

THE NEW PROPWASH



Volume 2, Issue 12
December, 2006

UPCOMING EVENTS

Chapter Meeting

Annual Awards Banquet

Pizza Party

Thursday, December 21st

6:30 PM

Location:

Luigi's Pizza & Fun Center

732 Prairie Street

Aurora

Pizza, soft drinks, and deserts provided by the Chapter. Chapter service awards will be presented. Door prizes in return contributions to the Chapter's Daniel Kelley Scholarship fund will be accepted. Give Dick Low a call at 630-717-6225 to RSVP.

Dues are due for 2007!

Our Treasurer, Larry Shaw, is accepting dues for the coming year, 2007. Fill out the form found on page 5 of this newsletter. Bring it and your check for \$20.00, made out to EAA Chapter 579, to the pizza party. Or you can mail the form and your check to Larry at 147 N Buckingham Drive, Prestbury-Sugar Grove, IL 60554.

Young Eagle Dates for 2007

May 20

June 24

August 26

September 23

October 28

Note From the Newsletter Editors

We apologize for the layout confusion in the November issue.

Have you considered receiving your newsletter via e-mail, if you still get it via snail mail? Here are several reasons why it is a good idea: You receive the newsletter as soon as it is finished—the news couldn't be hotter! You receive a color version. You save the chapter money in printing and postage costs. You save the newsletter editors time in folding and stamping. Get your e-mail address to Bill Schertz immediately so you can be part of the computer age!

Newsletter deadline—Jan. 15

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First Flights

Dec. 17, 1903

Wright Brothers Flyer

Dec. 17, 1947

XB-47 Strato Jet Bomber

Chapter Leaders

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Happy
Holidays
To All

Happy
New
Year

NEWS FROM THE PREZ, DICK LOW

The Chapter's November meeting was relatively well attended with about 20 people in attendance. Your current slate of officers consisting of myself as President, Frank Cosentino – Vice President, Bill Schertz – Secretary, and Larry Shaw – Treasurer was unanimously re-elected for another 2 year term. With your Chapter Leadership in place for another 2 years, we will tend to the mundane chores of registering the Chapter with the EAA in Oshkosh and applying for the Chapter's insurance certificates for 2007, and submitting the Chapter's 501C3 paperwork to the state of Illinois to maintain our not-for-profit status.

The Chapter meeting this month will be our annual awards banquet (pizza feed) on December 21st at Luigi's Pizza and Fun Center in Aurora, as was the case last year. The address for Luigi's is 732 Prairie Street, and the pizza is scheduled to start arriving at 6:30. The pizza, soft drinks and desserts will be provided by the Chapter. After everybody has had their fill of pizza, the Chapter service awards for those members who have made a significant contribution of their time to Chapter events throughout the year will be handed out. We will also be giving out a number of door prizes and ask that those attending consider making a contribution to the Chapter's Daniel Kelley Scholarship Fund in return.

Our monthly Chapter meetings will return to the Sugar Grove firehouse in January with the meeting scheduled for the 25th. I haven't decided on a program for this meeting yet and am open to any suggestions. Nort Richards has volunteered to show pictures and talk about his trip to Mexico and Central America in his 206 at the March meeting, which should be very interesting.

Our Young Eagles program has concluded another successful year with 577 kids flown. Looking ahead to next year, the scheduled dates are May 20th, June 24th, August 26th, September 23rd and October 28th. We can always use more volunteers, both pilots and ground support personnel, so if you haven't volunteered in the past, please consider spending a day with a great group of people at one of our events next year supporting aviation education. Any pilot who flies 10 or more Young Eagles throughout the year receives Young Eagle credits which can be used to offset the cost of a kid attending a week at the EAA Air Academy. In past years members have donated their Young Eagle credits to the Chapter to use to offset the cost of sponsoring one or more kids for a week at the Academy. The deadline for submitting applications to attend next summer's EAA Academy sessions is March 1st. If any members know of a kid who will be between the ages of 15 and 18 next summer, who is interested in aviation and would like to spend an interesting and educational week at the Air Academy, please let myself or one of the other officers know so that we can initiate the selection and application process.

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. If you don't feel up to contributing at this level, we can always use more volunteers for some of the lesser Chapter tasks such as submitting the applications for the B-17 and Ford Tri-motor tour stops every year, or keeping track of, and ordering supplies for, our Young Eagle rallies.

See you at the Luigi's on the 21st.

Dick Low
President
EAA Chapter 579



Cross Country in Light Sport Aircraft
Or Three Days in Texas
By Craig Payne

The mission: deliver two Special Light Sport Aircraft (SLSA) from Lakeland Florida to the West Coast in time for static display at the AOPA Expo, held in Palm Springs. Both new owners are SLSA dealers. Plans were made to be there in time for the Parade of Planes from PSP to the convention center. Two immutable forces of Man and Nature stood in the way; the FAA and the weather.

Personnel changes at the local FSDO delayed permission for DAR certification until two days before departure. Little time was left for engine break-in, programming of the EIS systems, flight-testing, debug and pilot checkout. A developing low in the Arkansas and Houston areas added drama to flight planning.

Ben Masengil of Oregon arrived in Lakeland early Saturday morning to begin checkout in his new Ikarus C-42. The C-42 is a high wing, tube frame trainer with reinforced mylar covered flying surfaces. Carbon fiber is used in the cowling and fuselage panels over the tube frame. Especially stout landing gear features oleo struts and bracing hanging out in the breeze for easy maintenance and inspection. Power is delivered to the composite 3-blade propeller by a Rotax 912 ULS via a 2.43:1 gearbox. This model of the Rotax engine is found in many of the SLSA offerings.

The Ikarus C-42 weighs 615 lbs empty with a gross of 1164 lbs, far below the 1320 lb limit imposed on light sport. The cockpit is large but Spartan, with a single stick in the center with two handles and throttle "sticks" located between the legs in the usual control stick position. Not really a bad setup, just different. Hundreds of European micro-light C-42's have been flying for over 5 years now. Initial climb is brisk; over 1000 fpm with two on board and greater speed than a Cessna 152. However, with only 17 gallons available, our cross-country legs were going to be shorter than desired.

I flew the new Remos G3 model; also an upgraded aircraft based on Euro models. Working with SportsPlanes.com, I helped put these aircraft together. The Remos has a carbon fiber structure with slick looks and performance to match. Empty weight was 651 lbs with a 1320 lb gross. Adjustable seats, electric trim, electric flaps, and 22 gallons of fuel helped make N788DY a good cross-country platform. Solid 110 kt speed and outstanding altitude performance helped ease the stress of mountain flying in 30 kts winds.

Although I'm a low-wing guy, this is one high wing model that I like to fly. Two fingers on the stick when trimmed is all that is required and perhaps a tighter grip when flying over sharp ridge tops. With a 17:1 glide ratio, mountain soaring is in its heritage. My only transition problem from flying the Nanchang was to remember to slow down to 70 kts and get all the power off abeam the numbers; otherwise I'd have to land at another airport miles away. Base is at 65 kts Vy, final at 55 kts Vx and touchdown at 50 kts.

The Flight

Our initial combination checkout and test flying was done on a very windy Saturday. My check pilot, Dale Faux of former Sun 'n Fun fame, now with SportsPlanes.com had just completed a test hop prior to my flight. We worked on grass first, a forgiving surface in gusty cross-winds at the posted limit of a 15 knot component. Not a problem in a responsive airplane.

Sunday morning favored us with a tailwind, and we cruised with a groundspeed of about 110 knots as the C-42 is only a 95-knot airplane. All of the Pensacola MOA's were cold and airspace quiet except for a few fly-in breakfasts along the way. November marks the *beginning* of the fly-in season down here. An early sundown found us landing in Livingston, TX through light rain and lowering ceilings. Not bad for the first day. However, we had to knock on a few doors around the airport to find a ride into town to a hotel.

Cross Country—By Craig Payne (continued)

Monday was truly a lost day, it started with me slipping on my jeans and finding them filled with fire ants. Ouch, it took a fair amount of time and three tries at turning them inside out to pick off the little buggers. Turns out that the Holiday Inn knew all about the problem and knocked a measly \$20 off my bill. Where are those TV lawyers when you really need them?

After a late \$14 short cab ride to the airport, our clear skies rapidly filled with fog and then more rain. Over 4 inches would fall before it was over the next day. The airport sits next to Livingston Lake, which is the principal water supply for Houston. Magically, a hole appeared over the lake just around noon. Up we went and headed west; the METARs said VFR weather was just 60 miles away. It was only 15 minutes before we hit walls on three sides. After executing the classic 180, we headed back to the only clear air we could find anywhere; right here we started from. 15 minutes later, the hole filled and the rain started again. Not all was wasted though, we met some interesting folks and toured the airport, looking at airplanes and projects. That night, I coughed up the money for the Hampton as the Holiday was booked, fire ants or not. Seems that Livingston fills up with oil field workers during the week.

Not one to call it quits, we set out the next day through a 700 foot broken layer and found clear air on top, which got thicker and thicker as we proceeded westerly. At our pre-determined one hour point-of-no-return, I spotted blue up ahead. Another 15 minutes and the ground layer started breaking up. Easy pickings it seemed. The first gas-up was a no go, everything was wide open except for the fuel. Somebody either went home for lunch or maybe the fish were biting. So started the process of many zig-zags between fuel tops that would mark this trip due to the slower C-42 in headwinds with a smaller fuel tank and higher consumption. West Texas greeted us with howling headwinds and dust clouds. It was a rough ride west of Pecos but we stayed with it until El Paso. Yes, people do live out there but I'm not really sure why.

T27, Horizon, or West Texas as it was called, is in a 2-mile cutout of El Paso airspace. It's a great place to stop, the manager lives in a mobile next to the office, the rental car was \$5, tiedowns are free and hotels were not that far away, just down the frontage road from a fine steakhouse that featured Mid-Western beef! Some Sirloin and Sammy (Adams) and I was good to go nighty-night at the Red Roof. Hypodermic needle shields littered the hallway to our rooms, reminding us to lock and chain the doors.

Sundown was sudden the night before, ducking behind the sharp spine that we now were crossing at daylight over El Paso in tight formation over Class C. A jog to Casa Grande south of Phoenix for fueling the C-42 and we were ready to buck more headwinds. A pair of Black F-16s appeared about 5 miles at our 10 o'clock low and swept around in front of us like a pair of sharks in clear water. A quick check of the sectional and moving map said we were not in a MOA, but ***stuff*** still happens. In another flash and they were gone.

The approach into Palm Springs was a real exercise in frustration. The plan was for Ben to land on 31R for a police escort through the streets to the Convention center and for me to land 31L for GA parking. The NOTAM said to contact Approach. Approach said they were too busy, Tower said to contact approach, etc. 3 miles on base out I got a squawk code and came up on Tower as number 2 in the flight. Both of us landed 31L just as the sun dropped behind that big hill to the west. Someone named "Chaos" ruled the roost there, we landed long and taxied right on to parking the side of the taxiway along with an assortment of Spam. A little later we connected with our respective sponsors and I taxied the plane down to a rented spot outside the T-hangers as a demo-staging site. Parking on the taxiway cost everyone else \$55/night. Suddenly, Oshkosh looked like a real bargain.

To make this short story longer, it was great to spend a few more days talking to folks about Light Sport and the airplanes we flew. Tom Poberezny even came by and greeted the Remos execs in from Germany as well as touring the LSA area. AOPA had offered the LSA dealers FREE space on the outside areas but everyone was packed like sardines in a can. Presently I have flown four different SLSA's and am looking forward to flying more. The trip took 24 hours for 2000 NM. As a single ship, I could have done it quicker but would not have been as much fun. It does get lonely out there over the barren desert.



Photo By Craig Payne:



BEAT BILLY

Question for November:

My name is "Amblin Annie," what did I do to set myself apart within the world of aviation and what helped me to do it?

Answer for November:

Amblin Annie is a Piasecki H-21 "Shawnee" Army twin helicopter, better known as the flying banana. Frank Piasecki was born in Philadelphia in 1919, the son of an immigrant Polish tailor. After earning degrees in aeronautical and mechanical engineering, in 1940 he started his own company to build helicopters. On January 1, 1944 he got a Navy contract to build a new heavy lift helicopter. The H-21 is the result of the Navy contract. The Army heard about the H-21 and bought 334 H-

21Cs from the Air Force in 1954. Known as "Work Horses" in the Air Force, the Army names their new bird in keeping with the Indian theme that they used for helicopters. On August 24, 1954, "Amblin Annie" landed in Washington, DC after completing the first non-stop coast to coast helicopter flight while being refueled by an Army U-1A Otter.

On a more somber note, the first American Vietnam war casualties were suffered in an H-21. Four Army aviators died in July, 1962 when their Shawnee was shot down near the Laotian-Vietnam border. Various armed H-21's were also the first of the Army's gun ship helicopters to be used in combat. The H-21 was the backbone of the Army's aviation efforts in Vietnam until replaced by the UH-1 "Iroquois" (Huey)

in 1964. The H-21 was the last of the last of the large piston powered transport helicopter to see military service being replaced by the turbine powered CH-47 "Chinook."



Question for December:

I am the "Badger." What am I?
This is a dead certain, easy homerun, so let's not have any crying about how hard my questions are. Billy

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-Sugar Grove, IL 60554

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

The New Propwash
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Ikarus C-42 Over the Arizona Desert



Photo By Craig Payne