

GALT TRAFFIC



Published by EAA Chap. 932 at Galt Airport, Wonder Lake, IL. (10C). **President:** John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVII@AOL.COM) **Editor:** Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098, (JJHILL@COMPUSERVE.COM) **DISCLAIMER:** The information contained herein does not constitute legal, ethical, financial or other professional advice. While intended to be accurate, neither Galt Airport, LLC, EAA Chapter 932, nor any other party assumes any responsibility for its accuracy, nor any liability arising out of the reliance upon same.

Articles may be reprinted if credit is given.

APRIL 1999

GALT WILL BE VFR 364 DAYS A YEAR!

VFR -- with ten knots of wind right down the runway nearly every day of the year! Sound too good to be true? Well it's not according to Galt planners. A senior vice president recently commented, "Previous attempts to re-align our runways with the wind have resulted in frustration, ridicule and bitterness." "We have finally seen the light and rather than aligning the runway with the wind we will align the wind with the runway."

Don't laugh. Galt has purchased 20 surplus P&W J-79 jet engines (without afterburners, for heaven sake) and an oil well near Midland, TX. The engines will be installed in underground "silos" at regular intervals along Rwy 9/27. The jet engine exhaust will be directed down the runway through sets of louvers. But controlling the wind is just the beginning!

Galt brass is touting the unexpected side effect which just might stand aviation on its ear. "The jet exhaust will also raise the temperature of the surface air near the runway thereby increasing the temperature/dew point spread which will disperse fog and rain." Our source went on to explain that, "we're not going to claim 365 days of VFR as there is some confusion about how leap years would affect that and there also could be periods of IFR when the restriction to visibility is not moisture but flying debris such as during tornadoes".

See FOOLED, page 7

NEW RATINGS

All kidd'n aside, lets congratulate new Private Pilots Tim Augustyn and Mike Johnson. Also, new Commercial Pilots Mike Carzoli and Chuck Moran.

LONGER DAYS, LONGER HOURS

Gas pumps will be open from **Apr. 1, 8am - 6pm**
from **May 1, 8am - 7pm**
from **Jun. 1, 8am- 8pm**

Next EAA 932 Meeting Apr. 17, 10am at Galt

STRIKE ONE -- YOU'RE OUT!

By Cassie Peterson, CFII

As the warm spring air entices man and bird to take to the skies, the potential for a bird versus airplane encounter increases. Since Orville and Wilbur's first flight, over 300 people have been killed because of bird strikes. In the U.S., there are more than 2300 bird strikes with civilian aircraft reported each year. It is estimated that 80% of civilian bird strikes go unreported.

Galt Airport manager Bob Russell reports that bird strikes occur at 10C occasionally. He says that small birds, such as blackbirds are the most common culprits. Seagulls can be a problem because they are slow to initiate a turn away from a collision. The biggest threat comes from Canada geese. Their greater weight and tendency to fly in slow moving flocks makes them a real hazard to small aircraft. Bob says there seems to be many more geese in the area this year, possibly due to the mild winter. Bob says that, when new, most windscreens may be able to sustain an impact with a small bird (less than about 4 pounds). However, a 20 pound goose striking the windscreen is likely to end up in your back seat.

It is the PIC's responsibility to see and avoid all types of air traffic, not just the man-made kind. Be especially alert in spring and fall, when migratory birds are active. If you cannot avoid flying over wildlife refuges or other bird -attracting areas, the FAA recommends flying at an altitude of 2000' AGL or higher. Bob warns that dawn and dusk are particularly active times for birds as they move to and from feeding and nesting areas.

If, despite your best efforts, an aluminum to feather confrontation seems imminent, the best evasive action is to climb. Birds tend to duck under. If a bird strike occurs, don't panic. Bird strikes have been described to vary from a small, dull thud to the sound of a baseball striking the airplane, to the sound of a shotgun. In any event, it will be a startling experience. Pilot disorientation is often the biggest danger in small aircraft. Fly the Airplane. Land as soon as possible to assess the damage.

Until collision avoidance education becomes widely accepted in the ornithological world, we humans are primarily responsible to see and avoid both feathered and non-feathered aviators. Remember to keep your eyes open and always fly the airplane first.

Source, Bird Strike Committee - USA
cccccccc

The Airborne Epicure:

FAVORITE FLY-OUTS:

Schaumburg - 06C

- **** Something Special! ** Probably won't hurt you
- *** Worth the trip! * Pack plenty of barf bags

At first glance, Schaumburg's proximity to O'Hare is a little intimidating. But take a closer look. The floor of the Class B airspace is 3000'(msl) until just two miles west of 06C where it drops to 1900, but the traffic pattern is 1600' so that's no problem. And if you're worried about flying over congested residential areas, you'll be surprised at the amount of open space (for emergencies) between Galt and Schaumburg where the gentleman farmers of the high rent district graze their high priced horseflesh.

The airport activity is low key. It's not a heavy traffic jetport like Palwaukee. The airport has a very "new" look with a lot of fresh concrete and a "terminal building" just completed in late '98. It is in this building on the floor above the FBO that you will find *Pilot Pete's Steak, Seafood & Pasta Restaurant* (847/891-5100, open 11 AM to 11 PM daily). Pete's is a first class full service bar and restaurant with an aviation motif. There's a "Breezy" suspended over head and there are many models, pictures, posters, etc... Pete's is a little pricey but again, it's a pretty nice place. Items on the sandwich menu are \$6 - \$9 and entree's range from \$8.95 to \$22.95 for the 20 oz. K.C. strip. They also have some nice pasta items, pizza, calazone and then, there are daily specials.

If you feel like doing something a little different and are up to flying into the very breath of the Class B monster, give Schaumburg a try. You don't need to talk to Chicago Approach control but you do need a mode C transponder. We'll give *Pilot Pete's* ****

COMM CLASSICS

There's a classic story of a Pan Am 707 arriving at Frankfurt in the early 60's. After landing and clearing the active, the pilot contacts ground control:

"Frankfurt ground, Clipper one oh two clear of two five right."

Frankfurt Ground: "Guten Tag one oh two. Proceed to parking, stand bravo two 'sree'."

The Pan Am flight stops on the taxiway.

Frankfurt Ground asks, "So, do you know where you are going one oh two?"

"Stand-by ground, I'm looking for the gate location on the map."

Ground (impatiently) "One oh two, you have never flown to Frankfurt?"

One oh two (coolly) "Well, I was here a couple of times in 1944 -- but we didn't stop."

APRIL FLY-IN CALENDAR

Call ahead for Details

Apr 4 Easter Sunday - Daylight Savings Time begins

Apr 11 Rantoul, IL (215) 217/244-8606

Fly-In breakfast

Apr 11-17 Lakeland, FL (LAL) 941/644-2431

Sun 'N Fun '99 web site: www.sun-n-fun.org

Apr 17 Galt Chapter 932 Meeting 815/338-3551

10 AM at Galt. Make preps for May bomb drop

Apr 24-25* Springfield, IL (SPI) 217/483-3201

Charlie Wells Mem. Fly-In & Breakfast 7 AM - Noon

May 2 Rockford, IL (RFD) 815/234-4016

Fly-In Breakfast, Courtesy Aircraft, 7am-Noon

.....**And looking ahead.....**

(EAA 932 Meets on 3rd Saturdays, 10 AM at Galt)

May 8 Young Eagles 11am-4pm

May 9 Mother's Day

May 15 Chapter Meeting 10am. **Bomb Drop** 11am

Jun 5 AOPA Fly-In, Frederick, MD

Jun 5-6 Chapter's Oshkosh Work Party Weekend

Jun 12 Worldwide Int'l Young Eagles Day 11am-4pm

Jun 13-22 Paris Int'l Airshow '99, Paris, FR

Jun 19 Chapter Meeting 10am

Jun 20 Father's Day

Jul 10 Young Eagles 11am-4pm

Jul 17 Chapter Meeting 10am

Jul 24-25 United States Air & Trade Show, Dayton OH

Jul 28-Aug 3 EAA AirVenture '99, Oshkosh, WI

Aug 14 Young Eagles 11am-4pm

Aug. 21 Chapter Meeting 10am **Big Pig Roast** 4-6pm

Sep 4-6 Canadian Airshow and Int'l Expo. Toronto, ON

Sep 11 YoungEagles 11am-4pm

Sep 16-19 Reno Air Races, Reno, NV

Sep 18 Chapter Meeting 10am

Oct 9 Young Eagles 11am-4pm

Oct 16 Ch. Meeting 10am **Hayride & Chili Dump** 5pm

Oct 21-23 AOPA Expo '99, Atlantic City, NJ

Oct 31 Daylight Savings Time Ends

Nov 20 Chapter Meeting 10am

Nov 25 Thanksgiving Day

Dec 18 Chapter Meeting 10am **Christmas Dinner** 7pm

Dec 24 Christmas Day

Dec 31 New Year's Eve

THOUGHT FOR THE MONTH

Don't be part of the problem, be part of the solution by:

JOINING NOW: AOPA 1-800-USA-AOPA

JOINING NOW: EAA 1-800-JOIN EAA

JOINING NOW: EAA 932 815/338-3551

cccccccc