

# THE NEW PROPWASH

Volume 2, Issue 4  
April, 2006

## UPCOMING EVENTS

### Chapter Meeting

Thursday, April 27

2006

7:30 PM

### Program: Preparing for Young Eagles

The program will be a review of procedures for Young Eagle pilots and ground volunteers in anticipation of our first Young Eagles rally on May 21st.

The meeting will be held in Dick Low's hangar, #35, in Sky Haven, the third hangar south of the pilot's lounge on Ramp Bravo. Access will be via the east gate for Sky Haven. If you do not know the access code for the gate,

please call (630) 330-4824 between 7:15 and 7:45 PM for access. When you park your car, please be sure you do not block aircraft access to other hangars further south on Ramp Bravo.

### 1st Young Eagles Rally of 2006

Sunday, May 21st

### EAA AirVenture

Oshkosh, WI

July 24-30, 2006

### May Chapter Meeting

Thursday, May 25, 2006

Looking ahead to next month: Plans are for Michael Schratt, private pilot, military aircraft historian, and aerospace draftsman, to present a program titled: "That's Classified." (USAF secrets revealed). Sound interesting? Make sure you save the date on your calendar.

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### First Flights

April 28, 1927

1st test flight of the Spirit of St. Louis

April 3, 1933

1st flight over Mt. Everest

April 15, 1952

1st flight of the YB-52 bomber prototype

## CHAPTER LEADERS

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## NEWS FROM THE PREZ, DICK LOW

The past month has been relatively quiet as far as Chapter activities are concerned,, and your Chapter officers have been busy taking care of the mundane paperwork requirements associated with running the Chapter such as filing the annual registration of the Chapter as a not-for-profit corporation with the State of Illinois, and submitting the event forms for our Young Eagle rallies with the EAA risk management office in order to ensure that we have insurance coverage for the events.

My Cessna 150 is back on three wheels and in the air again so this month's meeting on April 27<sup>th</sup> will be held in our hanger #35 in Sky Haven, the third hanger south of the pilot's lounge on Ramp Bravo. Access will be via the east gate for Sky Haven. If you do not know the access code for the gate, please call (630) 330-4824 between 7:15 and 7:45 for access. Please ensure that, when you park your car, you do not block aircraft access to the other hangars further south on Ramp Bravo.

With the advent of the warm weather this week, I am looking forward to the return of good flying weather. Another indication that spring is here is that our phone has started heating up with requests for information regarding the Chapter's Young Eagles program. I have had three calls this past week, two from Scoutmasters.

As publicized in last month's newsletter, the program following the April meeting will be a review of procedures for Young Eagle pilots and ground volunteers in anticipation of our first Young Eagle rally on May 21<sup>st</sup>. If you have never participated in one of the Chapter's Young Eagle events, I would like to encourage you to consider participating. It is an excellent opportunity to experience camaraderie with some great people with a common interest, aviation. We can always use more volunteers and Young Eagles events are the principal Chapter activities over the summer and fall. As an additional bonus, lunch is provided for the volunteers.

**For all of you Young Eagle pilots, I would like to remind you to make sure that you have a current biennial and medical, meet the 90 day currency requirements for carrying passengers, and that your airplane has a current annual before flying kids. You will also have to have liability insurance coverage on your aircraft in the amount of \$100,000 per seat. To qualify as a Young Eagles flight the pilot must also have a current EAA membership.**

**Failure to comply with these requirements will jeopardize the Chapter's overlying insurance coverage provided by EAA headquarters.**

Finally, I have received the Young Eagle pilot credits for all pilots who flew at least 10 Young Eagles during 2005. Traditionally, the Chapter has used these credits to offset the cost of sending one or two kids to the AirVenture academy for a week in the summer. However, in order to do this, the credit certificates must be signed over to the Chapter. I have certificates for the pilots listed below and would like to encourage you to attend the April Chapter meeting so that you can sign your certificate. If you cannot make the meeting, please call me at (630) 829-3372 or (630) 330-4824 so that we can make arrangements to sign the certificates.

Bill Cameron	Fred Foss	Mark Hislop	Ted Kellam
Bradley LeGare	Ruth Martens	Louis McAbee	Thomas McGonicle
Bill O'Brien	John Pawula	Norton Richards	Bill Schertz
George Skuby	Bill Sullivan	Jeff Thompson	

## Fly-Around Lake Michigan 2005

By Dave Smith

Planning for another VFR flight around Lake Michigan began four years earlier after 4 airplanes, including a J3 Cub (Dave), Luscombe (Rex & Tom), Cessna-120 (Dip), Cessna-140 (Scott) completed the first Lake Michigan fly-around. That trip was completed in 2 days with one overnight stay that included about 10 hours of solid flying. After getting back home we agreed that was way too much flying in a short amount of time. While it was a fun trip we decided if we were to do it again, we would stretch it out by another day to have a little more time to see things and be able to make side stops along the way.

Lake Michigan is a big lake. It is 750 statute miles around to be exact from 591L (Ruder Farm) near DeKalb, IL., to make the full circle. Lake Michigan is the only Great Lake that does not have a Canadian shoreline, which makes it convenient not having to deal with the border and customs clearances. Also, there are many airports sprinkled completely around the lake within a mile or two of the shore, so finding fuel and taking a break was not a problem. Since our first flight around the lake was made counter clockwise, we decided to do this one clockwise.

After some informal trip planning discussions earlier in the summer we blocked out three days, Friday, Saturday & Sunday, on the calendar. The trip would be the weekend of August 19, 20 & 21. The first overnight stay would be in Oshkosh, WI at the Hilton Garden Inn located adjacent to the airport. The second overnight stay was planned for Pellston, MI. at the Holiday Inn Express directly across the street from the airport. We did not plan for a weather contingent date. If the weather forecast looked favorable for the three day window, it was wheels up. Fortunately, we lucked out and picked three of the best VFR flying days of the summer.

Those of us that made the first trip began socializing the second Lake Michigan fly-around. We talked it up with the "low and slow" (Cubs, Champs, T-Craft, C-140, C-120) drivers we knew. We also talked it up with the faster (Cessna 195 & RV) hardware drivers. We placed a few flyers at Oshkosh during AirVenture, and talked it up around the summer fly-in's with the local guys. About two weeks before the trip, we had 2 for sure's, 10 strong maybe's and a couple of would-like-to's. In the end we ended up with eight airplanes for the trip.

The group included two airplanes, a PA-12 (Smokey-Dave & Cliff) and a Cessna 150 (Butch) from the Chicagoland area. The remaining six airplanes included a Luscombe (Rex), two Cherokee's (James & Robin) (Gary & Byron & 2 passengers) and three Cessna 152's (Tom & Doug) (Alan & Roger) (Glenn & Dale) from the Indianapolis area.

Midweek before the trip we were all watching the Weather Channel, a pilot's unofficial weather briefing system, looking for any sign of bad weather that might get in the way of our departure. Everything looked great and we were good to go.

On Friday, August 19<sup>th</sup> after the early morning fog cleared, the Indianapolis/Greenwood (HFY) group took off and converged at Putnam County Airport (417), Greencastle, Indiana. After topping off with fuel, the Hoosier flight, six in trail, departed north about 10 a.m. to meet up with the Illinois group at DeKalb, IL. (DKB) for a planned rendezvous at noon. DeKalb airport runway 09/27, is just about 2 miles due west of Ruder Farm (591L) home of the PA12 Smokey.

Pulling the PA12 out of the hangar about 11:45 a.m., we saw the Hoosier flight of 6 turning a 1.5 mile base to final leg for 27 at DKB. Finishing up the preflight on Smokey we jumped into the truck and drove over to DeKalb airport meet up with the Hoosier group. They needed to top off with fuel and since it was noon we decided to have lunch at Sam's restaurant down the road in Cortland before continuing our trek north toward Oshkosh. We had a call earlier in the morning from Butch (C-150) telling us he was heading to Oshkosh early and would catch up with us at the hotel later in the afternoon.

We finished lunch at Sam's about 1:30 PM and dropped the Hoosier group at DKB and made the quick dash back to Ruder Farm. By the time we sparked up Smokey the Hoosier group was making its courtesy low pass over the farm. We departed out of the farm on 09, and turned a north heading. The Cherokee's were leading the way, followed by the 152's, the 150, the Luscombe and Smokey. We were a flight of 7 for the first time. The weather was severe clear, and we could not ask for anything better. Winds were light and variable.

The next stop, for most of the group, was at Dacy Airport (0C0) a small grass strip near Harvard, IL, about 20 minutes north of DKB. The Cherokee's, however, flew on north to East Troy, WI. (57C) where we would catch up with them later in the day.

Fly Around Lake Michigan 2005 (continued)

At Dacy, we had a soda and chatted with Dave Dacy (Dacy Airshows) and his dad who was soon to turn 90. Mr. Dacy actually started the airport back in the late 1930's and always has a good story to tell. This is a worthwhile stop for anyone looking for a good ole' grass roots airport to do some hangar flying. After about 45 minutes of hangar talk, we took off 5 in trail out of Dacy flying straight north and catching up the group at East Troy.

Arriving at East Troy, (watch out for the jumpers) the Luscombe and PA12 landed on the grass runway to the south, while the others used the hard surfaced runway to the west. James knew someone at East Troy who operated a warbird restoration business there. We met Sam and his team who were a few days away from finishing up a client's P51. What a beautiful piece of hardware it was.

In the T-hangar directly across the way was a great looking Stearman that was in for an annual. I found out it belonged to someone I knew from work and had a picture taken of me with a hammer in hand, working on the radial engine (I gave the picture to the owner later). In the same hangar was a nice looking, L5 Stinson, in warbird configuration. This airplane, coincidentally, was used in the original 1970 movie Catch 22. Go rent the movie and you will see the airplane perform a low pass, I mean a very low pass...

Anyway, check out the movie and you'll see what happens next. I don't want to spoil the scene for you. The East Troy stop is another recommended stop on the list. I did not have a chance to confirm, but I heard East Troy Airport is also the home of the prehistoric, cave man/wing walker plane seen running around the ramp at AirVenture each year.

About 4:30 p.m. we decided to get back in the air and continue toward our next stop, Hartford, WI. (HXF). Heading out of East Troy we were once again 7 airplanes in trail, with the Luscombe and PA12 bringing up the end. It was about a 20 minute hop over to Hartford. On the way we flew past Holy Hill, an old Monastery with its church steeples that rise above a 1300 foot hill, about 7 miles south of Hartford. You can't miss it and it makes a great photo-op and is well worth a flyby if you are in the area.

Landing at Hartford, the tail draggers used the long and wide south grass runway while the others used the crossing pavement landing to the west. We landed a little after 5 PM and we all topped off with fuel. Hartford is a very friendly airport and is home to a number of Cubs, PA12's, and gliders. The Cub Club/Luscombe newsletter is published locally out of Hartford. A couple of the locals saw us land and came by to open up the office for us to relax and have a soda. We tried to talk them into joining us in our trip, but they were on their way to a fish fry. This was another great stop for the group. We hung around the airport for about 45 minutes and then continued on our last leg for the day.

It was about 6 p.m. once we were all back in the air once again, 7 in trail, with the Luscombe and PA12 bringing up the end. We passed west of the large wind generators north of Hartford and flew over Fond-du-Lac, continuing up the Lake Winnebago coast line toward Oshkosh (OSH) toward warbird island. Throughout the trip, with the exception of reporting in on Unicom and talking to the tower, we mostly used fingers (123.45 MHz) as the yak channel. The lead airplane or the one with the best radio was used as the group point of contact for Unicom and Tower communications. This seemed to work out best for us all.

The 45 minute flight to Oshkosh was uneventful. The lead plane captured the ATIS information and reported back on fingers to update the group. We all switched over to the tower frequency and checked in. The lead plane contacted Oshkosh tower, reporting the group flight of 7, about 10 miles south of the airport. We were cleared to land on 36 and to report clear the runway to the north end, holding short of 9/27. To do it all over again, we would have requested to land on 27 which would have made for a short taxi to the Hilton Garden Inn.

Meanwhile, as we looked down at the Oshkosh grounds on short final, you could still see some of the remaining silhouette patterns on the ground left AirVenture only a couple of weeks prior. After landing we remained on the tower frequency while the group made the 7,000 foot taxi to the opposite end of the runway. There was a brief moment of humor when the tower controller asked what the occasion was for the group flight onto Oshkosh. Tom (C-152) keyed the mike and said we were here for the fly-in and wanted good tie down spot in the Classic area. There was a hesitation in the controller response, but soon realized that he had been had when the snicker in Tom's voice gave it away. It was worth another laugh at the bar later in the evening.

About 7 p.m. we pulled up behind the Hilton Garden Inn where there are eight tie down spots. We saw Butch's C150 already tied down so we knew he made it OK. He came out and met the group. I think he was a little worried the trip got cancelled for some reason because I had told him we would be there around 4 p.m. No worries, we all made it. We checked into the hotel and soon headed down to the bar for debriefing exercises. The hotel serves a hot breakfast in the morning and has a pool and exercise room. There is a rotunda and balcony that overlooks the airport. That evening a wedding reception was taking place so the hotel was buzzing. By 8:00 p.m. we were getting rather hungry so the group walked across the street to the pizza restaurant directly across the street. After dinner we headed for the pool and hot tub for a little relaxation and unwinding. Heading back to the room from the pool, we ran into Tom Poberenzy and his wife who were also staying at the hotel for the evening. We talked briefly about our flight around the lake. Tom thought we were having way too much fun and wished us the best.

**End of Day 1.**

**To be continued next month.**

# BEAT BILLY

**March's Question:**

Who is this gentleman? What was his job? What did he do to set himself apart from the crowd?

**Answer:**

My name is William "Wild Bill" Hopson. I was a Civilian Airmail Pilot flying for the US Gov. during the period of 1918 until 1927. I flew a total of 413,034 miles, second only to James "Jack" Knight's 417,072 miles. When the Airmail transferred to the private sector in 1927, I went to work for the National Air Transport flying between new York and Chicago. In October 1928 I was killed in a crash near Clarion, Pennsylvania.

Wild Bill once tied himself to the wing struts of a fully loaded mail plane, with no open cockpit space, and rode the

wing from Bellefonte, Pennsylvania to New York in order not miss a date in Manhattan!

What? You say you can't see the photo?

Due to computer problems at the Cameron house, meaning we can't seem to insert pictures, you will have to rely on your memory or take a look at last month's newsletter to see what Wild Bill Hopson looked like.

**April's Question:**

How did Smokey Bear get his name? What was his original name?

Where did the Smokey Bear campaign come from?

(Why these questions? Check out the picture on the back page that's not there because of computer problems.)

**Special Notice:**

If you know of any kids between the age of 14-18 who would be interested in being sponsored by the Chapter for a week at Air Venture Camp this summer, contact Alan Shackleton.

**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 For April**

If the computer was working, there would have been a great photo of Dave Smith's PA-12 Piper Cub, Smokey, to go along with his article, "2005 Lake Michigan Fly-Around." This plane was used to fly Smokey Bear to Santa Fe, New Mexico for medical help after he was found in the forest fire. Hopefully the photo will appear in next month's issue along with Part 2 of the article.

**Bonus Photo for April**

This is a special, rare, never-before-seen photo of the new Stealth Fighter prototype with next generation Klingon Cloaking device, installed and functioning. Enjoy!