



# Illinois Aviation



Volume #67, Issue #1

## MT. VERNON HALL OF HONOR AND MILITARY MUSEUM EARNS GOVERNOR'S AWARD

The Hall of Honor and Military Museum at the Mt. Vernon Outland Airport has won a Governor's Hometown Award. The "Hall of Honor" is a tribute to local veterans, located in a hallway of the main terminal building. The hallway sends a message of respect for veterans to the airport users, visitors and the local community.

According to the Mt. Vernon Register News, 'the project began before 2009, when the late R.D. White asked Airport Manager Chris Collins about putting up a remembrance area for military men and women from Jefferson County at the airport. The two took the idea to the Airport Authority, which agreed there should be a permanent display in the Kozaria Terminal. White, who passed away in March 2012, was a member of the Experimental Aircraft Association, commander of the local Civil Air Patrol and a veteran of the U.S. Air Force, was the first to take on the project, which has continued to grow to this day.

"We were so surprised with the award, and we're thrilled at being selected," Collins said. "We were just saying yesterday that wouldn't it have been great for R.D. to have seen this. Who would have known when he had this idea years ago that it would turn into a statewide honor?"

Over the years, the project has grown from a few plaques on the hallway wall to the entire hallway papered with tributes of veterans. Tribute boards are now placed in an auxiliary room off the main hallway. In addition, the museum area has expanded to several rooms of donated items.



The Hall of Honor and Veterans Museum is entirely volunteer-driven with assistance from the airport board and staff. The Hall of Honor has more than 500 tributes to local and regional veterans.'

The 32nd Annual Governor's Hometown Award winners were announced during a ceremony at the Illinois State Library in Springfield. The Governor's Hometown Award recipients are selected by volunteer judges who review and rank applications based on a variety of factors, including local need, volunteer participation, use of resources and the results achieved. The projects are judged within their population categories as well as within their assigned project categories. The project categories include services and mentorship, beautification and sustainability, parks and recreation, memorials and monuments, and history and historic preservation. The judges then select one project from each population category to compete for the coveted Governor's Cup.

*Continued on p.2*





## MESSAGE FROM THE DIRECTOR STEVEN M. YOUNG



Dr. Susan Shea retired at the end of 2014, and I have been honored to be asked to serve as Interim Director until a new Director is appointed.

As I read through this newsletter I have noticed there are a lot of awards and recognition. During my years of involvement with aviation in Illinois, both through the public and private sectors, I have had the opportunity to work with many of Illinois' outstanding aviation professionals. So it comes as no surprise to see these many achievements.

Looking ahead, I encourage all of you to attend the IDOT Awards Luncheon that will be held in conjunction with the Illinois Aviation Conference in May. I look forward to presenting awards to the exceptional airports selected as winners. I also plan to take the opportunity to meet many of you and to hear how we can better serve the needs of the Illinois aviation community.

Together I believe we can grow aviation in Illinois to be the strongest in the country.

A handwritten signature in cursive script that reads "Steven M. Young".

*Continued from p. 1*

The Illinois Department of Commerce and Economic Opportunity (DCEO) administers the Governor's Hometown Award Program. "These awards celebrate the spirit of volunteerism in Illinois," DCEO Director Adam Pollet said. "They show the connection between grassroots activism and community improvement. When people unite behind a cause, they make a huge difference in the lives of their neighbors."



## CONGRATULATIONS ROBERT BENJA



Robert Benja receives a Certificate of Appreciation from Donald Brigham, Front Line Manager, and Luanne Wills-Merrell, Manager, DuPage FSDO.

Robert Benja was recognized by the DuPage FSDO during the Northern Illinois IA Renewal and Maintenance Seminar for his years of dedicated support, effort and assistance organizing the event.



## CONGRATULATIONS TO THE 2015 SPIRIT OF FLIGHT AWARD RECIPIENTS



### Blackhawk Area Council – Boy Scouts of America

The Blackhawk Area Council, Boy Scouts of America is made up of many local Cub Scout Packs, Boy Scout Troops, Venturing Crews, Varsity Teams and Explorer Posts. The Blackhawk Area Council sponsors Air Camp at the Chicago/Rockford International Airport; a weekend event that allows several thousand scouts of all ages to camp and combine aviation themes and events with traditional scouting activities. Overnight camping is allowed for Boy Scout Troops and Venturing Crews. On Saturday the full day program is open to all scouts and their families.

AirCamp visitors enjoyed displays of famous aircraft, including a MiG-21 Jet fighter, DC-3 passenger plane, and a Blanik L-33 glider. In one area, light planes were taking off and landing with Boy Scouts as passengers, courtesy of the local EAA Chapter. In other areas, Boy Scouts and Venturers played a challenging teamwork game called Select Civilian Operated Urgent Tactics Simulator (SCOUTS). Others worked on completing a variety of merit badges.

Inspirational scout speakers are hosted at AirCamp. In 2005, former astronaut Navy Captain James A. Lovell and Air Force Major General John Borling were featured guests. In 2014, the Tuskegee Airmen were honored guests. The scouts had an opportunity to talk to the Tuskegee Airmen and share stories.

AirCamp has been held at Rockford in 2005, 2010 and 2014. We salute Blackhawk Area Council for its efforts with AirCamp.



### Illinois Aviation Museum at Bolingbrook

The Illinois Aviation Museum at Bolingbrook is a consortium of individuals and groups dedicated to advancing aviation and engineering. Their current operation is housed in Hangar One, a 6000 square foot facility at Bolingbrook's Clow International Airport.

The Museum hosts EAA Chapter 461's Young Eagles program. Young Eagles rides are offered on the second Saturday each month from April through October, with an average of 50 rides per event. While families wait for their turn, they can enjoy the museum. Younger children can ride in "Ground Bound," the Curtis Jenny replica built by the museum.

Led by Restoration Director Larry Greenwich, Museum volunteers have put hundreds of hours into aircraft restorations. The first project was a T-2 Naval training jet. The second project was an Air Force T-33 trainer jet. That was completed in 2007. The current project is an A4 Naval jet.

The restoration group also built a replica of a WW1 Fokker with students from the high school. Many of the students now have engineering degrees and some went on to become pilots. Another project with the high school is in the planning stage.

The Illinois Aviation Museum participates in many parades and other events, promoting interest in aviation and support for Bolingbrook's Clow Airport. We salute the Museum for its efforts.





## ILLINOIS AVIATION HALL OF FAME 2015 INDUCTEES

### BEVERLEE “BEV” GREENHILL



Beverlee Greenhill (1935 - 2014) started flying in the 1970's to stay connected with her husband, Chuck Greenhill. Through her activities as a pilot, she built a legacy of her own, working as a volunteer with a variety of aviation organizations.

Bev is probably best known for her tireless efforts in support of Palwaukee (now Chicago Executive) Airport in the northern Chicago suburbs. She was a founding member of the Palwaukee Pilots Association (PAPA). In 1987, PAPA was formed to protect the rights of general aviation pilots as Palwaukee moved from being a privately owned airport to a publicly owned facility. Bev took charge of the airport tour program which introduced members of the local community to the airport. The tours emphasized airport safety and the value of the airport to the local communities. For over 15 years, she acted as tour guide, conducting tours weekly for civic groups, school groups and scouts.

An active member of the Chicago Area Chapter 99s, Bev served on the ways and means, safety seminar, air bear, and hostess committees. For many years she was the Chairman of the Chicago Aviation Expo IFR/VFR Seminar Committee, organizing and arranging seminar speakers, keynote speakers and vendor areas for a program that served 500-700 pilots. She was instrumental in establishing the partnership with IDOT Division of Aeronautics to support this program that continues to this day.

Bev will be remembered as a friend and mentor by many in the Palwaukee Airport Pilots Association and the Chicago Area Chapter 99s. Bev passed away in July of 2014 after a long illness.

### EDWARD BAYNARD HEATH



Edward Baynard Heath (1888 - 1931) is one of Illinois' unsung aviation pioneers. He is credited with creating the first kit-plane. Born in Brooklyn, Heath moved to Chicago as a youth where he attended Lane Tech. Heath then moved to upstate New York, where he built his first plane based on the Bleriot XI. After several successful

flights in 1909 and 1910, it crashed on takeoff and was damaged beyond repair. Heath moved back to Chicago and founded the E.B. Heath Aerial Vehicle Company, one of the first aviation parts stores in the country.

The following year, Heath acquired the Chicago based Bates Aeroplane Company which sold several different biplanes and monoplanes along with an engine of Carl Bates design. The company was renamed the Heath Aircraft Company. In addition to selling aircraft and parts, this company also offered a three month flying course and a class for mechanics.

Heath is probably best known for the Parasol, a low cost aircraft introduced in 1927 as the "Model-T of airplanes." It sold for \$575. To make it even more appealing, Heath offered customers the opportunity to buy plans and parts, so that customers could assemble it themselves with ordinary hand tools.

In February of 1931, Heath was killed in a test flight of the Parasol Model V. Following his death, the company went into bankruptcy, and the assets were acquired by Howard Anthony. The Civilian Pilot Training Program, established during World War II, revitalized the company. Howard continued the parts business, and expanded into electronics kits - the Heathkit products that many of us assembled in our youth.



## ILLINOIS AVIATION HALL OF FAME 2015 INDUCTEES



### COLONEL ROBERT L. "BOB" MCDANIEL (Retired)



Bob McDaniel was the director of the St. Louis Downtown Airport and an adjunct instructor for St. Louis University Parks College of Engineering, Aviation and Technology. He has been an active pilot for more than 45 years.

A \$5.00 Cessna Discover Flying coupon, and money

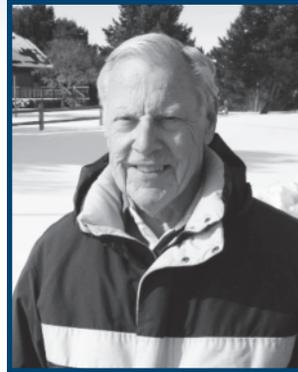
earned from mowing lawns, enabled Bob to take his first flying lesson at age 14. At age 16 he made his first solo flight and began working as a line service technician that same day. After earning his commercial pilot certificate and receiving his degree from Parks College, he continued his flying career in the Air Force. Retiring from the Air Force as a Colonel after a 25 year career, Bob returned to the birthplace of his aviation career as Director of the St. Louis Downtown Airport.

When Bob became Director of the St. Louis Downtown Airport in 2000, it had no rental aircraft or commercial flight schools. In 2014, four commercial flight schools thrived along with several new tenant businesses and the Greater St. Louis Air and Space Museum. The airport became the third busiest airport in Illinois; the second busiest in the St. Louis region; and was named Airport of the Year in 2002 and 2009.

An active supporter of general aviation, Bob organizes and oversees large Young Eagles rallies for EAA East Side Chapter 64, providing more than 2,000 youth with their first flight experience. He has personally flown over 350 Young Eagles flights. He serves as an aviation advisor for a number of schools and is a frequent speaker at aviation seminars and civic meetings.

We salute Bob McDaniel for his efforts on behalf of general aviation, and congratulate him on his induction into the Illinois Aviation Hall of Fame.

### EDWARD B. "ED" SHAFER



In 1951, the Korean War prompted Ed Shafer to join the U.S. Air Force. During training he met his wife Lois, and they were married in 1952. While in the Air Force Ed soloed while flying with the aero club, but had to defer further flying for financial reasons. After serving for four years, he completed a degree

in Agricultural Engineering at Ohio State University and then worked for John Deere as a field engineer.

In 1964, Ed and Lois moved back to Illinois and Ed completed his flight training, obtaining his private, commercial, instrument, and flight instructor certificates. Lois also earned her certificates. Ed flew charter in the St. Louis Metro East area while Lois became a corporate pilot. In 1969, they purchased a dairy farm and built a restricted landing area in their backyard. In 1975, the airport was upgraded to a public-use airport and the dairy farm was replaced by hangars and airport buildings. Shafer Field has trained more than 500 pilots. Ed became a Designated Pilot Examiner and has given more than 350 check rides.

Ed serves as an advocate for general aviation, providing airport tours for school groups, participating in career fairs and speaking to civic organizations.

Many years ago, Dr. Louis Obernuefmann, then a new science teacher at Belle Valley School, attended Shafer's aviation ground school. Obernuefmann wanted to use aviation to spark student's interest in science. One result of this partnership between the airport and high school was the Belle Valley Young Astronauts Club. Student members meet during lunch to study aviation, and at the end of the school year, Shafer provides each member with their first flight lesson.

We salute Ed Shafer for his efforts on behalf of general aviation, and congratulate him on his induction into the Illinois Aviation Hall of Fame.



## AIRCRAFT OF ALL MAKES, MODELS, AND TYPES... MIXING IT UP AT UNCONTROLLED AIRPORTS

How often have we been approaching an airport and setting up for what we feel is the perfect midfield downwind entry for a given runway, aligned with the reported, in our light single retract, about to make a radio call and then we see or hear a Cub reporting a downwind for the grass to a different runway, or a Lear on a 5 mile final? We have all needed to at one point in time modify our traffic pattern and or change runways to blend in with other traffic or conditions. Different aircraft also use different size patterns. A Cub, 172, Bonanza, 310, King Air, or a Learjet, might be reporting a left downwind for a given runway. The Cub may be flying a lower pattern and the King Air or Learjet may be flying higher/wider patterns. We need to know where we might look for all the aircraft. As PIC we are each responsible for our own ship/flight and everyone has their own comfort level when mixing it up with other non-similar aircraft.

Now, if there is also a helicopter inbound, keep in mind that although airports have established patterns published, per the FAR's helicopters are to avoid the flow of fixed wing aircraft, so they could be on a right base (instead of left) for landing and/or heading directly to the ramp for landing. Keep in mind it is not that they feel that they are any better or that they don't have to follow the rules...but rather they are following the rules and avoiding the flow of fixed wing. They are most likely coming in at a lower altitude than you. Ultimately we are all responsible to see and avoid each other.

We have all heard people talking on the radio (a lot) and reporting where they are...while the rest of us still don't have a clue where they actually are, so our eyes are still our best bet. Always double check the frequencies and make sure your radios are set up correctly. We have all put in the correct frequency and transmitted our intentions only to realize we were transmitting on the wrong radio. Just because you see the correct numbers in the box, and you are talking on it, doesn't necessarily mean you are getting your point across. Most of us accept a Cub on short final without hearing anything; we think they are NORDO (no radio A/C). However we might think a 172 should be talking. Although a well-equipped

172 might have the equipment, there might be a deaf pilot piloting, perfectly legal, so don't assume and grumble just do what you need to for a safe outcome of the flight.



Once on the ground the next question is where to park the aircraft. The closest tie-down spot may not be the best alternative depending on the winds. Pilots who fly helicopters look at things quite a bit differently. They usually park away and downwind from others for several reasons, the primary one being the prop wash when the helicopter is lifting off. If the plan is to fuel the aircraft at the self-serve pump you may consider fueling later or parking close enough so you can pull/push the aircraft to the pump without a restart. This is often easier on the aircraft engine and definitely safer than starting the aircraft with people nearby. Try to be courteous and think of others by minimizing your time at the pump – if you need to use the wash room or want to take a little extra time, move your aircraft away from the pump so others can fuel. Once again, being familiar with the set-up ahead of time will help. For example, if there is room behind the pump and the hose will reach, that helps keep you out of the way of others. Helicopters may even park in the grass near the pump to make room for others.

Speaking of helicopters, most of us have no problem figuring out the best place to shut down so we do not block others or to make it the most efficient operation. If it were a helicopter sitting at the pump, with or without wheels, would you know the best place to shut down so as not to be in anyone's way or to chance your ship being blown somewhere you don't want it to be? Without knowing if they have fueled or not, and if no one is around, you may be able to just fuel your aircraft and leave. You just would not want to be within one and a half rotors diameter distance in your small

*Continued on p.7*



*Continued from p.6*

airplane while a helicopter is starting up or departing. Again using common sense and communication with others around is the key in this. Another one of the good things about small planes is that they usually are easy to move without starting them up.

If you see a turbine aircraft parking opposite direction and against the grain of most of us little guys, it is probably because of the next start up. If there is much wind at all, and it is from the wrong direction, the airplane may be parked so the turbine is not freewheeling in the wrong direction and wind is not blowing up the exhaust stack. This could cause serious damage from the torque of the starter on start up. So again be considerate.

Much of this is common sense; hopefully it will cause us to not just think about how we operate but also to think about others for the safety of all. As pilots we can all benefit by giving our fellow aviators the benefit of doubt and help when asked. Sometimes offering before being asked can be detrimental, but it is probably safe to say we all like being asked for help when it is needed. The more we help each other out the more all of aviation will benefit.

## FLYING SALUKIS HONORED WITH HOUSE RESOLUTION



The Southern Illinois University Flying Salukis were honored by the House of Representative of the 99th General Assembly of the State of Illinois with a House Resolution recognizing their continued success competing in the National Intercollegiate Flying Association (NIFA) competitions.

The Flying Salukis recently won their seventh regional title in eight years. The Salukis will compete in the national competition in May, and hope to return as national champions as well.

## BRUCE E. CARTER, A.A.E.

### Honored with AAEE Distinguished Service Award

Alexandria, VA – Bruce E. Carter, A.A.E., Director of Aviation at the Quad City International Airport, has been selected as the recipient of the American Association of Airport Executives (AAAE) Distinguished Service Award, presented to airport executives in recognition of career-long leadership and contributions to the aviation industry.

“Bruce is a valued colleague who is well-known for his leadership in the nation’s airport management community and the broader aviation industry,” said AAEE Chair Randall D. Berg, A.A.E., Director of Airport Operations at the Salt Lake City International Airport.

“Distinguished service is a hallmark of Bruce’s career, and it is fitting that AAEE has recognized him for the numerous contributions he has made during his remarkable four decades in the industry.”

The Distinguished Service Award, given annually, is one of AAEE's highest levels of recognition. Men and women receive this award as a reflection of outstanding accomplishments in their professional and personal lives. Respected leaders of their own communities, these men and women also contribute to other aviation organizations, serve AAEE and its chapters and participate in civic and community affairs. Distinguished Service Award winners exemplify the best in airport management by continually bringing credit to the profession and the aviation community. All DSA winners are Accredited Airport Executives (A.A.E.) and exemplify the standards accreditation seeks to inspire.

Carter began his 40-year career as an air traffic controller in Des Moines, IA, and has held Director of Aviation positions in Waterloo, Iowa and Springfield and Peoria, Illinois before he joined the Quad City International executive team in 1999. Carter currently serves as a Second Past President of the AAEE Board of Directors and is a Past President of the Great Lakes Chapter AAEE.

The Award was announced at the 86th Annual AAEE Conference and Exposition held in San Antonio, Texas in May and was presented at a breakfast meeting held December 11, 2014 at MLI.



## TRIVIA

### NAME THAT AIRPORT

The last "Name that Airport" turned out to be a bit of a challenge with just one correct answer. Congratulations to **Greg Manuel** for recognizing the Monmouth Airport photo from 1969. Greg wrote:

"That is Monmouth IL, C66, I grew up just 1 mile west of there and many nights I laid in bed watching the beacon flash through my bedroom window... My dad was a pilot his whole life and the silver Quonset hut hanger on the north end of the old airport still stands to this day. At the time of this photo they had begun grading the new runway on the east side which is shown in the photo. The Monmouth airport was a significant part of my childhood and my dad hangared many planes in that building. I learned to fly there in 1979/80. At the time of this photo they were moving the runway to the east side of the section of land it sits on. The runway is now oriented 02/20... I currently live in Rockford IL and base my plane at Freeport."

Do you know the name of the airport shown in this picture and the approximate timeframe when the picture was taken? If so, send an e-mail to [DOT.aero@illinois.gov](mailto:DOT.aero@illinois.gov) so we can congratulate you. Those who provide the correct answer will have their names published (with permission), along with the correct answer, in the Summer 2015 edition of *Illinois Aviation*.



## CONGRATULATIONS TO GENE SCHEUWMINER Recipient of the Charles Taylor Master Mechanic Award



Gene Scheuwminer receives the Charles Taylor Award from Luanne Wills-Merrell, Manager, and Donald Brigham, Front Line Manager, DuPage FSDO.

Gene Scheuwminer of Bartlett was awarded the Charles Taylor Master Mechanic Award. The Charles Taylor "Master Mechanic" Award recognizes the lifetime accomplishments of senior mechanics.

The Charles Taylor Master Mechanic Award is named in honor of Mr. Charles Taylor, the first aviation mechanic in powered flight. Mr. Taylor served as the Wright brothers' mechanic and is credited with designing and building the engine for their first successful aircraft.

## ILLINOIS AVIATION CONFERENCE, IDOT AWARDS LUNCHEON AND ILLINOIS AVIATION HALL OF FAME BANQUET

The 2015 Illinois Aviation Conference will be held May 13-14 at the Clock Tower Resort in Rockford. Once again the outstanding airports, heliport and airport restaurant will be honored at the IDOT Awards Luncheon. This year's conference will provide attendees with valuable industry insight and encouragement to face the challenges that lie ahead. The Illinois Aviation Hall of Fame Banquet will be held after the Conference on May 14.

Details for the Conference and reservations forms can be found at [www.illinoisaviation.org/IAC.html](http://www.illinoisaviation.org/IAC.html), or by contacting (217) 528-5230.

