
POLISH-AMERICAN ENGINEERS ASSOCIATION

FOUNDED



IN 1934

1 Watergate Drive South Barrington Illinois 60010, USA • www.polishengineers.org

All members and friends of Polish-American Engineers Association are cordially invited to attend our upcoming meeting.

DATE: **Friday, March 16th, 2012**

TIME: **7:30 p.m.**

LOCATION: **Copernicus Center**
Kings Hall (3rd floor)
5216 W. Lawrence Avenue
Chicago, Illinois

SPEAKER: **Paul Ehorn**
Bruce Bittner

TOPIC: **Diving for sunken aircraft and history of naval aviation on Lake Michigan.**

Historic World War II Aircraft Pulled From Lake



During the war, navy pilots trained to land on aircraft carriers in Lake Michigan before seeing active duty. The "aircraft carriers" used for training were in fact old Great Lakes passenger liners modified with wooden landing decks. The vessels docked at Chicago's Navy Pier, and the pilots left from the Glenview Naval Air Station in Glenview, Illinois. Many aircraft crashed in the lake during aircraft carrier qualification training.

More than 17,000 pilots completed their aircraft carrier qualification training on Lake Michigan in the 1940s. After the training ended, the Navy estimated that approximately 130 planes went into the lake; some were recovered while many still sit on the bottom of the lake.



PRESENTERS:

Paul Ehorn



Shipwreck hunter and explorer particularly in the area of the Great Lakes in the Midwestern United States and Canada. Paul began his love affair with diving in 1960 and has become an avid shipwreck diver, hunter and finder. He has located 13 shipwrecks in the Great Lakes and has had the pleasure to dive the Andrea Doria (Andrea Doria was the last major transatlantic passenger vessel. The ship lies on her side at a depth of about 250 feet at south of Nantucket Island, Massachusetts) and the Empress of Ireland (she lies on her starboard side, at an angle of approximately 60 degrees in nearly 150 feet of water in the St. Lawrence river off Point-au-Pere). He enjoys the thrill of the hunt and find as much as the dive. He conducts Side Scan Sonar surveys, film shipwrecks and has worked for A&T

Recovery on the salvage of WWII airplanes for the past 3 years. Paul has BS degree in math and physics. Currently works as Senior Code Enforcement officer for the City of Elgin.

Bruce Bittner



Scuba diving since 1991. His two passions are cave diving the north Florida caves and shipwreck diving in the Great Lakes. Bruce is certified PADI Instructor, working out of Sea Lions Dive Center in Schaumburg, Illinois. Avid shipwreck diver in Lake Michigan, Huron & Superior and amateur shipwreck hunter. He has been working with A&T Recovery for the past 3 years as one of their "deep" divers in the recovery of sunken WWII naval war planes in Lake Michigan. His profession is commercial / industrial contractor specializing in mechanical insulation of piping, ductwork & plumbing systems.

Presentation will cover the history of the training of naval pilots on the Great lakes, the salvage of the planes, and touch on the restoration and the final disposition.

ADMINISTRATION UPDATES

Polish American Chamber of Commerce & Polish Engineers

at Chopin Theatre

Thursday, April 12th 8:00 pm



Critic's Choice - *"Riveting...highly polished and visually thrilling magic of the very highest order"* –

C Jones, Chicago Tribune 1/31/12

Highly Recommended – *"soars on Dennis Watkins' brilliance as a genuine magician and fearless stuntman."* –

Weiss, Chicago SunTimes 1/31/12

Critic's Pick *"High energy...buzzy blend of traditional storytelling, music and spectacle. A thrilling ride"* –

K Vire, TimeOut Chicago 2/1/12

All Shows Sold Out – Moves to Miami 4/16/12!

***Tickets \$40 with reception. Cash bar.
Complimentary Parking Holy Trinity Church***

Tickets for the Show can be purchased on line

<http://polonianightwithhoudini.eventbrite.com>

or by calling:

Michael Niedzinski at 773-415-1818

PAEA MEMBERSHIP DUES. PAEA 2012 fiscal year began in January. Please plan to pay your 2012 dues during the next meeting. Dues remain unchanged for 2012 and are \$50 per year; senior citizens (over 65 years of age) and students \$25 per year. Questions? You may send an email to: paea.info@gmail.com

May 3rd Parade will take place on Saturday May 5th. Ms. Grazyna Czystochon attended the organizational meeting which took place on March 8th. Details regarding our participation will be provided during the March 16th meeting. For further information about this year's Polish Constitution Day Parade visit the Parade website at www.may3parade.org

Pulaski Day celebration March 5th. Michael Niedzinski represented PAEA at the annual celebration of Pulaski Day at Polish Museum and later during the banquet held at House of White Eagle.

Board of Directors held their first meeting of 2012. Meeting was held on February 25th at the new office PROCOM, courtesy of Jacek Zaworski. Meeting was dedicated to strategizing and planning of the effort aimed at creation of book which would provide history of the organization.

Messieurs' Roman Korczak, Tad Hofkin, Mirosław Noyszewski and Dr. Ron Wolosewicz held teleconferences and met face to face on March 10th. This effort is aimed at modernizing **By-laws and Constitution**. Mr. Tad Hofkin summarized the deliberations and created a document that is being reviewed by the team and will provide recommendations to the Administration.

Reminder to all members and sympathizers. Ralph Modjeski **scholarship applications** should be turned in by qualified students of engineering by June 15th. We plan to award three scholarships this year.

Society of Polish Engineers and Technicians in France is organizing a three day symposium in Paris France. Symposium which is sponsored by European Union and Polish embassy in France will be dedicated to flood prevention and mitigation. Symposium is scheduled to take place on **March 28-29-30th 2012**.

Mr. Kazimierz Florek, long time member of PAEA **would like to correspond with enthusiasts of cosmology, astrophysics and particle physics**. He has postulated several interesting theories and is soliciting comments. Mr. Florek's e-mail address: florek@clear.net. Topic is listed below.

COSMOS (no mathematics) by Kazimierz Edmund Florek Dr of SC-es.

In the memory of great Giordano (Filippo) Bruno (1548-February 17, 1600) {Copy Right pending 2011 Congress Library}.

[H] spiral galaxies prove existence of negative and positive gravity

2012 Structures Congress - March 29-31, 2012

American Society of Civil Engineers (ASCE)
Fairmont Chicago, Millennium Park



The 2012 Structures Congress The 2012 program will include 11 concurrent technical tracks that focus on the theme: “Forging Connections in the Windy City.” The sessions will demonstrate processes and present projects that are redefining structural engineering in the areas of bridge and transportation structures, buildings, and advances in research.

More information: <http://content.asce.org/conferences/structures2012>

9th Annual Midwest Bridge Symposium - April 26, 2012

Structural Engineers Association of Illinois (SEAOI)
Maggiano’s Little Italy 111 W. Grand Ave., Chicago, IL



Since 2004, the SEAOI Annual Midwest Bridge Symposium has been held in Chicago to provide a forum for bridge engineers to share analysis, design, and construction information from recent projects with unique and/or distinguishing characteristics. Attendance typically represents a diverse cross-section on of around 200 professionals from every facet of the bridge industry including: design, construction management, material suppliers, academia, general contracting, as well as, owner representatives from various Departments of Transportation on and FHWA.

More information: <http://www.seaoi.org/bridge/bridge.htm>

Wind Loads for Buildings and Other Structures (ASCE 7-10) -- June 22, 2012 Chicago, IL

American Society of Civil Engineers (ASCE)

In recent years the migration of people to the hurricane-prone coastline, general increase in the urban sprawl in the middle of the country, and the development of new high-tech, lightweight, building materials have increased the incidence of building disasters, and wind damage. Some hurricanes were catastrophic demonstrations of the increasing vulnerability of buildings and other structures (tanks, signs, towers, etc.) to severe wind storms. Wind induced property losses now annually exceed the sum of all other losses from natural hazards. This seminar addresses wind effects, provides guidelines for assessing design wind loads for buildings and other structures, and offers a discussion of the advantages of wind tunnel testing. This seminar is based on the ASCE publications “Minimum Design Loads for Buildings and Other Structures (ASCE 7-10)” and “Significant Changes to the Wind Provisions of ASCE 7-10.” While much of the instruction focuses on assessing wind loads, a portion of the seminar is directed to review wind damage experience of the past thirty years and lessons learned from the experience. Discussion in the seminar will focus on the new ASCE 7-10 Standard.

Dr. Jan Plachta suggested a multi day bus trip to visit and explore Bridges of Ralph Modjeski . This trip could be scheduled in late spring of 2012. Itinerary, attractions and cost are provided below.

MOSTY RUDOLFA MODRZEJEWSKIEGO

- Dzień 1** - Wyjazd z Chicago o godz 9 rano, około godziny 1 pm docieramy do Rock Island (170 mil od Chicago), gdzie przez godzinę podziwiamy historyczny **Government Bridge (2)**. Przejazd do następnego, pobliskiego **mostu pomiędzy Bettendorf a Moline (3)**, gdzie spędzamy dodatkowy czas do godziny 4-5 pm. Posiłek, przejazd na nocleg (100 mil) do Keokuk.
- Dzień 2** - Wyjazd z hotelu po śniadaniu ok. godz. 8:30, krótki podjazd do **mostu Keokuk (4)**, gdzie spędzimy około półtorej godziny. Około 10 wyjazd w kierunku odległego o 130 mil Saint Louis, gdzie dotrzemy ok. godz. 12:30 w południe. Do godziny 2 po południu oglądamy most **McKinley Bridge (5)**, po czym jedziemy 110 mil do Thebes gdzie znajduje się kolejny **most kolejowy (6)** Rudolfa. W Thebes będziemy do godz. ok. 3:30 pm, a następnie przejedziemy (70 mil) oglądać **most w Metropolis (7)**. Wyjazd z Metropolis ok. godz. 7:30 pm, przejazd (120 mil) na nocleg do Evansville KY, gdzie dotrzemy ok. godz. 10 pm. Nocleg w Evansville.
- Dzień 3** - Wyjazd z motelu o godz. 8 rano, na **most w Evansville (8)** przeznaczamy czas do godz. 9 rano, po czym jedziemy oglądać **most w Louisville (9)** w godz. 10:30-11:30. Po lunchu długi przejazd (450 mil) do Memphis TN na nocleg.
- Dzień 4** - Po śniadaniu, w godz. 8:30 - 9:30 oglądamy **most kolejowy w Memphis (10)**. Dla zainteresowanych byłaby możliwość zwiedzenia museum Elvise Presleya, tzw. Graceland Mansion. Przejazd 400 mil do Nowego Orleanu, gdzie dojedziemy ok. godz. 5 po południu. **Most drogowo- kolejowy Huey P Long (10)** (5-6:30). O moście tym prasa Nowego Orleanu pisała, że był "Cudem Techniki, Dziełem Sztuki". Reszta dnia poświęcimy na spacer, relaks i kolacje w zabytkowym Starym Mieście, nocleg w Slidell.
- Dzień 5** - Cały dzień przeznaczamy na przejazd do Greensboro/Raleigh w Karolinie Północnej.
- Dzień 6** - Po śniadaniu przejazd 300 mil do Waszyngtonu, zwiedzanie miasta w godz. 1- 4 pm, przejazd (140 mil) na nocleg do Filadelfii.
- Dzień 7** - Od rana podziwiamy **most Benjamin Franklin (12)** w Filadelfii, ukończony w 1926 roku w 150. rocznicę Stanów Zjednoczonych. Przejedziemy również przez **most Tacony-Palmyra (13)**, oraz ciekawy lukowy most kamienny **poprzez Henry Avenue (14)**. O 10-tej ruszamy w stronę Nowego Jorku, a następnie wzdłuż rzeki Hudson, gdzie (2-3 pm) oglądamy **most Poughkeepsie (15)**. Nocleg w okolicach Niagary.
- Dzień 8** - Przejazd (600 mil) do Chicago.

Proponowany termin wycieczki: druga połowa Maja 2012

Cena wycieczki: \$1050 .

Cena obejmuje transport wg. programu mikrobusem (van) 15-osobowym, 7 noclegów w motelach standardu Super 8 i opiekę przewodnika. Cena nie obejmuje ubezpieczeń, posiłków ani biletów wstępu.

UWAGA: możliwe jest 2-dniowe przedłużenie wycieczki (jej cena wzrośnie do \$1350), połączone z dodatkowym zwiedzaniem Quebec City, Montrealu, Niagary i **mostu Modrzejewskiego w Detroit**.

- Dzień 8** - Przejazd z noclegu w okolicach jeziora Champlain/Adirondac Upper NY do Quebec City, zwiedzanie **mostu (16)** Dolcia, o którym, pisano, że jest ósmym cudem świata. Nocleg w okolicy Trois Rivieres.
- Dzień 9** - Zwiedzanie Montrealu, przejazd w okolice wodospadów Niagary, wieczorna panorama oświetlonych wodospadów, nocleg.
- Dzień 10** - Całodniowy przejazd do Chicago połączony z podziwianiem ostatniego już na naszej trasie **mostu Modjeskiego (17) w Detroit/Windsor**.

All those interested please contact Dr. Jan Plachta at 773-775-7599 or jsplachta@sbcglobal.net

The Huey P. Long Bridge Widening



The Huey P. Long Bridge across the Mississippi River at New Orleans, Louisiana, completed in 1935, it has sometimes been described as the longest and highest steel railroad bridge in the United States. It is 4.35 miles long from abutment to abutment. It is a combination rail - highway structure and provides a four-lane highway, two one-way lanes on each side of a double-track railroad. It was designed by Polish-American engineer Ralph Modjeski.

The construction on the original bridge made it incredibly strong. That structural strength along with frequent ongoing maintenance has allowed for the existing bridge to be retrofitted and expanded

rather than replaced.

The bridge is maintained by the New Orleans Public Belt Railroad and is known as one of the best-maintained bridges in the United States. In the past five years, NOPB forces have replaced 12,411 bridge timbers, 24,822 tie plates, 1,063 guardrail timbers, 330 steel plates, 129 steel braces, 15,750 high tensile bolts and 71,971 screw spikes.

The first phase of the Huey P. Long Bridge Widening Project in Jefferson Parish, Louisiana, began in April 2006. This four-phase project, long awaited by local communities, will add an additional travel lane and inside and outside shoulders to each side of the highway portion of the bridge.

As part of the widening project, modifications were made to the supports for the railroad bridge on both banks of the Mississippi River. The modifications allowed for train traffic to continue to move across the bridge while better integrating highway traffic to keep it flowing smoothly. The widening will be complete in 2013.

In January 2010, the Huey P. Long Bridge Project was awarded the American Concrete Institute's "Best Concrete Project Award, 2009 Highway and Bridge Projects Award of Excellence".

