

THE NEW PROPWASH



Volume 2, Issue 10
October, 2006

UPCOMING EVENTS

Chapter Meeting

Thursday, October 26th

7:30 PM

Location:

Across from the Airport
Sugar Grove Firehouse
(North end of the Firehouse)

Program:

Viewing of a couple of DVD's on "Avoiding Icing Encounters" and "The Effects of Airframe Icing" to get you prepared for winter flying.

Election of Officers

The election of chapter officers (for the next two years) will take place at the November meeting. If you are interested in participating in the Chapter operations, either as an officer or Board member at large, give President Dick Low or one of the other board members a call.

Board members are: Bill Cameron, Frank Consentino, Bill Schertz, Alan Shackleton, and Larry Shaw.

Final Young Eagles Rally of the Year 2006

Sunday, October 29th

8:30 AM Pilot's Briefing

9:00—2:00 Flights

As always, we can use lots of volunteers both for the ground crew and pilots.

Lunch is provided for all volunteers. Come join the fun!

See other articles and pictures in the newsletter about the September Young Eagles Rally.

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Chapter Leaders

President Dick Low	630-717-6225	DickLCFI@sbcglobal.net
V-P Frank Consentino	630-844-2512	kw0727@comcast.net
Treasurer Larry Shaw	630-466-5555	DatecAviation@cs.com
Secretary Bill Schertz	630-879-5465	Wschertz@ispwest.com
Young Eagles Lesa Madru	630-717-6225	Flyingglows2@sbcglobal.net
Newsletter Editors:		
Bill & Marcia Cameron	847-742-2963	mec515@sbcglobal.net

Quote of the Month

"And let's get one thing straight. There's a big difference between a pilot and an aviator. One is a technician; and the other is an artist in love with flight."

Elrey Borge Jeppesen

NEWS FROM THE PREZ, DICK LOW

Last month I said in my column that the seasons were changing and so was our Chapter's meeting place. In spite of the snow that we had this past Wednesday I believe that it is still autumn but our Chapter's meeting place is changing again. Two weeks ago Bill Schertz received a telephone call from the Sugar Grove Fire Department informing him that the EMT course that had been held at the Firehouse on Thursday evenings was moving elsewhere, and that the meeting room at the Firehouse was ours for the foreseeable future if we wanted it. Last month's meeting at Lumanair was relatively well attended and the room was certainly acceptable for our meetings. We are very appreciative to Mike Luman for making this meeting space available when we were in a quandary as to where to hold the monthly Chapter meetings. However, those of you that attended one of the three Chapter meetings at the Sugar Grove firehouse over the summer will attest that it is a beautiful facility with a full kitchen and a complete complement of audiovisual equipment. Therefore, the board felt that it was too good of an opportunity to pass up and we are planning on holding the monthly Chapter meetings at the Sugar Grove firehouse meeting room on the North end of the Firehouse across from the airport from now on.

Also, last month I solicited feedback regarding the subject matter of the presentations following our Chapter meetings. So far the only feedback that I have received is from my wife. She suggested, since winter is approaching, that we show something related to winter flying such as aircraft icing. Therefore we will take advantage of the video equipment at the Firehouse to show a couple of DVDs on avoiding icing encounters and the effects of airframe icing.

Our fourth Young Eagles rally of the year last month was very similar to the third. We had a significant early turnout which included 45 kids from the ROTC unit at East Aurora High School. Unfortunately the weather did not cooperate much better than for the August rally but did clear up by 10:30 so that we could start flying in earnest. We had a good turnout of aircraft although the ground crew was pretty light at the start. Commander McNabb of the ROTC Unit was a real life saver while the ground crew was shorthanded as all Lesa had to do was tell him which kids were scheduled for the next pilot and he would round them up. At the end of the day the final count was 137 kids bringing our total for the year to about 385 with one rally left.

When the flying was done for the day most of us adjourned to Lesa's and my hanger at Sky Haven for hamburgers, brats, and drinks provided by the Chapter, and some delicious side dishes supplied by the attendees. Everybody relaxed and enjoyed a great fall afternoon while recalling the day's highlights. My thanks to Bill and Paula Schertz for providing the grill and Frank Cosentino for flipping the burgers and brats.

Finally, as I mentioned last month, we will be electing Chapter officers for the next two years at the November meeting. Please let myself or one of the other board members know if you are interested in participating in the Chapter operations, either as an officer or a Board member at large.

See you at the Chapter meeting on the 26th at the Firehouse and the Young Eagles rally on the 29th.

Dick Low
President
EAA Chapter 579



EAA member, Dan Rubino, received a request from Kim Fay at Young Eagles Headquarters to submit a story about Chapter 579's September Young Eagle Rally. We thought everyone would like to read what Dan submitted. Nice job, Dan!

EAA Chapter 579 Young Eagle Rally Report by Dan Rubino EAA 379259

The weather for the morning of September 24 started out dismally. There was a low overcast, blustery winds, and occasional mist. By 0930 there were about 80 Young Eagle candidates already milling about the base of the tower at Aurora Airport (ARR) in Aurora, Illinois waiting for the rally volunteers to set up. This group included the local high school ROTC students and scouts from area troops. More Young Eagles were on the way!

Pilots based at ARR taxi out from their hangars and assemble in two rows on the ramp while the ground volunteers prepare the sign-up table under the awning of their rally trailer. The rally trailer is a self-contained mobile command center for hosting Young Eagle Rallies. Usually spotted in the parking lot at the base of the control tower on rally days, the trailer has a computer and printer for record keeping and printing certificates and serves as a refreshment center for the volunteers with hot coffee and cold pop, sandwiches, and cookies. Better save your appetite, however, for the cook out after the rally!

The rally always starts with a briefing from the control tower representative. Today's route of flight is confirmed as the southern pattern after consideration is given to wind and general conditions. A few Eagle flights are loaded and cleared for departure to probe conditions. Although ceilings are low, visibility is excellent and the Chicago skyline can occasionally be seen over 40 miles away. Additional Young Eagle pilots arrive from surrounding airports, but some need special VFR departures to get here.

Before more than a few flights launch, the mist returns and develops into light rain and the flights return. Volunteers break out the big canopy and assemble the posts and trusses for the canvas roof. It takes six or seven volunteers to manhandle the protective canopy into place, and as usual, just when they finish, the rain stops and the clouds start to break up.

As the blue sky peeks out from behind the clouds in ever increasing frequency, the canopy is struck and put away and planes start loading again. Ceilings increase, more Young Eagles arrive and the rally is firing on all cylinders. After each flight, little toothless smiles pop out all around, camera shutters click, and certificates clutched in small hands flutter in the breeze. The preliminary count at the end of the 5 hour rally is 137 new Young Eagles.

The trailer is packed up by the volunteers and the planes return to their hangars. Then the volunteers gather at one of the pilot's hangar to fire up the BBQ and arrange the burgers and brats for maximum occupancy on the grill. There are chips, slaw, potato salad, brownies, hot peach cobbler, and many other treats waiting for the volunteer group. It is early in the fall and the sun lingers briefly over the hangar ridge line while the volunteers relax after the rally. Not many more days like this before winter postpones future rallies until next spring.

**Photos from the September 24th, 2006
Young Eagles Rally & Volunteer Picnic**



Photos taken by
Dick Low & Dan
Rubino



Why Halon?
By Bill Cameron

As a certified A&P mechanic I am sometimes asked "Why use a Halon fire extinguisher in my plane?"

A review of the types of fires and extinguishers will answer the question. A Class A fire is a combustible solid like wood, paper, cloth, etc. A Class B fire is a flammable liquid like gas and oil. A Class C fire is an electrical fire.

Class B and Class C fires are the ones we are concerned with the most in an aircraft.

The types of extinguishers you will see are CO2 Class B/C, Dry Chemical B/C and Halon.

A CO2 extinguisher puts out the fire by smothering it with CO2, and should not be used in a sealed aircraft cabin.

A Dry Chemical extinguisher puts the fire out by smothering it with the chemicals it contains which are very corrosive to an aircraft structure. If you use a Dry Chemical extinguisher in or on your plane the chemicals will get under rivets and between skin panels and you will get corrosion the next time it rains or you wash it.

A Halon extinguisher puts out the fire by cooling the combustion process like a Water extinguisher and it smothers the fire like a CO2 or Dry Chemical extinguisher. Halon gases are halogenated hydrocarbons, that are very stable, non-corrosive and they do not react

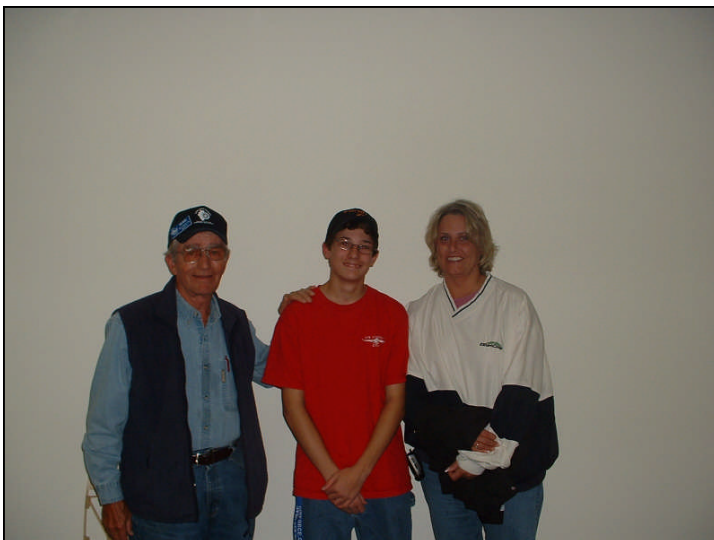
with water and are safe to use in a sealed environment like your aircraft cabin. There are three types of true Halon, Halon 1211, Halon 1301 and Halon 2402. Most aircraft portable extinguishers are blends of two or more of these true Halon gases.

True Halon has not been made since January 1, 1994 when it was banned under the Clean Air Act. Halon blends made for the sole purpose of aircraft fire suppression are allowed under the EPA's final 1998 ruling provided they are made out of stocks manufactured prior to the 1994 ruling.

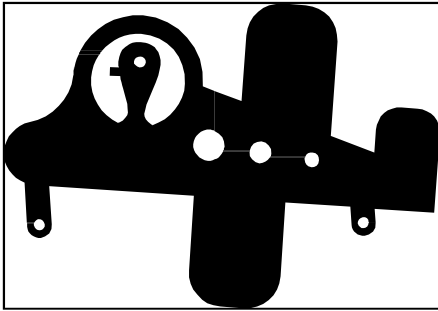
There are Halon substitutes on the market that perform the same as Halon and are safe to use in your aircraft but take a larger volume of product to put out a fire than Halon would. Halon is still your best bet for aircraft fire suppression.

I hope this answers your question as to why Halon, and was not too technical.

Until next time, fly safe
Bill Cameron, A&P, I.A.



In the photo on the left, Bob Mays - Chapter member, Jimmi Krachtus - the Chapter's candidate for the EAA Air Academy this past summer, and Jimmi's mom. Jimmi gave a presentation at the September chapter meeting telling of his experiences at the Air Academy this past summer, 2006.



For Sale:

(For Sale by Vince Aderente—friend and former co-worker of Todd Ashcraft) 42% share in 1976 AA5B Tiger, hangered at Aurora Airport, Sugar Grove, Illinois. 3,100 hours airframe, 1,000 SMOH. 3/1/06 annual. Upgraded avionics, including HIS, Garmin GNS 430, Century I autopilot and S-Tec altitude hold. Selling due to lost medical. \$30,000.

Also, Todd's partner, Andrew Helfer, a member of Chapter 579, wants to sell his Pitts S-1U (S-1C with Ultimate wings).

No information at this time on hours or price, etc.

If interested in either, contact Todd Ashcraft at:

TAshcraft@gentextcorp.com

Special Fundraiser Planned by Friends of Meigs Field

Thursday, November 2, 2006

7:00 PM Dinner—Buca Di Beppo

2941 N Clark Street, Chicago

9:00 PM—Special Screening

“One Six Right”

The Century Centre Cinema

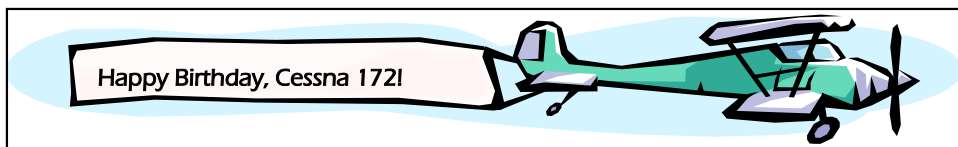
2828 N Clark Street, Chicago

Tickets are \$50.00 each including dinner and movie ticket.

Tickets and info online at

www.friendsofmeigs.org

The producers of One Six Right are supporting Friends of Meigs Field at this special screening of One Six Right on the big screen in digital high-definition. Meet film director, Brian J. Terwilliger, and hear the latest developments on Meigs Field in the upcoming mayoral race.



“172” By Bill Cameron

On June 12, 1955 test pilot E.B. “Fritz” Feutz lifted into the air from Strother Field in Winfield, Kansas in the prototype of what would become the most successful aircraft of all time.

It is unlikely that anyone working on the development of the Cessna 172 or those who saw it fly for the first time, had any idea that they were witnessing the birth of an aircraft that would be built in greater numbers than any other aircraft including military aircraft in World War Two, and would develop a safety record second to none and vastly better than most general aviation aircraft.

Introduced for the 1956 model year, the Cessna 172 is 50 years old this year. In 1956 the delivered cost of a new 172 was about \$11,751.00. In 1956 dollars this was about 5 times the cost of a new full-sized Chevrolet.

Today, the 2005-06 model C-172 goes out the door for the price of \$194,950.00. Still about 5 times the cost of a new loaded Chevrolet!

Think back to when you first started flying. Who among us doesn't have C172 entered someplace on those early log book pages?

My first flight in any kind of airplane was in a shiny new 172 flown by the father of my best friend Mike. Mike's dad flew B-24's and B-25's in World War Two. I learned to fly in a C-172 and at this point in time I am looking to fulfill my childhood dream of owning a C-172.

With the vast numbers of 172's flying today, both old and new, it is not inconceivable to see Cessna's venerable four-seater soldiering on well into the next century.



BEAT BILLY

Question for September:

I was the world's first enclosed cabin aircraft. What is my name? Who built me? When did I first fly?

Extra Credit: What were my two most noticeable aerodynamic innovations?

Answer for September:

The world's first enclosed aircraft was the Avro F, made by A.V. Roe & Co. It first flew on May 1, 1912 at Brooklands, England. On September 13, 1912, the Avro F was damaged beyond repair in a crash. The model F was powered by a 5 cylinder radial engine, rated at 40 hp.

One of its aerodynamic innovations was that it was a monoplane. Since this was 1912, a monoplane was a stark departure from the biplanes of the era. And

the second innovation was the fuselage, which was airfoil shaped, similar to the Burnelli airfoil shaped lifting body designs of the 1930's.

Question for October:

For this month we are going to once again enter the world of rotary wing flight.

What was the first helicopter anywhere to enter military service?

Extra Credit:

What was the world's first production helicopter and when did production start?

What was the first helicopter to demonstrate transition into autorotation and then back into powered flight and when did it occur?

Until next month, keep the rotor side up! Over to you, Billy

First Flights

October 11, 1910

Teddy Roosevelt becomes first president to fly.

October 14, 1947

Chuck Yeager becomes the first person to break the sound barrier in a rocket-powered Bell X-1.

October 18, 1945

Aeronca 7AC Champ, one of the most popular light planes ever made, flies for the first time.

October 25, 1930

Air service between New York and Los Angeles begins.

October 31, 1937

First flight of the Piper J-3 Cub, the airplane thousands would remember as the first airplane they flew.

Fox Valley Sport Aviation Association—EAA Chapter 579

Membership Application or Renewal

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

E-mail _____ EAA # _____

_____ New _____ Renewal Spouse's Name _____

Annual Membership \$20.00 -

Checks made payable to: EAA Chapter 579

Mail application & check to our treasurer:

Larry Shaw

147 N. Buckingham Drive

Prestbury-Aurora, IL 60506

**FOX VALLEY SPORT AVIATION ASSOCIATION
EAA CHAPTER 579**

The New Propwash
PO Box 559
Sugar Grove, IL 60554

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Photo of EAA Chapter 579 volunteers at Young Eagles Rally, September 24, 2006. Photo taken by Dick Low.