

# THE NEW PROPWASH



Volume 2, Issue 7  
July, 2006

## UPCOMING EVENTS

### Chapter Meeting

Thursday, July 20,  
2006

7:30 PM

Sugar Grove Firehouse  
on Route 38 across  
from the Airport

#### Program:

Dick Low will give a presentation on flying to Oshkosh for AirVenture.

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AirVenture, 2006

July 24-30,2006

Oshkosh, Wisconsin

See you there!

### Upcoming Young Eagles Rallies, 2006

August 27

September 24

October 29

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#### Chapter 579 Cookout

September 24, 2006

After the Young Eagles Rally!

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### First Flights

July 2, 1937

Amelia Earhart disappears in South Pacific with navigator, Fred Noonan, in Lockheed Electra.

July 4, 1937

First successful helicopter flight.

July 21, 1969

Neil Armstrong becomes first human to set foot on the moon's surface.

July 25, 1909

Louis Bleriot made first air-plane crossing of the English Channel.

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### Quote of the Month

The winds and the waves are always on the side of the ablest navigators.

Edward Gibbon

### Chapter Leaders

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Bill & Marcia Cameron	847-742-2963	mec515@sbcglobal.net

## NEWS FROM THE PREZ, DICK LOW

It is hard to believe that another month has passed. Lesa and I have just returned from a whirlwind trip to Florida to visit friends and family. We flew approximately 2500 miles (20 hours in the air) in 9 days with stops at Birmingham, Pensacola, 12 Oaks Air Estates southwest of Ocala, FL., Fort Myers, St. Petersburg, Pine Mountain, GA, Rome, GA and Brazil, IN. Except for two legs, we flew the entire trip VFR and could have flown those VFR as well. I filed IFR for the legs between Pensacola and 12 Oaks, and between Merritt Is. and Pine Mountain GA to ensure that we didn't wander into any restricted airspace. Fuel prices ranged from a high of \$4.55/gal. at Birmingham to a low of \$3.19/gal. at Brazil. We took advantage of self-fueling facilities in Ft. Myers (\$4.09) and Rome, GA (\$3.99) to keep the fuel costs down.

I was also encouraged to find that General Aviation still seems to be going strong in the South. Airport ramps were generally full of aircraft and flight training operations seemed to be very active. The FBO office at Birmingham was lined with solo shirt tails and, when I asked how things were going at Ferguson Field in Pensacola, I was told that their instructors were completely booked and that there was a waiting list for flight training.

This was also the first trip where Lesa and I have had a chance to use the GPS 396 that we purchased at AirVenture last year. It really is an amazing piece of equipment. It enabled us to listen to satellite radio for the entire trip plus providing GPS course guidance, NEXRAD weather radar and obstacle clearance information. We were surprised to hear a female voice announce "500 feet above terrain" when we were on approach to Ferguson's.

Back on the home front, our first Chapter meeting at the Sugar Grove firehouse was relatively well attended compared to the past several months. It really is a beautiful facility with a complete kitchen and a computer controlled overhead projector and sound system. As we found it, the facility was set up as a training room with tables and chairs for at least 100 people. The firemen were also very accommodating and very helpful in showing us how to operate the equipment. I would encourage those of you who didn't attend the June meeting to try to make either the July or August meeting to see first hand what a beautiful facility it is. Following the August meeting, the Chapter will have to make a decision as we have no assurance that the firehouse will continue to be available on Thursdays and the Sky Haven board has advised us that they would like the Chapter meetings to be held elsewhere.

Our second Young Eagles rally of the year on June 25<sup>th</sup> was another successful one although attendance was not as great as we had hoped. The weather undoubtedly had something to do with it as it rained steadily for the first hour. We did fly 67 kids and also hosted two reporters and a photographer. This resulted in the July 8<sup>th</sup> edition of the Daily Herald featuring the Chapter's Young Eagles program on the front page of the Neighbor section which should generate a lot of interest in our remaining rallies this year. Following the rally, Bill and Paula Shertz hosted a cookout for the volunteers at their hanger attended by approximately 20 people. It made for a very relaxed conclusion to the day and the weather even cooperated with the rain holding off until the cookout ended about 5:30. As a result we plan on holding a similar function following the Young Eagles rally in September.

Looking ahead, the program following this month's Chapter meeting on July 20 will be my presentation on flying to Oshkosh in preparation for AirVenture between July 24<sup>th</sup> and July 30<sup>th</sup>. As mentioned above, the meeting will again be held at the Sugar Grove firehouse across from the airport starting at 7:30. I am hoping for a good turnout so that we can get meaningful feedback from Chapter members on continued use of the firehouse for Chapter meetings after August.

Finally I am looking forward to seeing a number of you at AirVenture again this year. I am always amazed at the number and scope of the seminars available during the week. I down loaded the schedule for the Honda forums and it ran to 27 pages. Lesa and I plan on being at AirVenture for the entire week and we still find that we don't have enough time to see and hear everything that we would like. There are also numerous opportunities to volunteer with our favorite being the Young Eagles raffle co-chaired by our own Donna Shackleton. The last that I heard, Donna was still looking for volunteers so if you are interested please contact her.

See you on the 20<sup>th</sup>.

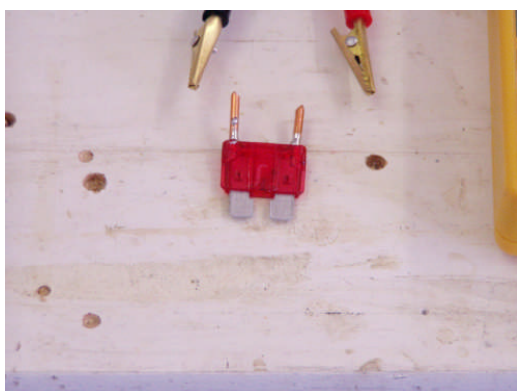
Dick Low, President, EAA Chapter 579

### Builders Tip    By Bill Schertz

I am building an experimental airplane, with an 'all electric' panel. This includes both the instrumentation and the engine ignition/fuel supply. Needless to say, I am concerned with current draws, and endurance in the event of an alternator failure. To that end, I wanted to be able to measure the \*actual\* current draw of each device in the plane as that will allow me to know what the drain on the battery will be if needed.

I am using primarily fuses as advocated in the Aeroelectric Connection, and the types of fuses are the automotive ATC plug into a fuse block fuse. I modified a fuse to allow current measurement by drilling into the back of the fuse, inserting a solid copper wire, and soldering it to the fuse tabs. I then 'blew' the fuse, and by hooking up an ammeter, I can measure the current to any circuit by just plugging in the modified fuse in place of the protective fuse.

Using this apparatus, my EFIS draws 3 amps, and the trim motors draw 0.15 amps when being operated.



#### Kit Fox Speedster Kit For Sale

Ray Grommas, chapter member and Young Eagle and ARR Open House volunteer, purchased this kit shortly before he died about two years ago. He had just started working on it. His wife, Mary Grommas, wants to sell it. There is only the airframe, no engine. It meets the requirements for a Light Sport Aircraft. If you are interested and would like to get more information or make an offer, please call Mary at 630-844-3882.

#### Newsletter Deadline:

Information for the August newsletter will be due by August 10.

Information for the September newsletter will be due by September 10.

Remember, your news is what makes this newsletter interesting. We are in need of more articles for future issues. Just send a word document as an attachment to: [mec515@sbcglobal.net](mailto:mec515@sbcglobal.net).

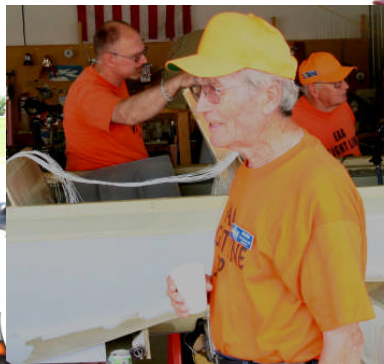
Are you attending AirVenture at Oshkosh this July? Why not write up a brief article about your experiences and thoughts about Oshkosh? We would like to feature Chapter 579 members' Oshkosh adventures in the August issue.

Thanks,

Your Editors, Bill & Marcia Cameron

**EAA Chapter 579 Cookout at Bill & Paula Schertz's hangar after Young Eagles Rally, June 25, 2006.**

Photos By Bill Cameron



If you missed the great food and fun at this cookout, plan to attend the next one— after the September 24, 2006 Young Eagles Rally.

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This is the text of an article appearing in the July 8, 2006 edition of The Daily Herald., after a reporter and photographer came to the Young Eagles Rally on June 25, 2006. The article in the paper also had some photos of some chapter members.

### Just Plane Fun

By Susan Dibble

Daily Herald Staff Writer

The Kolody kids waited excitedly and a bit impatiently for their chance to go up in a four-seater plane at the Aurora Municipal Airport. I think it will be fun. When are we going to be next? asked Emily, 7, of Batavia. But soon enough Emily; her brother, Adrian, 8; and sister, Daphne, 6, were boarded on a Cessna 182 piloted by Dick Low of Naperville, president of the Fox Valley Sports Aviation Association, EAA Chapter 579. Their grandmother, Theresa Kolody of Batavia, and father, Daniel Kolody, waited for them on the ground.

Theresa Kolody said she decided to bring her grandchildren out for the Young Eagle flights offered by the association of private pilots after reading a newspaper article about the program. Until then, her grandchildren's only exposure to airplanes had been dropping her off at the airport, she said. Six or seven years ago I took my other grandchildren. I had them for the weekend and it seemed like an exciting thing to do, she said. I think it's so neat. The more you expose kids, the better their life experience is and the more they understand what's around them.

The approximately 20-minute flight east to Orchard Valley Golf Course, then north to Nelson Lake in Batavia and back to the airport did not disappoint.

It was so fun. I got to fly it, said Adrian, who had been given a chance to take the controls. We were a couple of feet higher than the Sears Tower. I liked tipping over, Daphne said, referring to the plane dipping to one side or the other. I could see the sky.

The Kolody siblings were among more than 60 kids who took Young Eagle flights on a recent Sunday. Rainy weather for part of the day kept the turnout lower than normal, EAA members said. Typically we fly between 100 and 150, said William Schertz of Batavia, secretary of EAA Chapter 579. We've had as many as 200 to 250.

Chapter 579 offers the free flights to youths ages 6 to 17 one Sunday a month May through October (except July this year because of an EAA convention in Oshkosh, Wis.). The child must be accompanied by a parent or guardian, who must sign a consent form. Any child who gets cold feet is brought back to the starting line, Schertz said. We don't coerce anyone into going. This is supposed to be a fun experience, he said.

### Introducing flight

The Experimental Aircraft Association began the Young Eagle program in the mid-1990s with a goal of flying 1 million kids by 2003, the 100th anniversary of the Wright brothers' first powered flight, Schertz said. EAA met its goal; Chapter 579 did its part. The 60-member chapter (not all are active pilots) had taken 10,000 kids up by 2003. Member pilots have continued to give the Young Eagle flights five or six months of the year ever since.

Schertz said other surrounding EAA chapters like those in Aurora, Schaumburg, Lewis University/Lockport and DeKalb also offer Young Eagle flights. They all do to some extent, he said. None are quite as organized as we are.

Some kids who have taken Young Eagle flights have become pilots themselves, Schertz said. One is Zach Vandergrind. Vandergrind, 23, said he took his first Young Eagle flight at the age of 11 or 12 after his family moved from Washington state to Aurora. From that time until I was 17, I did not miss one Young Eagle flight, he said. By the time he was in his mid-teens, Vandergrind was working with the ground crew after he had his flight. With the help and encouragement of two chapter members, he got his pilot's license at 18 and began taking up young people himself. My younger sister was my first passenger, he said.

**Continued on page 6**

### Just Plane Fun, By Susan Dibble — Continued

After two years of aviation school in Spokane, Wash., Vandergriend is working as an apprentice at Blue Sky Arrow flight school and maintenance facility in Morris. Now close to obtaining his mechanic's license, he plans to become a missionary aviation mechanic or pilot.

That's been my dream since I could talk. It's all I've ever wanted to do, he said. When Vandergriend takes youngsters up on Young Eagle flights, he hopes to change a perception that flying is not for everyone. He often lets them take the controls and enjoys their looks of amazement when they see themselves making the plane change direction.

A lot of times the kids leave with a different perception, he said. They say, Hey, this is something I can do! Kevin King, 16, of Batavia caught that vision recently when he took his first Young Eagle flight. I got to make a couple left turns, he said. I might want to be a pilot as a profession because it was really fun. King said the flight was different than he expected. I thought it was going to be bumpy since it was a small plane, but the ride actually is really smooth, he said.

#### Volunteer pilots

The pilots in the Young Eagle program provide the planes they either own or rent and buy the gas. Low said he typically goes through \$100 in fuel on a Young Eagles Sunday. A lot of people appreciate what we're doing. A lot of people don't realize the expense, he said.

The rewards are a chance to fly and watching the reactions of the kids, Schertz said. Some children sit silently through the whole flight obviously a bit apprehensive, while others talk the whole time, he said. It's just plain fun to be around them with the enthusiasm they have, he said.

The pilots have four different patterns they fly depending on how the wind is blowing that day. Kids always remark on how the cars look like toys, and some are able to pick out their homes from their view up in the air, Schertz said. Some of the kids bring cameras. On a clear day, you can see downtown Chicago, he said.

The kids don't wear headsets with mics enabling them to speak to one another and the pilot, a novelty for some of the passengers. Pilots normally fly two to three kids at a time depending on the size of the plane. Upon landing, the young fliers receive a Polaroid photo taken of themselves, their fellow passengers and the pilot in front of the plane. They're given a certificate and their names are registered in the world's largest logbook at the EAA Air Adventure Museum in Oshkosh.

A free aviation ground school for all ages is held in the fall for people who want to learn about the paperwork needed to enter flight training.

Schertz said boys and girls fly in about equal numbers, and some return again and again. Some kids come back many times, he said. All we ask is that they fly in a different plane with a different pilot.

On a typical Young Eagles Sunday, about 10 pilots and planes are available, but the chapter will call others in if the demand is there, Schertz said. It's 9 a.m. to 2 p.m. We fly anyone who gets there before 2 p.m., he said.

As someone who took advantage of those Young Eagle Sundays, Vandergriend credits Chapter 579 with helping him reach for his dreams. I've seen other EAA chapters and I've never seen one with the desire to grow kids in aviation that 579 has, he said. I can honestly say without them, I would not be where I am today.

# BEAT BILLY



**Beat Billy Question for June:**

I am a car, a food group, and an airplane. What is my name and who made me?

**Answer:**

The Ford Pinto auto, the Pinto bean, and the Mohawk Pinto MLV (A.T.C.#95—Dec., 1978) airplane. Charles Lindberg once flew a Pinto.

**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?

Woo-Hoo! Oshkosh is here!

Billy

**Fly-In, Drive-In Breakfast**

**August 13, 2006**

**7AM to Noon**

**Grandpa's Farm Airport**

**1 1/2 miles south of Mendota, IL  
on Highway 251**

**Runway 18/36 Sod 3980FT**

**EAA Chapter 263**

**Adults \$6.00 / Children \$3.00**

**50/50 Drawing**

**Mendota Sweet Corn Festival Mile Long  
Parade at 1:00 PM**

**Rides to Town on Request**

**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 By William Cameron