



*Friends of the Mitchell Gallery of Flight, Inc.*

# **FLIGHTLINES**

*An educational and cultural resource of Milwaukee County*

Vol. 30 No. 4

**7:00 PM - TUESDAY, NOVEMBER 10, 2015 - in the Sijan Room**

Winter 2015

## **MEMBERSHIP MEETING**

### **GENERAL AVIATION WHAT IT IS AND WHAT IT DOES**

By Jim Rothschild

General Aviation is virtually everything in the air except for commercial airliners, the military, and a few satellites circling where the air is mighty thin. It includes everything from the guy building an ultralite in his garage to sophisticated executive jets. Supporting these airborne activities is a massive infrastructure of flight schools, maintenance shops, aircraft rental and charter services, and the airports that provide these and myriad other services like hangars, fuel, and amenities for the pilots and their passengers from mom and the kids to high-ranking executives.



*Jeff Baum*

To make some sense out of all these interrelated activities, we've called upon Jeff Baum, President and CEO of Wisconsin Aviation, Inc.,

*(Membership Meeting Continued on page 2)*

## **SCREAMING ALONG IN A P-51**

By Steve McNeilly

It was Spring, 1991. I was twenty years old, in my second year at the University of Illinois Institute of Aviation at Champaign, IL. Having just received my Instrument Rating, I was also finishing my second year in the Aviation Maintenance Technology program. After two years of hard work and successfully passing the brutal FAA practical tests, I earned the Powerplant portion of the Airframe & Powerplant Certificate, more commonly-known as an "A&P."

After lab work on a Friday at 5pm, Brad Eisinger, an airframe instructor, approached me with a question. He knew I had a bigger interest in aviation than many of the A&P students enrolled in the program. "Steve," he asked, "Butch Schroeder over in Danville has a P-51 Mustang (today, very rare and worth around \$500,000 to \$1,000,000), and he's looking for someone to polish it for him. Do you want to do it?" I said, "Sure," thinking maybe I'd get lunch out of the deal and a chance to make some contacts. His mechanic, Mike, picked me up, and we drove an hour out to Danville. Butch Schroeder was a successful restaurant owner, and he owned a small fleet of beautiful, flyable World-War II aircraft.

Mike and I stopped at the auto-parts store to purchase six cans of polish. Upon placing the cans on the counter, the cashier commented, "Wow, you boys must have a big project. What are you working on?" Mike stated, "Oh, just a Mustang." Excitedly, she said, "Oh, no kidding! I love Mustangs. What year?" Without skipping a beat, Mike coolly stated, "Just a '43 Mustang." The confused look on her face made us both smirk. Of course, the *Ford Mustang* didn't appear until 1963, which she probably knew—in her mind, we must have been a couple of jokers. We paid and headed to the airport. From there, I

*(Screaming P-51 Continued on page 4)*



*Wisconsin Aviation corporate headquarters at the Watertown Municipal Airport (RYV)*

### **Inside This Issue**

- Page 2 President's Report
- Page 3 Plaque Found
- Page 3 Doors Open Milwaukee
- Page 5 AirVenture 2015
- Page 6 Sheboygan Airport
- Back Page 2016 MGF Calendar

# PRESIDENT'S REPORT

Welcome to the fourth and final edition of *Flightlines* for 2015. Although *Flightlines* is our official newsletter, you can also keep current with news and information about the Mitchell Gallery of Flight by visiting our Facebook page at [www.facebook.com/MitchellGalleryOfFlight](http://www.facebook.com/MitchellGalleryOfFlight). You can also find the link on the Gallery's web site at <http://www.mitchellgallery.org/>

## The Gallery's 2016 Calendar

Please check out the Mitchell Gallery's 2016 calendar printed on the back page of this newsletter. All of the meetings and events currently planned for 2016 are listed. If there are any future changes or additions, they will be listed on both our Facebook page and in the *Flightlines* newsletter.

## Doors Open Milwaukee

The Mitchell Gallery was one of 176 locations participating in *Doors Open Milwaukee* on the weekend of September 19 and 20. We had a steady flow of visitors each day to view the special historic displays set up in the Lovell and Sijan Conference rooms. We also offered visitors a 13 minute black and white movie about Gen. Mitchell Field and the other Milwaukee County airports in the mid-1950s. A complete report with photos appears in this newsletter. *Thank you* to the Mitchell Gallery volunteers who invested their time to set up the displays, greet visitors and answer their questions.

The next *Doors Open Milwaukee* is scheduled for September 17 /18, 2016. We hope to participate again.

## Board of Directors News

At our August 11 meeting, the Mitchell Gallery's board of directors voted to add two additional board members, as permitted in the by-laws. The board members who were appointed to those positions will be up for membership election starting in 2016. The new board members are:

**Bob Kiepert** – Those of you who are familiar with the General Mitchell Open (GMO) annual golf tournament and fund raising auction will recognize Bob. He has been a long time supporter of the Mitchell Gallery of Flight and has been very active in the GMO committee for years. In fact, Bob has been one of the key leaders who have consistently made the GMO a success. During the day, Bob is the General Manager for HMS Host at Gen. Mitchell International Airport. HMS Host is the company that provides the retail food and beverage services at MKE.

**Steve McNeilly** – Although new to the board, he is no stranger to aviation and aviation history. Steve is currently a First Officer at Southwest Airlines on the Boeing B-737-300/700/800, and is based at Chicago Midway Airport. He resides with his wife and two children in Franklin, Wisconsin and also runs his own side business, Aviation Tutorials Company, LLC, producing computer-based training for the aviation industry. Steve began flying powered aircraft at age 16 and has held flight crew positions with several airlines, including Skyway, Midwest Express, ATA and UPS. He also holds airman certificates for air transport pilot, flight engineer-turbojet, flight instructor, A&P mechanic and Part 141 examining authority.

Welcome Bob and Steve!

## Exhibits and Other News

We have no new exhibits on which to report; however, renovation of several exhibits is expected to occur once our new display cases are completed, hopefully before the end of December. We expect to be able to provide a fresh look in the museum once those new cases are ready and we're able to showcase artifacts that have not been previously displayed.

Our new board member, Steve McNeilly, recently offered an idea to help promote membership in the Mitchell Gallery. Since the Milwaukee area is home to many Midway-based Southwest pilots, Steve wanted to increase awareness of the Mitchell Gallery among that group. To help accomplish this, Steve contacted astronaut Capt. Jim Lovell to ask for permission to use his endorsement in a flyer to be posted in Midway Flight Operations. Jim Lovell approved and once again demonstrated his ongoing support to the Mitchell Gallery. Thank you to both Capt. Lovell and Steve!

Our next membership meeting is scheduled for Tuesday, November 10 in the Sijan Conference Room. Details about this program are included in this newsletter. I hope to see you there.

Bill Streicher, president

### *(Membership Meeting Continued from page 1)*

headquartered at Watertown. Jeff left academia in 1979, joined Watertown Aviation, and in 1981 founded Wisconsin Aviation, Inc. Since its founding, Wisconsin Aviation has grown both in size and reputation. In addition to managing an ever expanding business structure, Jeff has involved himself in leadership roles in a variety of aviation organizations. Jeff's activities and contributions to general aviation have earned him a 2013 induction into the Wisconsin Aviation Hall of Fame. Check out the WAHF's website to learn more about Jeff's outstanding credentials; <http://www.wisconsinaviation.com/>

See you all on the 10<sup>th</sup>!

## GMO PLAQUE SPOTTED AT GRANT PARK!

Recently, new Mitchell Gallery of Flight Board Member Bob Kiepert noticed a “General Mitchell Open” plaque on display at the Grant Park golf course Clubhouse. “That’s our GMO!” Bob thought to himself, and he inquired about it to the attendants. No one there had any “history” of the plaque. (The GMO had last played Grant Park in 1997.) Bob asked for and ultimately obtained the plaque for its return to the Gallery.



The plaque was originally presented to Grant Park in 1994 (GMO XII) with Mitchell Gallery Board Member Emeritus Ed Green’s signature on the back. As the wording indicates, GMOs had been held at Grant Park since 1986, (GMO I). What the plaque doesn’t say is that the GMO decided to relocate to the South Hills Country Club in 1998 (GMO XIV) due to significant logistical issues. And, in 2011, the GMO again relocated to the Muskego Lakes Country Club (GMO XXVI) where it has been held since.

Those of us who have been associated with the GMOs for many years, have fond memories of our early years at Grant Park and want to thank Bob Kiepert for his discovery and the return of some of the Gallery’s GMO history.

## RETROSPECTIVE ON *Doors Open Milwaukee*

By Jim Rothschadl

As outlined in Bill Streicher’s President’s Report, our participation in Doors Open Milwaukee was a success. 341 visitors directly attributable to DOM toured the Gallery and the special exhibits. In addition, we had a number of travelers look in as well. Guests were greeted by volunteers from DOM who passed out our brochure and took the official count. Once inside, members of the Gallery Board and some very helpful spouses pointed out key features of our displays and answered many questions. The interest in General Mitchell was particularly gratifying. Visitor interest in the Gallery itself will result in several new members coming aboard. Historic Milwaukee Inc., organizers of DOM, were delighted to have us participate. We are already on the list for next year’s event and we’ll have the benefit of more lead time. Despite our having to make almost last-minute preparations, we can be delighted with the results.



*Cindy Streicher (with purse) pours over exhibits as do other visitors to Doors Open Milwaukee at the Gallery.*



**FLIGHTLINES** is published four times a year by the Friends of the Mitchell Gallery of Flight, Inc. The editor is interested in considering typewritten or e-mailed articles, photographs, and documents pertaining to aviation in Southeastern Wisconsin. Correspondence regarding **FLIGHTLINES** or the Gallery should be directed to: Mitchell Gallery of Flight, Inc., c/o Milwaukee Co. Airport Div., 5300 S. Howell Ave., Milwaukee, WI 53207. Phone: 414.747.4503, Fax: 414.747.4525, Email: FlyMitchell@MitchellGallery.org, Web Site: [www.mitchellgallery.org](http://www.mitchellgallery.org). Annual Memberships in the Friends are available as follows: Individual-\$10.00, Family-\$15.00, Contributing-\$25.00, Corporate-\$250.00. Visit us on Facebook at <http://www.facebook.com/MitchellGalleryOfFlight>.

***(Screaming P-51 Continued from page 1)***

spent the rest of the day cleaning Butch's P-51. Lunch was included. At 5pm, Butch came out to look at the airplane. He was happy with it and said, "Why don't you come out tomorrow, and I'll give you a ride." That put a smile on my face that lasted for a week—a ride in a P-51 wasn't something that *just anyone* was given, I thought... especially since a typical ride in a P-51 would cost around \$500 for those willing to pay. For a poor college student like me, \$500 might have well have been a million bucks!

The next day, Mike picked me up again. We drove to the Danville airport, and Mike briefed me on the parachute. I strapped-on the parachute just as Butch, the owner, arrived. He discussed some things with Mike and then met me at the airplane. We both climbed into the P-51 and Butch gave me a safety briefing. He started that monstrous 1,400-horsepower engine, and it roared to life. The engine afterfires somewhat at low power, making loud popping noises, but it runs much smoother at higher power settings.

On the runway, takeoff acceleration was rapid, airspeed built quickly, and the tail quickly rose as Butch held the stick forward. We lifted off after a short run and were climbing at several thousand feet per minute. Reaching 10,000 feet in such a short period of time in a non-pressurized aircraft such as this, it was apparent how quickly the outside air temperature drops. It was like stepping from a blistering-hot greenhouse into a refrigerator. Butch gently rolled the wings and reduced the pitch, until we were in a steep descent. Airspeed increased rapidly, and at a few thousand feet about the ground, he gently began pulling the nose up. His family owned a horse and cattle farm nearby, and Butch made several passes at high speed (at

a safe and legal altitude) looking for the horses and cattle. At that kind of speed, this was an unbelievable experience—and, it was incredible fun watching those horses running in all directions as they heard the roar of the P-51 engine approaching. All the while, Butch was careful and considerably gentle in his handling of the airplane. It was clear that he had a great deal of experience and respect for the airplane and its ultra-high-performance nature. Butch climbed up, entered the pattern at Danville, and landed the plane. His wife was up next for a ride.

Mike drove me back to Champaign, and I had dinner with the usual group of guys and girls at the "Six Pack" dormitory on the Illinois campus. I casually relayed the story to the group, thinking that these fellow college kids wouldn't find such a story and a rare World-War II warbird all that interesting. But, they did. In fact, they were actually captivated by the story. A few stated how they wished they had such an opportunity. At the time, I knew it'd be an experience that I'd always appreciate. Not many people will ever get to witness what it was like to fly in a World-War II fighter.



*Steve McNeilly stands in front of the P-51 Mustang Butch flew it into Champaign later in 1991. It was the high-tail version of the plane, with two seats (one set of controls).*

In 1999, the Smithsonian's *Air & Space* magazine wrote about Butch: "So how does a mere mortal go about getting a P-51? 'Well, you have to have a lot of money,' says Butch Schroeder." It was the truth. But, it also involved exceptional skill to fly a P-51, since the P-51 was among the most advanced technology to come out of World-War II. It could easily kill you if you weren't always thinking five minutes ahead of what the airplane was going to do. I found Butch to be a very admirable

person who knew what he was doing, but also had the generosity and time to devote to a 20-year-old flight and maintenance student.

Three old pilots were walking across the ramp to their airplanes.

First one says, "Windy, isn't it?"

Second one says, "No, it's Thursday."

Third one says, "Yeah, so am I. Lets go get a beer instead."

[http://www.urcaptainspekin.com/pilot\\_humor.htm](http://www.urcaptainspekin.com/pilot_humor.htm)

**Engine Trouble**

An 747 was having engine trouble, and the pilot instructed the cabin crew to have the passengers take their seats and get prepared for an emergency landing.

A couple minutes later, the pilot asked the flight attendants if everyone was buckled in and ready.

"All set back here, Captain," came the reply, "except the lawyers are still going around passing out business cards."

<http://www.jokes4us.com/peoplejokes/pilotjokes.html>

# A LOOK AT AIRVENTURE 2015

By Carrie Rasberry

A love of aviation and beautiful weather brought together 550,000 attendees for this year's AirVenture airshow in Oshkosh. If you think O'Hare is busy, airports in the east-central area of Wisconsin saw over 10,000 aircraft arrive during the event.

AirVenture always brings in an interesting mix of aircraft for the week-long airshow. Some of the highlights of the event included:

- A B-52 Stratofortress bomber
- The Air Force's new F-35 Lightning II fighter
- Airbus' new A350 XWB twin jet airliner
- One of two flyable F-100 Super Sabres, a fighter from the 1950s
- Goodyear's new Wingfoot One airship
- A rare PB4Y-2 Privateer patrol bomber, once flown as a fire bomber

Mark your calendars for AirVenture 2016, July 28 through August 3.



*Bottom Right: PB4Y-2 Privateer warbird*

*Bottom Left: F-35 Lightning II overhead before landing.*



*Above: Re-enactors having a fun time next to a rare Lancaster bomber.*

*Top Left: A lineup of classic aircraft in the vintage area.*



Additional pictures from the EAA are on the page 7.

# AVIATION HERITAGE CENTER, SHEBOYGAN AIRPORT

By Bill Streicher

I recently visited the Aviation Heritage Center of Wisconsin at Sheboygan County Memorial Airport (KSBM). This was my first visit and I highly recommend stopping there, particularly if you're looking for a weekend day trip in the Wisconsin countryside. They have many interesting exhibits related to the aviation history of the area. Additionally, they also have a couple of outdoor aircraft displays, including a T-33 jet trainer (51-9106) and a T-28B (BuNo 138192) once used by the Royal Lao Air Force to train Lao and Hmong pilots at Udorn, Thailand between 1972 and 1974. Both aircraft have interesting stories.



*Aviation Heritage Center main entrance with a Lockheed T-33 Shooting Star jet trainer mounted outside.*

Inside their new building they have many interesting exhibits, models and photos as well as parts of a Midwest Airlines DC-9 passenger cabin mockup once used for training. They also have a complete Radioplane OQ-19 target drone suspended from the ceiling. The drone had been recovered from Lake Michigan near the shore of Whistling Straits Golf Course and donated to the museum. During the 1950s, the land which is now Whistling Straits was a U.S. Army anti-aircraft artillery training base named Camp Haven.

The Aviation Heritage Center is also starting a campaign to raise money for the restoration of an ex-North Central Airlines DC-3 (N408D). With the help of local EAA Chapter 766, they plan to restore the aircraft for display in North Central colors at the Sheboygan Airport. The DC-3 is not flyable and is currently located in Ottawa, Illinois.

Check their web site at [www.ahcw.org](http://www.ahcw.org)



*Heritage Center main exhibit floor.*



*Former Midwest Airlines DC-9 cabin trainer seats and fuselage side panel.*

## JFK

New York (CNN): At John F. Kennedy International Airport today, a Caucasian male (later discovered to be a high school mathematics teacher) was arrested trying to board a flight while in possession of a compass, a protractor, and a graphical calculator. According law enforcement officials, he is believed to have ties to the Al-Gebra network. He will be charged with carrying weapons of math instruction.

<http://www.jokes4us.com/peoplejokes/pilotjokes.html>

## AVIATION HERITAGE CENTER - Pictures cont'd



*Radioplane OQ-19 target drone recovered from Lake Michigan.*



*T-28B once used by U.S. Air Force instructors to train Laotian and Hmong pilots.*

## A LOOK AT AIRVENTURE 2015 - Pictures cont'd



*The awesome F-100 Super Sabre.*



*Airbus A350 XWB demonstration during the airshow.*

### GMIA News

- **Bag Claim Renovation Completion**

GMIA's new baggage claim building has been open to the traveling public since July. The newly-renovated space includes five new carousels and creates a more inviting, spacious environment for travelers as they arrive in Milwaukee. The new "green" roof's plantings are now visible from both parking garage skywalks, and a skylight spans the entire length of the building. A glass canopy extends over the vehicle roadway to protect travelers during rainy weather.

- **Slalom Artwork Floats Above Travelers**

Be sure to check out the new public art display during your next visit to our new Baggage Claim. "Slalom" incorporates a gently undulating ribbon of kinetic elements that floats overhead and weaves its way throughout the building's support columns. The result is an ever-changing sequence of varied and unpredictable effects.

THE FRIENDS OF THE MITCHELL GALLERY OF FLIGHT, INC.

# 2016 CALENDAR

Date	Board of Directors Mtgs. Tuesdays, 4:30 PM	Membership Mtgs. Wednesdays 7:00 PM	Submissions Deadlines <i>Flightlines</i> Vol. 31	<i>Flightlines</i> Mail Date to Membership	GMO XXXI	Doors Open Milwaukee
Feb 9	Feb 9- Sijan Rm		Feb 9 – No 1			
Feb 24				Feb 24		
Mar 9		Mar 9				
Apr 12	Apr 12 - Sijan Rm					
Jun 7	Jun 7 - Sijan Rm		June 7 – No 2			
Jun 14					Jun 14	
Jun 29				Jun 29		
Jul 13		Annual Election <sup>(1)</sup> July 13				
Aug 9	Aug 9 - Sijan Rm <sup>(2)</sup>		Aug 9 – No 3			
Aug 24				Aug 24		
Sept 17-18						Sept 17-18
Oct 11	Oct 11 – Sijan Rm		Oct 11 – No 4			
Oct 26				Oct 26		
Nov 9		Nov 9				
Dec 13	Dec 13 – Sijan Rm					

(1) Annual Membership Meeting on July 13 w/ election of board members  
(2) Election of Officers

The *Flightlines* editor will consider submissions of articles, photographs and documents pertaining to aviation in Southeastern Wisconsin. They can be sent to the Mitchell Gallery's e mail or postal mailing address.



Friends of The Mitchell Gallery of Flight, Inc.  
General Mitchell International Airport  
c/o Milwaukee County Airport Division  
5300 S. Howell Ave.  
Milwaukee, WI 53207

414.747.4503

FlyMitchell@MitchellGallery.org

## FIRST CLASS

**Membership Meeting  
TUESDAY, NOVEMBER 10, 2015  
7:00 PM - Sijan Room**

## GMO XXXI IS JUNE 14, 2016