

THE NEW PROPWASH



Volume 2, Issue 6
June, 2006

UPCOMING EVENTS

Chapter Meeting

Thursday, June 22, 2006

7:30 PM

New Meeting Location:

Sugar Grove Firehouse
Across Highway 30 , just
East of the airport

Program: The program following the business meeting will be a video on flying into 6 of Idaho's backcountry airstrips.

See the President's article for information concerning the new location for chapter meetings.

Young Eagles

Sunday, June 25

9:00 AM—2:00 PM

Pilot Briefing at 8:30 AM

We had a great crew of volunteers last month. Check out the photos on page 5 of this newsletter. Come out and join the fun. We need pilots, ground crew on the ramp, and for registration. There's a job for you!

Chapter Cookout Following Young Eagles

The Chapter will provide brats and hamburgers. It will be held at Bill Schertz's hangar, no. 112 on Ramp Delta. Bring a dish to share.

Looking Ahead to July

The July Chapter Meeting will be held a week early, due to EAA AirVenture at Oshkosh. The week of July 24-30, 2006

July Chapter Meeting - Thursday, July 20

No Young Eagles scheduled for July.

Inside this issue:

| | |
|--|-----|
| Upcoming Events | 1 |
| Chapter Leaders | 1 |
| News from the Prez | 2 |
| Lake Michigan Fly-Around, 2005 -Part 3 | 3-4 |
| Young Eagles Photos | 5 |
| Miscellaneous News | 6 |
| Beat Billy & Mem. App. | 7 |

Quote of the Month

Flying alone! Nothing gives such a sense of mastery over time, over mechanism, mastery indeed over space, time, and life itself, as this.

Cecil Day Lewis

Chapter Leaders

| | | |
|-------------------------|--------------|---------------------------|
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| V-P Frank Consentino | 630-844-2512 | kw0727@comcast.net |
| Treasurer Larry Shaw | 630-466-5555 | DatecAviation@cs.com |
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NEWS FROM THE PREZ, DICK LOW



Our 1st Young Eagles rally event for the year on May 21st was blessed with beautiful weather, but unfortunately, not a real large turnout. The final count was 61 kids flown. Hopefully we will have equally good weather and a better turnout at our next Young Eagles rally on June 25th. As usual, we had a great crew of volunteers both on the ground and in the air. Seven pilots showed up to fly kids including Sue Victor, who flew in from Muscatine, Iowa in her Varga.

This month's meeting on June 22nd will be held in the Sugar Grove firehouse meeting room, across Highway 30 and just East of the airport. The program following the business meeting will be a video on flying into 6 of Idaho's backcountry airstrips. The Chapter will be meeting at this location the rest of the summer. Keep in mind that the July meeting is the third Thursday of the month due to AirVenture. Attendance at the monthly meetings has steadily declined over the past year so I am hopeful that a change of scenery will encourage more of you to attend the meetings. I would urge all of you to attend at least one of the Chapter meetings over the summer so that you can let the board know what you think of the facility and whether there is a desire to continue meeting there into the fall even if it means changing nights. Currently the availability of the meeting room on Thursday nights after August is unknown. I have not seen the facility myself but by all accounts it is very well equipped and a definite plus is that we will not have to move or set up chairs.

As mentioned in last month's column, an indication that AirVenture 2006 is right around the corner is the publication of the NOTAM for 2006 AirVenture arrival and departure procedures, which is available on-line through the EAA website. The programs at the pavilions in the Honda Motorcycles Forums Plaza are also listed on the EAA AirVenture website. I am always amazed at the scope and number of these programs. I downloaded and printed the complete listing this week and it ran to 27 pages. I am sure that there is a presentation there that would appeal to anybody. Also the anticipated e-mail from Donna Shackleton soliciting volunteers for the raffle booths at AirVenture for the Young Eagles raffle arrived this week. The vehicle being raffled off this year is a Ford F-150 pickup with all of the bells and whistles, with the proceeds going to support the Young Eagles program. According to Donna's e-mail there are considerably more volunteer opportunities this year. From past experience, it is a great way to support one of the Chapter's favorite programs, meet some interesting people and get free admission to the Airshow. Individuals who volunteer for at least 8 hours will receive a free week's pass to AirVenture. Those who volunteer less than 8 hours will receive free admission on the day that they volunteer. Contact Donna (telephone 630-466-4193, e-mail "d.shackleton@sbcglobal.net") if you are interested in volunteering.

Also mark your schedules for the June 25th Young Eagles rally, 9:00 AM until 2:00 PM. All volunteers are welcome. The Chapter will be providing brats and hamburgers at a cookout for the volunteers at Bill Schertz' hanger, no. 112 on Ramp Delta, following the rally.

Finally, I find it hard to believe but I have served as your president for a year and a half now and it is time to start thinking about whom you want to serve as your Chapter officers for the next two years. Elections will be in November with installation of the new officers at the annual Chapter pizza party in December. I have really enjoyed the past year and a half and have certainly learned a lot, but regret that I have not been able to find a permanent meeting place for the Chapter..

Conclusion of Fly Around Lake Michigan 2005

(Part 3—continued From the April & May issues)

By Dave Smith

We all met for the continental breakfast in the hotel lobby about 8 AM. Checked in with Flight Service for an official weather briefing before walking across the street to the ramp. While the FBO topped us off with fuel, a few of us ventured over to check out the new terminal. Very impressive. Check out the bear in the lobby. Pellston is a worth while stop if you are ever in the area. The FBO folks are friendly and helpful. We can't say enough about the Holiday Inn Express either. They treated us well.

We were soon ready for our last day of flying. We checked in on Unicom and were soon heading out to runway 23, eight in trail with the Luscombe and PA12 holding up our usual end. Climbing out to 1500 feet on runway heading, we were just about on course, over flying Boyne Mountain Resort and passing just north of the town of Harbor Springs. We made the 8 mile stretch over Little Traverse Bay, over flying Charlevoix, MI (CVX) and across the Grand Traverse Bay to our next checkpoint, Woosley Memorial airport (5D5) at the peak of the peninsula. We flew over Sugar Loaf Resort (Y04) and Empire (Y8Z) then directly to the eastern shoreline of Lake Michigan.

From there we followed the shoreline the next 190 miles south. This was about the best flying part of the entire trip. If you have never been flying on the eastern shore of Lake Michigan you are missing some beautiful country. There are airports spaced about every 20 miles or so and a couple miles inland so planning stops is not a problem, especially if you are flying by the clock. There are houses, some very big houses, almost the entire shoreline from north to south filling in all the spaces on top of the 200 foot bluffs. There are a number of marinas and light houses sprinkled all along the coast as well.

As we made our way south we dropped down over the water, away from the shore, eight in trail. Surprisingly, there were people on the beach, in the water, wind surfing, flying kites, picnicking, fishing, from top to bottom or about 190 miles of shore. Everyone waved and rocked their arms as we passed in trail. We did the same all the way down the shore.

The wind on Sunday was rather brisk out of the north-northwest. This was quite evident from white caps seen on the lake and the waves breaking on the shore. We had quite a tail wind as we were really cooking along. Approaching 2 hrs or so of flying it was time for a pit stop. Manistee County (MBL) would be our next stop. It was about a mile inland from the shore. Still over the lake we climbed above pattern altitude and the lead plane called our inbound position for a landing on 27. The wind was really cranking and blowing with about a 45 degree crosswind. This was going to be a character builder for us tail draggers guys. The lead group went on ahead and landed, reporting as we expected, to hold on. Watching the Luscombe (Rex) touch down a gust of wind picked up his right wing and he did a great job of getting it stopped without scratching the paint. The PA12 was next. I had 15 people plus the line guy outside to grade my landing. Noticing the grass area that paralleled the runway was flat, well groomed and appeared not to have any hidden obstacles, I took that route. Grass is more forgiving than pavement. With the crosswind wind it was a wise choice. The touch down and roll out was less than 50 feet. There were high fives from everyone once we got out of the plane. After a much needed break and topping off with fuel we were again ready to rock and roll. We checked with the FBO about a stopping point for lunch. Tulip City (BIV) about 100 miles straight south was suggested as a good place to stop. So, Tulip City it would be.

It was about 11 a.m. or so when the group blasted out of Manistee County flying runway heading directly toward the lake. Clearing the airport traffic area we again dropped back down to our cruising altitude in trail over the water. We were still sporting a good tail wind, making good time. In the PA12 when the GPS is indicating 120 mph ground speed, now that's smoking. The lake and sky were both a bright blue color, with not a cloud in the sky to be found.

We were about an hour out from Tulip City taking advantage of photo op's along the south bound leg as we continued past more light houses and marinas. Before long we were getting close to Muskegon TRSA. The lead plane called Muskegon approach and received clearance for the group to pass through their airspace to the east continuing on our southbound journey.

Before reaching Holland, MI we again climbed above pattern altitude to report our inbound leg to Tulip City (BIV). There are two airports at Holland and BIV is located a little south of the city and about 2 miles inland. The lead plane reported our position to land on 26. As expected, the winds were about the same as before.

Fly Around Lake Michigan 2005

Continued from page 3

The lead group landed ahead of us tail draggers and experienced a little character enhancement of their own. Both Rex and I decided to use the forgiving wide grass area parallel to the hard surface runway. Following a slow fly by to confirm there were no obstructions we both landed with very little ground roll and tied down at the ramp.

We figured this would be our last group stop before we each went our separate ways upon reaching the south end of the lake. We called in a large pizza order and borrowed the airport courtesy car to pick them up. The FBO topped us off as we took a break before starting out on our last leg. This is another recommended stop. If you are looking for a weekend place to go, the Holland Tulip Festival is May 6-13, 2006, but make your hotel and car reservations early.

It was around 4 pm, still on eastern time, when we were getting the group lined up for departure on 26. We climbed runway heading toward the lakeshore and again dropped down to our cruising altitude following the shore once again. It was not too long before we could see the outline of the Chicago skyline breaking out of the horizon in the distance to the west.

The group continued in trail for another 60 miles until we reached the bottom end of the lake. We all climbed back up to about 2000 feet and said our "good byes" to everyone on fingers before our parting our separate ways.

The Hoosier group continued on southbound toward Greenwood (HFY), Putnam County (417) and beyond while Butch and I swung toward the west. Butch was heading back to Schaumburg (06C) and Cliff and I back to Ruder Farm (59IL). We could hear the Hoosier gang still yakking it up on fingers as they faded off in the distance.

We were now heading into a setting sun and a headwind that made the last 100 miles seemed to drag on. No worries, however, the GPS was indicating a solid 75 mph ground speed. We crossed back into the central time zone and gained the hour back. The skyline of Chicago to the north west grew larger as we continued onward. Staying away from the Gary airspace, we passed a couple miles south of Lansing, IL (IGQ) airport, over the Howell-New Lennox, IL (1C2) and punched in Ruder Farm (59IL) into the GPS taking us on a direct 312 degree heading home.

Before long we were approaching Aurora (ARR) airport and received tower clearance for the over flight at 2000 feet to the northwest. We were now 11 miles from the home airport. We landed on 27 at the farm just about 5 PM to no fan fare but our own. Cliff and I were ready to climb out of the PA12. Total flying time around the lake took about 11 hours over the three day period and used about 72 gallons of fuel on the trip.

End of Day 3.

Most of the group was able to get back together again for a group dinner in Greenwood, IN, at the end of September last year to exchange pictures and embellish upon the flying stories once again. The second flight around Lake Michigan was as much fun as it was the first time. We were thankful it was a safe and uneventful trip and everyone had a terrific time.

The group is beginning to socialize ideas about another 3 day weekend flying adventure this summer. We hope it will not take another four years of planning before it comes together again. E-mail chatter lately has been about a possible Lake Erie trip to the islands off Sandusky, Ohio. Kelly's Island (89D), Put-In-Bay (3W2), Rattle Snake Island (58OH-Pvt), Middle Bass Island (3T7), Middle Bass-East Point (3W9), North Bass island (3X5) and Pelee Island (Canada, CYPT).

Let me know if you may be interested in joining in on the next fly-out. When and where have yet to be decided.

Safe Flying...

Dave

Flypa12@msn.com

A Day of Flying and Fun!
EAA Chapter 579 - May 21st, First Young Eagles Rally
of 2006 7 pilots 61 kids flown
Many chapter volunteers Photos by Bill Cameron



For The History Buffs in the Chapter

From David Boehnlein

This is an interesting marker found on the campus of the College of William & Mary in Williamsburg, Virginia.

It reads:

"FIRST BALLOON FLIGHT IN VIRGINIA -

On May 2, 1801, J.S. Watson, a student at William and Mary, wrote a letter detailing attempts at flying hot air balloons on the Court House Green. The third balloon, decorated with sixteen stars, one for each of the existing states, and fueled with spirits of wine, was successful. Watson wrote 'I never saw so great and so universal delight as it gave to the spectators.' This is the earliest recorded evidence of aeronautics in the commonwealth."



Airplane for Sale:

1975 Cessna 172M, 3589 TT, 1118 SMOH Annual 1.06.
\$65,000 Call Ruth Martens for details 630-668-7665

Change in Propwash Deadline

For the next three months, July, August and September, the deadline for submitting information for The New Propwash will be the 10th of the month. This is necessary because in July the meeting is moved up a week to accommodate AirVenture at Oshkosh, so the news needs to come to you a bit earlier. And in August and September the Camerons will be out of town around the usual Propwash deadline. Thanks to those sending us articles and interesting tidbits for the newsletter. Keep them coming!

Condolences to Lesa Madru and Dick Low and members of their family on the death of Lesa's sister in Indiana.

You are cordially invited to attend the EAA Chapter 453 Fly-In at the Cape Girardeau Regional Airport on Saturday, July 8, 2006, which will be in conjunction with the 2006 Heroes & Legends Air Festival.

For more information check out the website:

www.capeairfestival.com or contact:

Ernie Chilies, EAA 453 President at 573-243-8489

First Flights

June 1, 1948

First flight of Cessna 170

June 4—1783

First hot air balloon demonstration

June 11, 1926

First flight of Ford 4-AT Tri-Motor

June 15, 1916

First Boeing built airplane flies

June 21, 2004

Mike Melvill becomes first civilian to fly a privately funded spaceship out of the atmosphere in SpaceShipOne. (328,491 feet)

June 24, 1930

First use of radar to detect aircraft

June 26, 1936

First successful helicopter (FW-61)

BEAT BILLY

May's Question:

We all know that Russian born Igor Sikorsky is the father of the helicopter, not because he invented it, because that honor goes to Paul Cornu in 1907, even though his design was not successful. Sikorsky is the "father" because he invented the first successful helicopter, upon which all future designs were based. The first successful helicopter, the Sikorsky VS-300 flew for the first time on September 24, 1939 powered by a Lycoming 65 HP engine.

What could the VS-300 not do during it's initial flight in 1939?

May's Answer:

The VS-300 could only go up and come back down, it could not go forward, back, left or right. Mr. Sikorsky had not yet stolen the technology for the rotor-head control from the Pitcairn Autogyro Company. So it was up and down only. Visit the Pitcairn hanger at the EAA Museum and see the one million dollar check Pitcairn received from Sikorsky when he won his court battle over the theft of technology.

June's Question:

Try this on for size:

I am a car, a food group, and an airplane.

What is my name?

Who made me?

Fox Valley Sport Aviation Association—EAA Chapter 579

Membership Application or Renewal

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

E-mail _____ EAA # _____

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Annual Membership \$20.00 -

Checks made payable to: EAA Chapter 579

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**FOX VALLEY SPORT AVIATION ASSOCIATION
EAA CHAPTER 579
THE NEW PROPWASH
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They also serve, who stand and wait! EAA Chapter 579 Young Eagles registration crew, May 21, 2006.

Photo taken by William Cameron, from the catwalk at the Aurora Airport Control Tower.