

GALT TRAFFIC



MAY 1997

THANKS TO BONNIE AND NORM PARKS for thinking up and producing the Galt newsletter. Norm is being transferred to Florida by Motorola and is turning over the job to Jeff Hill and John Wise of local EAA Chapter 932. If you have any information or ideas for the newsletter, please contact either **Jeff at (815) 338-3551 or John at (815) 653-3966**. Thanks for a great idea and all the work, Bonnie and Norm, and the best of luck -- come back and see us often!

GALT PILOTS HELP YOUNG PEOPLE INTO THE AIR

The Young Eagles Program is part of an international effort to make dreams of flight come true for young people. Local EAA Chapter 932 will fly Young Eagles May 10 & 11, 10:00 am to 2:00 pm, as part of EAA's goal of flying one million young people by the year 2003, the 100th anniversary of powered flight.

Thousands of volunteer pilots have flown over 270,000 young people in the program since it's launch in 1992. During each flight, the pilot shows young people how airplanes fly and the proper preparations for a safe flight. After a short demonstration airplane ride, each Young Eagle receives a certificate signed by the pilot commemorating the event.

Will you join us in winning supporters for general aviation in the twenty-first century? Help is welcome both in the air *and on the ground*. To be a Young Eagle pilot you must be an EAA member, but you don't have to belong to a local chapter. Volunteers will be able to deduct out-of-pocket expenses, (including airplane rental), incurred in direct connection with and solely attributed to the Program.

If you would like to join us or want more information or know a young person 8 to 17 who would like a flight, contact Jeff Hill or John Wise at the above numbers.

FIRST SOLO / NEW RATINGS

Congratulations to **Dan Kennett**, first solo, **Moe Shamim**, Private Pilot, and to new **CFI Walter Smith**, (another of us who has found the 'itch to teach stronger than the urge to learn').

"PILOT TO BOMBARDIER...."

There were grins aplenty from both participants and spectators at the first annual Galt Bomb Drop on Sunday, April 20. Wave upon wave of heavy bombers led by pilot Art Galt and bombardier Bret Derby, (event organizer), in "C" -- er, "B"-172 "Big Red" led the attack which devastated the target area as well as other parts of McHenry County.

Winners of the \$150 first prize were Chris and Dave Noskowicz. The \$75 second place went to Jay Pettygrove and Butch Wygrzyn. Twenty eight teams competed.

Let's do it again next year -- with real bombs!
(Just kidding).

MUSTANG RIDE

If you prefer "shooting 'em down" to "blowing 'em up", you'd better buy a raffle ticket the next time you're at Galt for a chance on a ride in a P-51. Your \$5 contribution to Int'l. Aerobatics Club, Chapter 1 will put you in the running and benefit a worthy cause

SUMMER HOURS

Hoo-ray, Hoo-ray for long summer days! Come out and fly after work or school. **As of May 1st, the office and pumps will be open from 8:00 am to 8:00 pm.**

GONE WITH THE WIND

Earlier this month Galt Airport was hit with a spring wind storm which destroyed one aircraft and

(continued)

severely damaged another. Even if you enjoy a nice cozy hangar, sooner or later we all have to tie down away from home, so perhaps a review of AC 20-35C, "TIEDOWN SENSE" might be beneficial.

-Ground anchors, if not permanently installed, should be of the "corkscrew" or "auger" type. Straight stakes are ineffective, even if sunk at an angle, because the rocking of the aircraft and the softening of the ground due to rain tend to work the stakes free. Any anchor should be sunk into the ground so that the eyelet stands no more than one inch above the surface, because the tie down is not designed to remain secure with the increased leverage of a higher eyelet. If possible, sink two tie downs for the tail and tie ropes extending aft at 45 deg. angles to minimize weather vaning. Wing anchors should be sunk to provide at least 10 feet of wing tip clearance from the next aircraft, and should extend approximately 6 feet forward and 3 feet outside of the wing tie down rings. And don't forget that most aircraft are equipped with nose tie down rings as well, which add considerably to ground stability.

-Ropes must have a tensile, ("pull"), strength of at least 3,000 lbs., (1/2" dia. for nylon or polypropylene) for light single engine aircraft and 4,000 lbs. for light twins. Natural fiber ropes such as manila are inherently weaker than synthetic ropes, and are more susceptible to chafing, decay, and when wet, shrinkage. Synthetics such as polypropylene, nylon, or dacron are better suited to extended outdoor use, are stronger, and more resistant to abrasion. Ropes must have the ability to stretch enough to withstand shock loading; steel cables have been known to snap while more elastic counterparts such as synthetic ropes have survived. A rope should be flexible enough so that knots can be tied with ease. The strength of a tie down is in the knot, not in how tightly the rope is drawn, so ropes should be taut, but not overly tight. If tied too loosely the aircraft could be damaged by jerking against the ropes. If tied too tightly, or a manila rope shrinks, harmful negative load factors can be imposed on the wings.

-Knots are the weak link of a tie down; the rope is no better than the knot you use on it! Knots that form non-constricting loops such as the bowline or square knots, are time-tested favorites. Do not tie to a strut unless there is a manufacturer approved tie down installed on it! Not only will knots slip down the length of the

strut and introduce slack in the line, but it also has the potential of placing a load on the strut for which it is not stressed. If you use a metal clip on the end of your tie down ropes, make sure that the clip is rated stronger than the rope. Most "dog leash" type clips have a much lower tensile strength than even low grade rope. A better plan is to pass the rope through the ring, tie a knot, and use the clip to safety the loose end.

-Control surfaces should be secured not only to guard against wind, but also propwash and jetblast of taxiing aircraft. Any control lock or external padded batten should be clearly marked to avoid accidental failure to remove before flight.

-Hangars or shade ports, if plentiful, are often quite reasonable. Inquire. Sometime, in winter, an overnight in a heated hangar is worth the price.

-Lastly, and perhaps most importantly, be sure to check the tie-down condition of the aircraft on both sides of you! (I lost my first airplane in a wind storm when the plane next to me broke loose and flipped over on mine --Ed.)

MAY CALENDAR

Fly-ins and outs & \$100 Pancakes

May 4 Lostant, IL. (Hectacres) Fly-in breakfast. 815-882-2371

May 4 Rockford, IL. (RFD) Fly-in breakfast. EAA's Paul P. will be there to sell you his book! At Courtesy Aircraft hangar. 815-234-4016

May 10 & 11 Galt Airport. Young Eagle Flight Rally. See article other side, "Galt Pilots..."

May 10 Canton, IL. (CTK) Fly-in breakfast buffet 6:30 to 11:00. \$5 donation.

May 18 Canton, IL. (CTK) Fly-in breakfast 7:30 until 11:30

May 18 Romeoville IL. (LOT) Fly-in breakfast 7 am until noon. Frank Goebel, 815-436-6153.

May 30 - Jun 1 Danville, IL. (DNU) IlliNines Air Derby. Mary Panczyszyn 847-729-1309

June 1 Wilmot, WI. (Westosha) fly-in breakfast 7 am until 1:00 pm.

....and planning ahead:

Paris Air Show June 15 - 22

Oshkosh '97 July 30 - Aug. 5

Reno Air Races Sept. 11 - 14

AOPA Convention Oct. 23 - 25

Thanks to Steve Hill for designing the *Galt Traffic* masthead and other editorial assistance.