.

THURSDAY, SEPTEMBER 22nd

The activities got underway with a Safety Seminar at the Illinois Dept. of Transportation Hanley Building. Carol Para of the Illinois Department of Transportation, Division of Aeronautics talked about "What Your Sectional Chart Doesn't Tell You". Dave Sammons from the FAA ATC Springfield Tower talked about "Conversations With The Tower".

SATURDAY MORNING, SEPTEMBER 24th

The "business part" of the USPA Fly-in took place. The USPA Board of Directors Meeting was chaired by USPA President Bob Worthington.

Reports from the various States affiliated with USPA were given. Also various committee reports were shared. Jan Hoynacki, USPA Executive Director reported on activities of the group.

Planning is underway for future USPA Fly-In events. The Spring Fly-In will be in Hot Springs, AK March 22-25, 2012. The USPA Annual Meeting will be Branson, Mo May 17-20, 2012

A committee was also formed to determine a location for the Fall 2012 Fly-In. Looks like it will be in Central Iowa to go to the Amana Colonies with flying into Cedar Rapids. Details to follow.

FRIDAY, SEPTEMBER 23rd

The group took a day to do some site seeing around the Springfield area. They went to visit the New Salem State Park where Abraham Lincoln lived as a young man and later went to the Lincoln Home in Springfield.



New Salem



Lincoln Home



USPA President Bob Worthington address the group



USPA Executive Director Jan Hoynacki and Secretary Duane Smith

MORE USPA FALL FLY-IN HIGHLIGHTS

SATURDAY EVENING, SEPTEMBER 24th

A well attended informal banquet was held at the Chesapeake Seafood House Restaurant. This gathering gave attendees a chance to continue "flying fellowship" and reflect over the last few days of activities. Carol Para and Linda Schumm of the Illinois Department of Transportation (IDOT) Division of Aeronautics were dinner guests.

Linda Schumm concluded the evening with a brief presentation regarding the activities of the Division of Aeronautics. One of the programs the Division is conducting is an Impact Study which started this past Summer at each airport to assess effects of the airport on the State and local economy. The study will take 12 months to complete.



Ruth and Bob Frantz, Carol Para



Linda Schumm

SUNDAY MORNING, SEPTEMBER 25th

For those who flew in, it was time to depart back home. The Fly-In airplanes were parked on the ramp at Landmark Aviation. Weather that morning was initially IFR. Once off and climbing out, it became sunny.



Ready to depart...



Bob Worthington



Some of the Fly-In aircraft on the ramp



Banquet attendees

STATE IPA BOARD MEETING



In conjunction with the USPA events, the IPA September Board of Director's Meeting was held on Saturday, September 24th at 1:00 PM.

Some items included a discussion of the further maintenance and updating of the IPA State website along with the method of future efficient dissemination of USPA and IPA "time sensitive" information to our members.

Initial planning for the Annual Meeting/Safety Seminar to be held in May of 2012 is getting started. As in previous years, the day will consist of a safety seminar, lunch with a keynote speaker, and weather permitting, some flying competition activities.

The next State Board Meeting will be on October 15th in Peoria. IPA members are always invited to attend.



Attending the IPA State Board of Director's Meeting:
 Back (L-R): Bob Frantz, Ken Hermach, John Salz, Dave Claxon, Brian Borecky, John McConnochie
 Front (L-R): Ruth Frantz, Kimberly Bush, Wayne Babiak

SAFETY COMPETITION

Now that we are further into the year, it is the hope that IPA members are participating in the Aviation Safety Competition.

Participation *is not* difficult...a lot of you by the very nature of flying are accumulating flying activities that qualify for this. Don't wait until the end of the competition in Spring to submit your activities. Review your logbook and seminar attendances and submit the information to your Chapter Coordinator.



John McConnochie explains the competition rules at the Annual Meeting back in May

Points will be awarded as follows for the following activities:

- 1 point- Attendance at an FAA recognized safety meeting, or one session of ground instruction
- 2 points- Ground simulator practice, each hour
- 2 points- Student pilot certificate
- 3 points- Each hour of: Flight instruction, or actual or simulated flight in instrument conditions. Note that an Instrument Proficiency Check has now been added.
- 4 points- Any certificate or rating earned during the year (such as Private, Commercial, ATP, Instrument). The completion of a BFR is also included in this category
- 5 points- Attaining FAA Master Pilot Status. For information on Master Pilot go to www.faasafety.gov

In addition to encouraging IPA members to continue their pursuit of aviation safety, the program will hopefully encourage friendly competition between the Chapters. Each Chapter would have a member to act as the Chapter Safety Coordinator. Members would report their accomplishments to their respective Chapter Safety Coordinator, who will in turn communicate the information to the State IPA Safety Committee.

The first year of the program started with the Annual Meeting on May 21st, 2011 and will end on the day before the Annual Meeting in 2012. Activities within that period would qualify. The winning pilot will be the one who accumulates the most points. The winning Chapter will be determined by adding the points earned by its members and dividing by the number of members in the Chapter. The winning pilot and Chapter will be recognized at the IPA Annual Meeting. Thanks to John McConnochie and Bob Frantz for developing this program. It will be educational and fun!! State IPA contact for this competition is John McConnochie. Cell: 630.618.0055 e-mail: john@seagull.biz. The forms for submitting qualifying activities are available from your Chapter competition representative.

A FLIGHT IN A GYROPLANE

On Saturday September 24th between the IPA Board Meeting and the evening USPA banquet, some IPA Members had a chance to take a flight in SPI Chapter Member John Salz's Xenon gyroplane that is based at the Springfield (KSPI) airport.

Taking a flight were: Ken Hermach and John McConnochie-NEPA, Dave Claxon-Illini Chapter, and Wayne Babiak-SSIPA

This was a unique and fun experience! Thank you John!



John Salz and Ken Hermach



Taxiing to the runway



Wayne Babiak enjoyed the ride



On short final...

Photos by Wayne Babiak

MEMBERSHIP IN THE ILLINOIS PILOTS ASSOCIATION

If you are an IPA member receiving this newsletter, you are a member in good standing... thanks for your support. **Please forward a copy of this newsletter onto other pilots you know who are not members.** Encourage them to become members. Below is abbreviated information regarding IPA, dues information, and a membership application. To view the full membership application, go to the State IPA website: www.illinoispilots.com.

The Illinois Pilots Association (IPA) has been in existence since 1977. On a State level, we work in conjunction with the IPA Chapters in the State of Illinois to promote general aviation. The State IPA also sponsors an aviation scholarship to assist Illinois students who are pursuing college studies towards a career in aviation.

State IPA Dues are \$24.00 per full year which include all family members residing at the same address. Note that dues for the first year of membership are pro-rated depending when you become a member in the year. Membership year runs from July thru June.

July thru September \$24.00. October thru December \$18.00.

January thru March \$12.00. April thru June \$6.00.

Note that there is a \$2.00 reduction in the yearly State IPA dues from \$24.00 to \$22.00 to receive the State IPA newsletter electronically instead of by U.S. mail (hardcopy).

There are currently five area Chapters that are part of the Illinois Pilots Association. These are: Illini Area (Champaign-Urbana); Northeast (Chicago & Western Suburbs); South Suburban (South Suburbs of Chicago); Springfield (Springfield area); Gateway (Belleville area). Some of the Chapters have small yearly dues over and above the State IPA dues. Members who join IPA choose which Chapter to affiliate with; otherwise they are Members at Large.

Please complete this application

NAME: _____

List other members of your family to be included: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CELL: _____

INDICATE DESIRED CHAPTER AFFILIATION _____

E-MAIL ADDRESS: _____ e-mail address needed for receipt of the quarterly State IPA newsletter and other communications.

The above information will be added to the State IPA membership list. Your information is not given out beyond this for use.

PILOT CERTIFICATE AND RATINGS HELD: _____

PLEASE INCLUDE A CHECK FOR THE APPROPRIATE AMOUNT INDICATED ABOVE (DEPENDING UPON WHEN YOU JOIN). INCLUDE THIS APPLICATION AND MAKE CHECK PAYABLE TO:
ILLINOIS PILOTS ASSOCIATION

Mail to: 40W297 APACHE LANE HUNTLEY, IL 60142

QUESTIONS ABOUT IPA MEMBERSHIP? CONTACT MEMBERSHIP CHAIRMAN JOHN SALZ AT: jsalz@illinoispilots.com

Illinois Pilots Association

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Fall 2011 Newsletter

STATE OFFICERS AND BOARD OF DIRECTORS

OFFICERS: July 1, 2011 Thru June 30, 2012

President: David Claxon	I-A Chapter
1 st Vice-President: Brian Borecky	SPI Chapter
2 nd Vice-President: John Salz	SPI Chapter
Treasurer: Robert Frantz	NEPA Chapter
Secretary: Wayne Babiak	SSIPA Chapter

BOARD OF DIRECTORS:	Term Thru
John McConnochie, NEPA Chapter	June 2012
Ruth Frantz, NEPA Chapter	June 2013
Robert McKenzie, Member at Large	June 2013
Elaine McKenzie, Member at Large	June 2013
Thurman Carver, GWY Chapter	June 2014
Ken Hermach, NEPA Chapter	June 2014
Rufus Hunt, Member at Large	June 2014
Robert Reynolds, SPI Chapter	June 2014

Note that the following Chapter Presidents are also part of the Board of Directors for their term in office.

Ted Gonsiorowski	I-A Chapter
Brian Borecky	SPI Chapter
Robert Frantz	NEPA Chapter
Wayne Babiak	SSIPA Chapter

PAST STATE PRESIDENTS

Past State Presidents maintaining current membership in IPA, continue to be a part of the State Board of Directors as voting members.

Brian Borecky, Immediate Past Pres.	SPI Chapter
David Block	I-A Chapter
Robert Frantz	NEPA Chapter
Dr. John J. Magon	SSIPA Chapter
Marilyn "Lynne" Trupin	I-A Chapter

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