

THE NEW PROPWASH



Volume 2, Issue 8
August, 2006

UPCOMING EVENTS

Chapter Meeting

Thursday, August 24, 2006

7:30 PM

Sugar Grove Firehouse

On Route 38 across from
the Airport

Program:

Following the business meeting at the firehouse, the group will reconvene at the Sky Haven hangars of members Bill Schertz and Todd Ashcraft. They will be describing progress on their projects.

Third Young Eagles Rally of 2006

Sunday, August 27

8:30 AM—Pilots' Briefing

9:00—2:00 Flights

All volunteers are welcome and lunch is provided. It's a fun day at the airport, so hope to see lots of members helping out as pilots or ground crew!

AirVenture, 2006, Oshkosh was a wonderful experience for many EAA Chapter 579 members. Read all about it inside this newsletter, along with photos. You will wish you had been there! Maybe next year?

First Flights

August 8-29

Graf Zeppelin made first airship flight around the world.

August 16, 1960

Capt. Joseph Kittinger completes highest parachute jump, 102, 220 feet.

August 25, 1932

First non-stop air crossing of the U.S. made by a woman, Amelia Earhart.

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Chapter Leaders

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Quote of the Month

Any language where the unassuming word *fly* signifies an annoying insect, a means of travel, and a critical part of a gentleman's apparel is clearly asking to be mangled.

Bill Bryson, first page of Chapter 1, *Mother Tongue: The English Language*, 1990.

NEWS FROM THE PREZ, DICK LOW

This month's column will include my impressions of Air Venture after successfully surviving another week in a tent in the North 40. Lesa and I both felt that this year's AirVenture was one of our best experiences ever, not necessarily because of the air show routines, but because of some of the unique events at this year's AirVenture such as the Beach Boys concert on Monday night and the Fly-In Theater (walk-in?) with free popcorn. We had to endure the usual bouts with thunderstorms and even one close encounter with a small tornado as we spent about an hour Sunday morning holding up the tent from the inside with our feet while the wind and rain tried to flatten it.

There were so many events to attend that we didn't have time to listen to a tenth of the seminars that we would have liked. But I think that the best part of AirVenture is the friendly and interesting people that you meet with the common bond being aviation. On behalf of the Chapter, Lesa and I attended the Young Eagles workshop and luncheon on Wednesday and were joined by fellow Chapter members Fred and Elaine Foss and Bill Cameron, Ford Motor Company's Presidents Reception Wednesday evening, the Flight Advisor and Tech Counselor breakfast Thursday morning, the Chapter leadership workshop also on Thursday morning and, finally, the Chapter Leadership breakfast on Saturday morning. Featured speakers at the breakfasts and luncheon were Harrison Ford, Dick Rutan and Tom Poberezny. Our own Alan Shackleton also participated in several of the programs in his official capacity as EAA Secretary and a member of the Chapter Advisory committee.

Along with everything else we also enjoyed spending time with some of our good friends from Chapter 579. It all started shortly after we pulled into our camping spot in the "North 40" on Sunday when we were greeted as we got out of the plane by Nathan Hislop and Thomas Zehelein, Mark Hislop's exchange student from Germany and one of my flight students. Mark's 337 was tied down two rows in front of our camping spot. After enjoying brats, chips and sodas courtesy of Cessna as part of the Cessnas to Oshkosh group with Mark, Nathan and Thomas, we all walked to the Fly-in Theater to watch "Those Magnificent Men in Their Flying Machines" where we were joined by Bill Schertz and the Fosses. Monday evening we joined the Fosses at the Beach Boys concert and then walked to their camper in Camp Scholler for sloppy joes. Thursday evening we joined Larry Shaw and Bill Schertz for a relaxing dinner away from AirVenture.

Back at home, our Chapter meeting this month on the 24th will again be held at the Sugar Grove Firehouse. Following the business portion of the meeting we will reconvene at the Sky Haven hangers of Bill Schertz and Todd Ashcraft to have them describe the progress on their projects. Unfortunately, this will probably be our last meeting at the Firehouse as the only evening currently open in the fall is Friday night. Your board is actively exploring other options for the location of Chapter meetings starting in September, but as of right now the location of our September meeting is TBD.

Our third Young Eagles rally of the year is coming up this month on Aug. 27th. We are hoping for good weather and expecting a large turnout as a result of the excellent publicity that we received from the June rally in the Daily Herald. All volunteers are welcome with lunch provided.

Finally, some other aviation events in the area that I am aware of this month are a Young Eagles rally on August 19th at Kankakee by Chapter 990 between 11 am and 3 pm, and the FAA Wings Weekend – North at DeKalb on August 25th and 26th. Chapter 990 is led by Greg Vitous who was affiliated with our Chapter in the past. Greg was nice enough to donate his Young Eagles credits to our Chapter last year. The Wings Weekend – North has a number of interesting seminars even if you are not interested in obtaining free flight instruction, and they are all free. Chapter 241 will be serving breakfast and lunch both days for the participants starting at 7 am.

See you at the Chapter meeting on the 24th.

Dick Low
President



Oshkosh 2006 — By Don Horacek

I almost didn't go to Oshkosh this year. I was disappointed that there wasn't going to be a Young Eagle Raffle. I've enjoyed selling tickets in the past. And, I will admit, the freebies helped make the trip more affordable.

But then I thought of something that I really enjoyed from past outings. I attended talks/presentations by some very interesting people: Chuck Yeager, the late Scott Crossfield, Dick Rutan, a panel of B-29 pilots and crew, and a panel of SR-71 pilots and crew. These talks had moved me, stirred something inside, and connected me to the past, to some inspiring people and events. It was decided. I was going to Oshkosh this year.

Two weeks later, at our Young Eagle fly-in in May, I heard that the Young Eagle Raffle was on. Synchronicity strikes again. I signed up and looked forward to a great trip.

I arrived at Air Venture at noon on Tuesday and stayed through Saturday afternoon. Upon arrival, I wandered through the vendor isles between the main gate and the Ford tent. After finding the raffle location at Ford, I spent some time looking at planes at Aero-Shell Square.

I found the B-1 bomber parked on the ramp. This was my first up close look at the plane. It is big! I didn't realize that it has three bomb bays. I had assumed it had one. I was also surprised at the condition of the tires on the main landing gears. The rubber surface was frayed on almost all tires and one tire had a lot of cord showing. These wheels must take a beating on landing. I wonder if they bought some tires at the show?

I sold tickets on three days. Sales were disappointing. My most memorable sale wasn't a sale at all. I guy came up to the booth, handed me a twenty and said, "This is a donation. I don't want a ticket, just to make a donation". It turns out he doesn't like Ford products and didn't want the ticket in case he would win!

Over several days I did lots of looking and walking. I browsed the war-birds a couple of times. I spent some time watching planes landing and taking off runway 27. (Lots of landings and take offs in a short period of time.) I wandered the isles of the vendors in Hangars A through D and also at the fly market.

One day, two F-22 Raptors flew in and did some amazing flying. It is surprising to see a military fighter plane doing acrobatic maneuvers.

During our June meeting, Bill Cameron mentioned that the Canon booth was loaning free cameras. On Friday, I got in line at about 7:45 am. I got a Rebel XT at about 9:15 (am). After a five minute training, I was on the loose with an 8 Mega-pixel digital camera, a 512 Mb sim and an extra zoom lens.

I headed for Aero-Shell Square. Got shots of military aircraft; B-1, A-10, F-16, T-38, B-17, B-24, P-38, and a home built P-51. I walked through Vintage and shot some old non-military aircraft in showroom condition. I started to head for the war-birds when it was announced that the Blue Angels would be doing several formation fly-bys. (They did not land. They were just in the neighborhood and thought they would fly by.)

I snapped on the telephoto lens and got some nice shots. One pass was with a seventh chase plane to the outside of the formation taking pictures of the Angels in formation with the Air Venture crowd in the background. I managed to catch the seven planes as they went by.

Continuing down to the war-birds, I took about 90 more pictures. All together, I took 147 pictures with the Canon camera. I returned it to the Canon booth and, a half hour later, picked up the pix on a CD. All for free. (I have an extra copy of the CD if anyone would like to borrow it to see the pictures.)

The deciding factor to attend this year was not a disappointment. Four speakers of great interest to me were: 1) Mike Mullane, a former space shuttle mission specialist, 2) Mike Melvill, the pilot of the first Space Ship One flight to space, 3) Dick Rutan, recounting his Voyager flight 20 years ago, and 4) a former U2 pilot. These presenters had many interesting, inspiring and amusing things to say.

That wraps up my Air Venture 2006 experience. I want to acknowledge and thank Donna Shackleton and Ruth Darr for all that they do for the Young Eagle raffle and for the opportunity to participate. Thanks go out to all the Young Eagle volunteers. And, thanks to Bill Cameron for the heads up about Canon cameras.



Photos By Don Horacek

My Oshkosh—By Bill Cameron

The highlight of my OSHKOSH was a flight that I got to take in Mike Mancuso's Twin Beech. Mike as you know is an aerobatics pilot who performs at Oshkosh every year. One of the people that I go up to Oshkosh with pilots Mike's Twin Beech when it flies VIP sponsors of Mike's act. Mike flies along side the Beech in his EXTRA 300 aerobatic plane so pictures can be taken. Mike is a good pilot as can be seen in his air show routine. After going on this flight I can tell you that Mike is a VERY GOOD pilot! There were times that Mike was so close to the Beech that I swear I could have opened the window and asked him to "pass the Grey Poupon please." There was a photo plane above and to the left of the Beech and Extra taking pictures of both for a magazine article. I listened to the photographer in the photo plane tell Mike how to position the Extra for the best shots and it went like this: OK move five inches forward, now lift the left wing one degree, Ok now back an inch down a couple of inches and out an inch. It was as if the Extra was fastened to the Beech with steel rods, it was so steady. The pictures that I got through the windows of the Beech are, to me, some of the most fantastic that I have ever taken. OSHKOSH is always good but this was the best. I also got to meet Harrison Ford this year and I got a couple of pictures of him.

People often ask me why go to Oshkosh and why for so long? Oshkosh for me goes back to the 60's when I went with my dad. Then it was the planes and little else. Now it's more than airplanes. It's like a big family reunion with planes, lots and lots of planes. You see people that you only see once a year at Oshkosh. It's like a huge extended family with lots of kids and lots of good times with, I must admit at times, the planes fading into the background, more the means to the end than the end itself. I don't know if this answers the question of why Oshkosh, but then you can always reply, if you have to ask, then you wouldn't understand the answer anyway.

Over to You

Billy

AIRVENTURE REFLECTIONS

By Lesa Madru

Another fun week at Oshkosh over, it went so fast, sleeping in our tent by our plane along runway 9-27, 2 rows down from Mark Hislop & his son & exchange student. Lived through the usual thunderstorm inside the tent, holding it up & mopping up the water afterwards. Miles & miles of walking everyday in nice, hot & rainy weather. But best of all is running into friends & just talking awhile. The Foss's invite us over to their camper for supper, enjoyed watching movies on the big screen with friends, & Larry Shaw drove us out to a restaurant with Bill Shertz one night. Volunteering at the Ford truck raffle booths organized by Donna Shackleton & Ruth Darr gave us a change to meet a lot of really nice & interesting people. So we're looking forward to next year.



Photo By Fred Foss



Photos of Mike Mancuso's Extra 300,
Taken by William Cameron
From Michael's Twin Beech



My 20th Year at Oshkosh

By Todd Ashcraft

I've been going to the EAA convention at OSH for 20 years now, all in a row. I keep going for the time I get to visit with some of my friends who have moved away, and to see the latest military aircraft as well as whatever strange new stuff Burt Rutan's come up with. In the last 10 years or so, I've noticed a slow decline in my interest as one could expect with any 20-year-long exercise, but I've found ways to turn this around and stoke my interest again.

Some ideas if you find yourself faltering in your excitement/involvement:

1. Volunteer. I like to stand behind the IAC desk at the Aerobatic building and talk with old friends about how they're flying is going, talk new folks into trying aerobatics while pushing the safety and precision aspects of the sport/hobby, and even helping people find the nearest ATM/bathroom/Patty Wagstaff Autographing session.

2. Build an airplane. Making a shopping list of parts to buy, and then working the vendors to get the best deal, is a great way to spend OSH. While you can end up carrying some pretty heavy or bulky stuff around, I have to tell you it's worth the looks you get when another builder sees you walking around with a set of wheel pants, or a spinner, or part of an exhaust. It's common to have to stop and answer questions like "what's that going on?..." or "Whatcha building?"

3. Sit by the flightline and watch arrivals. I have a friend who does this each year for a couple hours. He sits under a convenient wing and watches the flow.

4. Go see the seaplane base. This thing's open only during the convention, and is a nice break from the heat and crowds. It's often shady and cool, and has folks who are there camping near their planes and generally having a good time with a smaller, close-knit group. They raise money with ice-cream socials, catered dinners, and raffles. It's been pretty cool to pay a small amount, get a nice engraved mug from the float company and the seaplane people, and all the liquid filler for the glass that you like while you watch for folks to land and take off from the lake nearby. You can get boat tours of the area/lagoon too.

5. Go to Herbies Acee Deucee. This is a bar. Even if you don't imbibe, you owe it to yourself to go in there and get a beef jerky or something. Be nice if you bump into someone, since it might be the Administrator, or an airshow pilot, or the guy who designed the airplane you just were drooling over that afternoon. Good luck finding the place, since every year for 20 years our group has gotten lost trying to get there. Be careful if you end up playing pool against someone you didn't come in with. Some of the airshow pilots have a serious competitive streak. One year I think I almost won a very large orange, yellow, and red airshow biplane that started life as an Ag-Sprayer, if you get my drift.

6. Have breakfast at the Tall Pines Cafe, out by the ultralights. This tent was started to fill the gap between the normal caterers who couldn't make a good business case to support breakfast for folks flying in with classics and ultralights. The EAA chapter that works the whole deal has built it into a pretty nice breakfast, with pancakes, sausage gravy & biscuits, bacon, all the normal stuff. It might be a hike to get there, but it's right near the end of the tram line parallel to the flightline. Plus, you finish breakfast and are pretty much FORCED to walk the line and look at airplanes as you go back towards the tower. Cool way to digest and plan your day.

7. Visit your neighbors. I've camped with folks from all over the world. Make sure these people know there's food and drinks in your cooler, and that they're welcome to drop by and sit with you and your own group. This year we were next to a group of Canadians who ended up bringing in the Lancaster. Across the lane from us was a guy who I'd met at an aerobatic contest last year, who remembered me and invited me to come out and fly his Decathlon soon.

AirVenture Observations

By Dick Low

One of the things that makes AirVenture really special is the nice people that you meet there. Lesa and I have probably had more opportunities to meet people than most through our volunteering for the Young Eagles raffles each year. We usually ask people who buy tickets where they came from and whether they flew or drove to Oshkosh. Often it will lead to an interesting discussion of their aircraft and aviation experiences.

I have always thought it would be nice if we could spend a little more time at the North 40 and meet some of our fellow campers but Lesa and I always seem to leave camp around 8:30 in the morning, not returning until after dark. This year was worse than in the past as 4 of the 7 nights we made the trek over to the Fly-In Theater for the nightly movie, which usually didn't end until at least 11 pm. However on Friday night this led to our meeting a nice couple from New York state. We were walking back from watch "633 Squadron" with Cliff Robertson, one of Lesa's favorite actors, along the exit road between the bus park and the road that parallels runway 9-27 when I noticed two people on the other side of the fence that separates the parking lot around the Nature Center from the road. They asked where they could find a gate and, after Lesa told them, they joined us on the walk back to the North 40 in the dark, commenting that we appeared to know where we were going. As usual the discussion led to where they were from and where they were camped. As it turned out they had flown in the day before and were in the same row as our 182, about 6 camping spots closer to the wash room. The next morning they were sitting outside their tent as we walked by headed into the show so we said "hi" and stopped to talk for a few minutes. Sunday morning led to the same thing and they invited us to stay for a cup of coffee as we discussed the weather situation along with some other pilots in the airplane next to theirs. Their names were ED Shoene and Sue Black from Springfield Center, NY, close to Cooperstown. We traded names and addresses and resolved to try to get together again next year.

Photos of AirVenture 2006

Photos courtesy of Bill Cameron unless otherwise noted.



Grand Opening Spaceship 1 Exhibit EAA Museum



Cessna 195, Color Scheme by?



F-22 Raptor Fly-By



P-51C Mustang & P-38 Lightning



Monsoon Threatened Beach Boys Concert –Photo By Fred Foss



EAA 579 Past & Present Members at Young Eagle Volunteer Luncheon



Avro Lancaster, British equivalent of the B-17, one of two still flying.



BEAT BILLY

Beat Billy Question for July:

I am a child of the 30's with an operating ratio of 3.35 to 1, my speed range was/is about 52 to 174 knots. My level of efficiency, operating ratio, would not be exceeded until 1989! Not bad when you consider all of the advances in technology that took place in that 50 year time span.

What am I? What took my place?

Extra Credit: Who won what famous race when flying me and what did that pilot become famous for later in life?

Answer:

I'm the premier biplane of the golden era of aviation, Walter Beech's incomparable Staggerwing, the D17 series.

My operating ratio was surpassed by one of Al Mooney's creations, the 1989 Mooney TLS.

Extra Credit Answer: The 1937 Bendix Trophy Race was won by Jacqueline Cochran, who went on to help form the Women's Air Service Pilots, WASPs, of World War II, and then became the first woman to break the sound barrier.



Question for August:

This month we have a visual Beat Billy.

First: Name that plane! (The one in the photo on the left, taken by Billy at Oshkosh, 2006.)

Second: What is the historical significance of this particular aircraft?

Extra Credit: When did the prototype first fly and what was it's original name?

Correction for June Beat Billy

The Mohawk Pinto MLV is ATC #95, December 1928, not 1978.

Error due to poor penmanship of one of the co-editors. Guess which one?

Fox Valley Sport Aviation Association—EAA Chapter 579

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EAA 579 Chapter President, Dick Low & his wife Lesa, officially arriving at AirVenture 2006.

