



Illinois Valley Beacon

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Chapter 563 Chartered in 1976

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This newsletter is the official publication of EAA Chapter 563, located in Peoria, IL. It published once a month, the week before the first Chapter breakfast on the first Saturday. Please submit articles to be published ten days before the end of the month to: M. Caudill, 532 N. Sherbrook Ln., Peoria, IL 61614 email: flyvfr@comcast.net

Written by Brian Shul, Retired SR-71 Blackbird Pilot from "Plane and Pilot Magazine."

As a former SR-71 and keynote speaker, the question I'm most often asked is :

"How fast would that SR-71 fly ?" I can be assured of hearing that question several times at any event I attend. It's an interesting question, given the aircraft's proclivity for speed. But there really isn't a single number to give as the turbo ramjet would always give you a little more speed. (If you wanted it to...) It was common to see 35 miles a minute. But we typically flew a programmed Mach number.

But because we never wanted to harm the plane in any way, we never let it run-out to any limits of temperature or speed. Thus, each SR-71 pilot had his own personal high speed that he saw at some point during our missions. I saw my highest speed over Libya when Khadafy fired two missiles my way: max power was in order. Let's just say that the Blackbird truly loved speed and effortlessly took us to high Mach numbers we had not previously seen.

So it was with great surprise, when at the end of one of my presentations, someone asked, "What was the SLOWEST you ever flew the Blackbird ?" This was a first. After giving it some thought, I was reminded of a story that I had never shared before, and relayed the following: I was flying the SR-71 out of RAF Mildenhall, England, with my back seater, Walt Watson. We were returning from a mission over Europe and the Iron Curtain when we received a radio transmission from home base.

As we scooted across Denmark in three minutes, we learned that a small RAF base in the English countryside had requested an SR-71 fly-by. The Commander of air cadets there was a former Blackbird pilot thought it would be a motivating moment for the young lads to see the mighty SR-71 perform a low approach.

No problem, we were happy to do it. After a quick aerial refueling over the North Sea, we proceeded to find the small airfield. In the back seat, Walter had a myriad of sophisticated navigation equipment and he began to vector me toward the field. Descending to subsonic, we found ourselves over a densely wooded area in the slight haze.

Like most former WWII British airfields, the one we were looking for had a small tower and little surrounding infrastructure. Walter told me we were close and that I should be able to see the field. But as far as I could see in the haze, I saw nothing but trees. We got a little lower, and I pulled the throttles back from our 325 knot cruise.

With the gear up anything under 275 knots (316 mph) was plain uncomfortable. Walt said we're practically over the field. Looking hard, I saw nothing that looked like an airfield. I banked the jet and started a gentle circling maneuver hoping to pick up anything that looked like a field.

Meanwhile on the ground, the Commander had taken the Cadets up on the control tower's cat walk to get a prime view. It was a quiet, still day with no wind and partial gray overcast. Walter continued to give me indications that the field should be below us, but in the overcast and haze, I couldn't see it.

But the longer we continued to circle and peer out' the slower we got. With our throttles way back, the awaiting cadets heard silence. I must have had good instructors in my flying career, as something told me I better "cross-check the gauges." As I noticed the air-speed indicator s-l-i-d-e below 160 knots (180 mph), my heart stopped, as my adrenalin-filled left hand slammed both throttles FULL FORWARD, aka "Balls to the Wall !"

At this point we weren't really flying, but were falling in a slight bank. At the moment both afterburners lit with a thunderous roar of flame, the aircraft fell into full view of the shocked observers on the catwalk on the tower. Shattering the absolute silence of the morning, they now had 107 feet of fire-breathing titanium in their faces as the plane leveled and accelerated in full-burner, on the their side of the infield much closer than expected. It could only be described as some sort of ultimate "knife-edge" aerobatic pass.

We proceeded back to Mildenhall without incident not saying a word to each other for those next 14 minutes. After landing, our commander greeted us . . . and we were both certain he was reaching for our wings.

Instead, he heartily shook our hands and said the Commander had told him it was the greatest SR-71 fly-by he had ever seen. Especially how we had surprised them with such a precise maneuver that could only be described as breathtaking. Apparently, some of the cadet's hats were blown off.

The sight of the "plan view" of the plane in full afterburner dropping right in front of them was stunning and unbelievable. Walt and I both understood the concept of "breathtaking" very well that morning, and we sheepishly replied that the Cadets seemed just excited to see our low approach.

As we retired to the equipment room to change from space suits to flight suits, we just sat there.... and hadn't spoken a word since "the pass." Finally, Walter looked at me and said : "I saw One hundred fifty-six knots." "What did you see" asked Walt ? Trying to find my voice I stammered "One hundred fifty-two..."(175 mph). We sat in silence for a moment. Then Walt calmly said "Don't ever do that to me again!" I never did, and not sure I could.

A year later, Walter and I were having lunch in the Mildenhall Officer's club, and overheard an officer talking to some cadets about an SR-71 fly-past that he'd seen. Of course, by now the story included kids blown off the tower, and screaming as the heat of the jet singed their eyebrows.

As we stood there with lunch trays in our hands, the officer noticed our HABU shoulder patch icon of a deadly snake asked us to verify to the Cadets that such an event occurred.

Walt just shook his head and said, "It was probably just a routine low approach, they're pretty impressive in that airplane." Impressive . . indeed.

Little did I realize that LOW SPEED experience would become one of the most requested stories. It's ironic, that people now became very interested in how slow the World's fastest jet aircraft can fly

EAA Chapter 563

January 9th, 2014 Chapter Meeting Minutes

President Sam Sisk called the meeting to order at 7:05

Secretary Report: Motion to approve by Steve Bonfoey seconded by Morrie Caudill and Approved by voice vote as read.

Treasurer Report: Don Wolcott made motion to approve as presented seconded by Steve Bonfoey approved by voice vote.

Old Business: None to conduct

New Business: None to conduct

Committee reports:

Scholarship Committee: Steve Bonfoey Provided a

report as to the income and expenses over the last several years that showed that as a chapter we have been supporting our fixed expenses by using some of the moneys that have come in from donations such as mowing, B17 and Ford Tri Motor visits that we supported. But it also shows that we have been able to increase our financial cushion in the bank year after year. There has been some discussion about giving some type of aviation scholarships out to deserving individuals on an occasional basis. Steve felt that rather than having the chapter or a committee decide who should get some type of scholarship support that we should just give money to some place like Lincoln College or ICC and let them decide who to give it to. Steve stated that he wanted to follow what Rob Meyer wanted to do so he wanted to make a motion the we give \$1,000 to Lincoln College for their scholarship program. The motion passed with a vote of 8 for and 3 against.

With no further business to conduct the business meeting was closed.

Sam Sisk showed a short video clip called Candy Bomber over Berlin. A pilot, Hal Halverson, participating in the Berlin Airlift, code named Vittles, started dropping candy from his plane to the children after asking his fellow airman to give him candy from their rations. When this became more well know many more people and companies began giving candy to be dropped and this became quite a deal with the children on the ground. Hal became known as the Candy Bomber.

Jeff Meyer, our Program Committee Chairman, presented the movie we were going to see tonight, called "Into the White". This was a very interesting movie about the crew of a German bomber that was shot down and two American pilots that were also shot down in the dead of winter and ending up in the same remote cabin for survival during a severe snow storm. It was quite interesting how they were eventually able to work together for survival. Everyone seemed to enjoy this movie. If you weren't here you missed a very good and inspiring movie.

Respectively Submitted;

Your Secretary

Donald Wolcott

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EAA Chapter 563
January 16th 2014 Board Meeting Minutes

Meeting called to order at 7:00pm by Chapter President Sam Sisk.

In attendance were Sam Sisk, Jerry Pilon, Morrie Caudill, Don Wolcott, Greg LePine, Rob Meyer, Jeff Meyer and Steve Bonfoey

Treasurer's Report: Jerry provided a treasurer's report for 2013. Motion to accept by Don seconded by Steve and approved as presented.

Secretary's Report: Don read the minutes from the last board meeting and last membership meeting. Motion made to accept made by Jerry seconded by Jeff and approved as read.

Program Committee Chairman Jeff Meyer discussed what speakers he was planning for future Chapter meetings.

Membership committee chair: Morrie is planning on sending out a letter to the membership reminding those that have not paid their dues yet to do so as soon as possible. Don suggested that this letter should include some of the things that have been accomplished by the chapter last year. Sam stated that he would put something together for this letter.

Property and Safety: Greg stated that as soon as the weather warms a little he will put in the new combination locks on the doors and build a step on the inside and the outside of the back door.

Scholarship Committee: Rob had called Lincoln College to find out how to make a scholarship donation to be used by someone wishing to pursue a career in aviation. They provided the forms that needed to be completed. After discussion on some of the items in the application it was completed and a check was made out to LLCC Foundation for \$1,000

Youth outreach Chairman Rob Meyer stated one of the adult leaders of the Explorer Post, Doug Horton, is working on the paperwork necessary for re certification of the Explorer Post required by the Boy

Scouts. The annual dues the Explorers must pay to the Boy Scouts are currently due.

Old Business: Rob is still looking for someone to volunteer to act as a co-chairman and help in running this Explorer Post.

New business: Steve stated that we may need to look for some investments for some of the money that is currently in the bank not earning much. Steve made a motion to form a committee to find investment that might be suitable. A Motion was made to have Steve head up the committee and solicit members to serve on the committee, seconded by Greg approved by voice vote.

Jerry presented an idea about setting up a PayPal account on the chapter website that would allow members to pay dues by PayPal instead of having to write a check and giving it to the treasurer. The cost from PayPal on a payment would be 2.4%, but felt the convenience to the membership would out way the cost. A motion was made by Greg to set up the PayPal account on the web site seconded by Jeff and approved by voice vote.

Meeting adjourned at 7:55.

Respectively Submitted;
Your Secretary
Donald Wolcott

The information on the following page was submitted by Allen Lurie. It's a list of aircraft registered in Illinois in 1979. It would be interesting to compare today's numbers after 34 years.

A recent printout from the State computer system has produced some very interesting information about the aircraft registered with the Illinois Department of Transportation Division of Aeronautics. We will pass this material along to you so that you can get a better grasp of the State aircraft population.

The computer has a record of 5,530 aircraft in the State. There are over 116 aircraft used for charter and third level air carrier service which are registered in an extraordinary fashion. There are some 100 aircraft which are owned by an assortment of government agencies using them for special purposes. There also is another group of aircraft which are operated by dealers for resale, which are not registered in the ordinary manner. This leaves a total of 5,113 typical aircraft in the files which gives us some interesting information. We set them in columns for you.

	Number	% of Total Aircraft	% of Total Power/Th.
Powerless Aircraft	73	1.4	0.0
0 thru 100 HP.	889	17.4	7.9
101 thru 200 HP.	2,194	43.0	22.0
201 thru 300 HP.	1,297	25.4	17.7
301 thru 400 HP.	123	2.4	2.7
401 thru 500 HP.	119	2.3	3.3
501 thru 1,000 HP.	293	5.7	10.8
1,001 thru 1,500 HP./Th.	32	.6	2.2
1,501 thru 2,000 HP./Th.	13	.3	1.3
2,001 thru 3,000 HP./Th.	9	.2	1.3
3,001 thru 4,000 HP./Th.	9	.2	1.9
4,001 thru 5,000 HP./Th.	11	.2	2.6
Over 5,001 HP./Th.	51	1.0	24.3

It appears that 625 of these aircraft are multi-engine, 12.2 of the total. Undoubtedly some additional charter aircraft, government-owned aircraft, and dealer-owned aircraft would bring this total up to perhaps 15% of the total registered aircraft.

The powerless aircraft are of course gliders and balloons. Perhaps three-fourths of this total are balloons.

It is interesting to note that 87 1/2% of the registered aircraft have 300 horsepower or less. It is equally interesting to note that 43% of the aircraft fall in that bracket above 100 horsepower and up to and including 200 horsepower. Of course this group would be made up of the most popular four place aircraft.

Total "HP./Th" of multi-engine aircraft is the sum of the "HP./Th" of all its powerplants.

available in that block at this time unless they are "ag" aircraft having 450 horsepower Pratt-Whitney or 420 horsepower Wright engines, both of an earlier generation.

As we get into the higher powered aircraft we had to label them "HP./Th." to allow for the thrust ratings of pure jets.

We were fascinated by the fact that as much as 1% of the total was in excess of 5,000 HP./Th. All of the aircraft in this last block are pure jets except for a single Grumman Gulfstream and a Fairchild F-27. It's interesting to note that these two turboprop aircraft are alone in the listings from 2,700 HP./Th. upward.

The column entitled "% of Total Power/Th." was developed by simply adding together all the horsepower or pounds of jet thrust in each block of aircraft. In the "Over 5,000 HP./Th." block it was interesting to note that we have

24.3 of the Total Power/Th. Of course the highest powered aircraft in this segment has 22,800 lb. of total thrust between its four engines.

As one compares the "% of Total Aircraft" column to "% of Total Power/Th." column he can note that in the "301 thru 400 HP." block 2.4% of the aircraft have 2.7% of the horsepower. Above that power range the power in the aircraft climbs well above the percentage of aircraft in the block. Below that power group, the percentage of aircraft is well below the percentage of power in each group. This probably signifies the fact that in the lower powered aircraft economy is a large consideration both from the viewpoint of initial engine costs and aircraft operating cost.

Perhaps you can develop some further ideas about the aircraft registered in Illinois

CALENDAR:

July 4, 1979 Ogle County Airport, Mount Morris, Illinois 30 miles southwest of Rockford, Fly-In and Airshow. Trophies for homebuilts, antiques, classics and rotorcraft. Airport closes for Airshow at 1500 and will open after show at about 1700. Sponsored by Ogle County Pilot's Association.

June 27 to July 1, 1979 Fourth Annual Meeting of the International Flying Nurses Assn., Inc. at the Motor House, Williamsburg, Va. For registration and information contact: Miss Gary Wheeler, Annual Meeting Chairman, 162 Woodridge Apts., Greenville, South Carolina 29607.



FEBRUARY						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>29</p> <p>30</p> <p>31</p>	<p>1</p> <p>First Breakfast</p>	<p>2</p> <p>Booked by 10:00</p>	<p>3</p>	<p>4</p>	<p>5</p>	<p>6</p> <p>Working Day (10)</p>
<p>7</p>	<p>8</p>	<p>9</p>	<p>10</p>	<p>11</p>	<p>12</p> <p>Union's Holiday (10)</p>	<p>13</p> <p>Membership Meeting</p>
<p>14</p> <p>Memorial Day</p>	<p>15</p> <p>Second Breakfast</p>	<p>16</p>	<p>17</p> <p>Booked by 10:00</p>	<p>18</p>	<p>19</p>	<p>20</p> <p>Directors Meeting</p>
<p>21</p>	<p>22</p> <p>Booked by 10:00</p>	<p>23</p>	<p>24</p>	<p>25</p>	<p>26</p>	<p>27</p>
<p>28</p>	<p>1</p>	<p>2</p>	<p>3</p>	<p>4</p>	<p>5</p>	<p>6</p>

The Regular Chapter 563 meetings will be held at the Chapter Hangar at 7:00pm on the second Thursday of each month.

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.

The Chapter 563 Directors meetings will be held at the Chapter Hangar on the third Thursday of each month at 7:00pm.