

THE NEW PROPOWASH



Volume 3, Issue 4
April, 2007

UPCOMING EVENTS

Chapter Meeting

Thursday, April 26th

7:30 PM

Sugar Grove Firehouse

Program:

The program following the meeting will be a review of airport and Young Eagles procedures since this will be the last Chapter meeting before our first Young Eagles Rally on May 20th.

Some of the ARR Tower personnel will attend to brief us on the latest ARR Airport procedures. Bob Retel will go over procedures for ground crew on the ramp and Dick will cover flight patterns for Young Eagles.

World's Greatest Aviation Celebration July 23-29, 2007 Oshkosh, Wisconsin

Will you be there?

*For more information
check out the website:*

www.airventure.org



Young Eagle Rallies for 2007

It's time for another season of Young Eagle Rallies. Are you ready to fly kids or help on the ramp or assist with registration? Put these dates on your calendar and we hope to see you at one or all of this year's rallies. It's great fun!

May 20th

June 24th

August 26th

September 23rd

October 28th

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Quote of the Month

The Wright Brothers created the single greatest cultural force since the invention of writing. The airplane became the first World Wide Web, bringing people, languages, ideas, and values together.

Bill Gates, CEO, Microsoft Corporation

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NEWS FROM THE PREZ, DICK LOW

Spring must be here in spite of weather indications to the contrary last week as I have received the forms from EAA headquarters soliciting volunteers to help in the preparations for AirVenture, which is now a little over three months away. Anybody interested in spending a weekend at Oshkosh to help in the preparations starting in May can contact me for more information. Also we have received material on a new EAA program called Women Soar directed at girls in grades 9 through 12. It is a two day program of empowerment and inspiration for young women starting Sunday July 22nd at 2 pm and continuing on Monday, the first day of AirVenture. It includes meals for a very reasonable cost of \$10 for registration by June 30th, or \$20 after that, and is intended to bring young girls interested in aviation together with women aviators and astronauts past and present. If anyone knows of a girl that would be interested in attending this program, they can contact either Lesa or myself for more information, or call the EAA at (800) 236-1025 to register.

This month's Chapter meeting at the Sugar Grove Firehouse will be on the 26th. The program following the meeting will be a review of airport and Young Eagles procedures since this will be the last Chapter meeting before our first Young Eagles rally on May 20th. Tom Shannon, the FAA tower chief at ARR, has promised that some of the ARR Tower personnel will attend to brief us on the latest ARR Airport procedures. Bob Retel will go over the procedures used by our ground personnel on the ramp and I will cover the flight patterns that our Young Eagle pilots will use when operating from the different runways. I would encourage anyone who has been thinking of participating in one of our Young Eagle rallies, either as a pilot or a ground volunteer, to attend this month's meeting. This is one of our Chapter's major activities of the year. If you haven't participated before, I would encourage you to come out to one of the rallies and enjoy the camaraderie of a great group of aviation minded people. As an added bonus, the Chapter will provide lunch.

Last month's Chapter meeting at the Firehouse was attended by 16 people. Following the business meeting, Bill Schertz presented a program on what he has had to consider in attaching a Mazda rotary engine to his KISS Cruiser. I want to thank Bill for an excellent and informative program.

In the administrative arena, the Chapter Event registration forms for our five Young Eagle rallies this year have been submitted to EAA risk management and I am anticipating return of the insurance certificates in the near future. I submitted the long forms to cover both Young Eagle rallies and introductory flights for adults at no charge (informal Flying Start). As I said in last month's column, I am willing to provide the orientation flights but would need a volunteer on the ground to explain what is involved in obtaining a pilot certificate. The Young Eagle credit certificates from last year have all been endorsed over to the Chapter and delivered to Alan Shackleton to offset half of the cost of the Chapter's sponsorship of a week at the EAA Air Academy this summer. I want to thank all of last year's Young Eagles pilots for being willing to assign their credits to the Chapter.

Under the heading of other events, I still have not received any notification to date regarding the Ford Tri-motor. Also, I haven't heard any further developments regarding an airport open house this summer at ARR so I am assuming that the issue is dead for this year.

Finally, repeating volunteer requests from the past two month's newsletters, I am soliciting the names of members who would be willing to make presentations on the Young Eagles program, the Chapter, the EAA and aviation to different organizations in the area such as scout troupes and school groups. The Chapter will provide videos for the body of the presentation and supporting handout materials. Also, Mark Hislop has volunteered to develop a Chapter newsletter directed to the Young Eagles that we have flown but could use some assistance in this endeavor. Mark is also finalizing the development of a Chapter website and is soliciting pictures of past Young Eagle rallies and of kids that the Chapter has sponsored for a week at the EAA Academy.

See you at the Firehouse on the 26th.

Dick Low



On March 18, 2007 EAA Chapter 579 member, Todd Ashcraft, taught a beginning welding class attended by 4 Chapter Members: Bill Cameron, Albert Dyer, Andrew Nord, and Bill Schertz. Here are their impressions of the class along with some photos.



Impressions from the Instructor, Todd Ashcraft:

Each of 4 students were given gloves and goggles. One student was seated at welding table with coach adjacent. Other three students were asked to watch very closely during welds to assimilate the discussion topics and to learn from coaching session. When first student felt comfortable with tack welding, and/or was feeling as if enough knowledge was received that more would not be readily internalized, the next student was given the welding seat. During the transition, a review of the negative and positive aspects of the last student's session were discussed openly. Each student was given a chance to reach the same level of comfort with the tasks and, within the limited time allotted was able to reach a basic level of proficiency prior to moving aside. Some were more proficient than others, as expected, and were helpful by spending less overall time once they were comfortable with the tasks.

Upon completion of tack welds, the first student was seated and proceeded to attempt butt-welds following a similar "discuss, attempt-with-coaching, analyze, retry-with-coaching, etc." process with the remaining students closely watching. Each student was given a similar session in turn, with all watching.

Upon completion of the first session through butt-welds, I asked that any changes and corrections to the teaching methods be openly discussed. It was agreed that, although I had hoped to maximize the time each student had with the torch in practice, running a very short demonstration of each of the tasks would have benefited the students by giving them the sight pictures and other details in a different format than the preliminary discussions. Additionally, by performing the demonstration first, equipment settings could have been perfected before the first student was given the learning task. The next sessions will be adjusted accordingly.

Generally, I feel that the session was positively received by the students. In discussions with the group after the class, all agreed that they consider oxy-acetylene welding "de-mystified" to the extent that, if they wished to begin a project which included gas welding of steel they would not let their beginner's level abilities stop them from making the decision to proceed.

I would like to thank each of the students for a morning well spent. I was happy to note that each of them, regardless of their learning styles and their levels of welding ability when starting the class, worked together and with me to ensure that each was allowed sufficient time to improve their performance and understanding. I look forward to hosting another beginning session for those who would like recurrent training, and I also would welcome a discussion of a second course which moves on from butt-welds into lap welds and others. Lastly, the students of this class were told that they are welcome to visit the shop at any time, and if practical they can use the welding table and equipment to practice what they have begun.



Albert Dyer's "Take on the Welding Class"

Todd did a wonderful job in explaining the elements of gas welding beginning with using the proper gloves and eye equipment required for safety. He also explained gas basics from what type of gases that will be used, along with how to properly open the valves as to not damage the valves or even worse, cause injury to yourself. Todd went on to apply these techniques that were just explained, and then allowed an opportunity for everyone to feel comfortable with the technique. Moving on to tack welding and then to welding a bead onto the sample pieces finished this first session. Todd allowed us as much time as we wanted to practice the different techniques. A lot of information was given with the offer to stop by and practice whenever he is in his hangar! Lastly, the hangar was warm, the coffee hot with donuts fresh, it was just a perfect way to spend a Saturday morning.



Welding 101—From Bill Cameron

At the January or February meeting of EAA Chapter 579 we had a video on welding as the program after which Dick said that our Chapter tech rep Todd Ashcraft would be willing to teach a small group basic welding if interested.

Albert Dyer, Andrew Nord, Bill Schertz and I signed up.

The class was on March the 18th in Todd's hangar at the Aurora Airport.

For me it was the first time I have ever welded anything and it was fun and I learned a lot in a very short period of time which says a lot about the way Todd taught the class.

One of the things I learned was that with the reading glasses I normally wear I can't see well enough through the welding goggles to actually weld, between the glasses and the goggles I have no depth perception and it is hard to weld when the flame is in line with the stuff you want to weld and the rod is an inch in front of it! All in all it was a good class and Todd is going to teach us some more at a later date.





Beat Billy

Question for March:
 Check last month's issue of Propwash for the question—no room for both the question & the answer. (Someone was too wordy!)

Answer for March: In 1928 a German glider pilot named Wolfgang Klemperer was towed behind the Goodyear Blimp while flying a Franklin model 9491 glider. This was the first and last time the Goodyear blimp did an aerial tow, to my knowledge. The blimp tow was to help popularize gliding in the U.S. In 1929 noted race pilot and WW I aviator Frank M. Hawks, who was also known as The worlds fastest human saw model 9491 while it was in the Detroit Glider Carnival and he liked what he saw. Frank flew 9491 in the "Famous Motor Pilots' Glider Derby" at the 1929 Cleveland Air Races and won. While in the

process of buying 9491 a student ripped the wings off it and it was totaled. The Franklin Company was already making an improved model of the 9491 and they offered it to Mr. Hawks who was the Superintendent of the Texaco Companies aviation division. Texaco seeing the prospect of using the glider to promote aviation, provided the funds to buy the glider. While the glider was still under construction Texaco and Hawks cooked up a stunt to promote both gliding and powered aviation as well as aviation in general. Hawks would fly the glider coast to coast while being towed behind a Waco Ten biplane named Texaco No. 7. The biplane was piloted by J.D "DUKE" Jernigin Jr. During the flight the glider would land several times a day and do demo stunts and meet reporters. The flight started at San Diego's Lindbergh Field on March,

30 1930. The by then christened "Texaco Eaglet" landed at New York Cities Van Cortland Park on April, 6 after covering 2860 miles and 44 hours of air time and 15 stops. Frank Hawks got an additional seven hours of flight time while doing his demo flights at the stops along the way. Frank carried 12.5 pounds of "Glider Mail" and also a Palm tree from the city of L.A. the city of New York. The Texaco Eaglet is on display at the NASM in Washington.

The extra extra credit answer is: Wolfgang Klemperer broke the Wright Brothers 1911 soaring record by staying aloft for 13 minutes in 1921.

Question for April: Who is the first and only, to my knowledge, person to ever, legally, Air Mail himself from Point A to Point B?

Fox Valley Sport Aviation Association—EAA Chapter 579

Membership Application or Renewal

Name _____ Date _____

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:

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Air Bus A-380 First Visit to O'Hare March, 2007
Photo By William Cameron