

THE NEW PROPWASH



Volume 3, Issue 7
August, 2007

UPCOMING EVENTS

Chapter Meeting

Thursday, August 23rd

7:30 PM

Sugar Grove Firehouse

Business meeting

Followed by:

Program

Presented by:

Chapter President Dick Low
on the new Wings program.

Bring your Oshkosh photos
for a "show and tell."

Young Eagles Rally

Sunday, August 26

Pilot's briefing at 8:30 AM

Young Eagle Flights from
9:00 AM to 2:00 PM

As always we need lots of
volunteers :

Pilots, Ground Crew, and
Registration helpers!

Sunday, September 23

Another Young Eagles Rally

Is it on your calendar?

September Chapter Meeting

Thursday, September 27

Program presented by Fiona
Kinney McCoy on her Air
Academy experience this
summer. Fiona was sponsored
by Chapter 579. She is the
oldest daughter of EAA members,
Priscilla Kinney & Del McCoy.
Read Fiona's article in this issue
for a preview of her September
presentation.

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Flight Instructor Clichés

What you know is
not as important as
what you do with
it.

You will never do
well if you stop doing
better.

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NEWS FROM THE PREZ, DICK LOW

Our Young Eagle rallies resume with our third rally of the year on the August 26th. We have had a number of calls and e-mails so I am hoping for a good turnout. Our Chapter meeting this month is on August 23rd. I will make a short presentation on the new Wings program following the regular business meeting. Looking ahead to next month, Priscilla Kinney & Del McCoy's daughter, Fiona, who the Chapter sponsored at the EAA Air Academy this summer, will make a short presentation on her experiences at the Academy. I am also hopeful that I can get the young girl that attended the Women Soar program during AirVenture at my suggestion to come in and relate her impressions of the program. I would also like to encourage everybody to bring their pictures from Oshkosh for a show and tell session.

Under the heading of other events, the 4th annual Wings Weekend North is coming up at DeKalb on August 24th and 25th. If past years are any indication, there will be a number of very interesting and excellent presentations, all of which are free. I did not receive any response to the Chapter's application for a 2007 tour stop for the Ford Tri-motor but a review of the tour schedule indicates that ARR will not be hosting the Ford this year. As announced in previous newsletters, the Chapter was not awarded a B-17 tour stop for 2007 and I have submitted the Chapter's application for a 2008 B-17 tour stop. For those of you that want to see the EAA's B-17 or go for a ride in it this year, it will be in the Chicago area at Lewis University in Romeoville on September 14th-16th. See you at the Firehouse on the 23rd.

Dick Low, President, EAA Chapter 579

Photos from Oshkosh 2007 — By Dick Low



In response to your editors' request for articles on personal impressions of Oshkosh & AirVenture—we have an article from Chapter President Dick Low and an article from Chapter member/Newsletter Editor Bill Cameron. Some of you other folks need to write us some articles. We would love to hear from more of our members. There is also an article from Fiona McCoy and her impressions of her Air Academy Adventure. Enjoy their stories!

Lesla and Dick's week at AirVenture, Oshkosh Written by: Dick Low

It is hard to believe that the summer is already two thirds over and another AirVenture has come and gone. As has been the case for the last three or four years we spent the entire week camping with our plane in the North 40. We had hoped that the Cessna group would have a block of camping spots reserved on the south side of runway 9-27 similar to last year but no such luck. When we landed about 3:30 Sunday afternoon we were directed to a spot on the north side of runway 9-27, much to our disappointment. Being located on the North side of 9-27 necessitates either considerable additional walking or time spent waiting for one of the shuttle buses to take us to the shower room or the north admissions gate. On the plus side, we were half way between the gate to Friar Tuck's and the Hilton so getting off of the airport proper was a short hike. We were also relatively close, but not too close, to a bank of port-a-potties which made the middle of the night hikes to the john a little more tolerable but didn't keep us awake with banging doors. After getting the airplane tied down and the tent set up we called Fred and Elaine Foss, who were camping in Camp Scholler. We had arranged previously to get together with them to watch the Sunday evening program at the Theater in the Woods, but when we told them that we were planning on walking over to the China Buffet for dinner, they said that they would join us. Unfortunately it was not to be as we discovered when we got there that the restaurant had closed. As a result we ended up at Applebee's, taking advantage of the Foss's wheels. After enjoying the Theater in The Woods presentation, we parted company with Fred and Elaine and made the familiar trek back to our camp site, a trip made a little shorter because the airport was closed and we were able to walk across the runway.

Monday morning dawned bright and sunny and, unlike Wednesday morning on, there were no airplane sounds until after 7:00 AM so we were able to sleep in a little bit. Since we didn't have anything planned until the Beach Boys concert at 5:30, we headed for the vendor hangers to sign up for the freebees at the AOPA tent and visit our insurance agent. After a quick tour of the vendor booths in Hangers B and D, I decided to attend a seminar on Professional Flight Instruction in the 21st Century while Lesla set out to tour the EAA Membership Village and the aircraft on Aeroshell Square. We reconvened for lunch and then joined Fred and Elaine in the afternoon on Aero Shell Square to listen to the Beach Boys. Following the two hour concert, we walked to the Foss's camp site for sloppy Joes. After dinner, we made the short hike to the Fly-In (walk-in?) theater to watch 12 O'clock High with Gregory Peck. One of us had trouble staying awake so we left halfway through the movie and made the hike back to the north 40 again.

Tuesday morning I volunteered in the Life Line Pilots booth in Hanger B while Lesla took in a seminar and walked the flightline. I got to meet and talk to some of the other Life Line pilots who dropped by the booth. In the afternoon I attended an interesting and humorous seminar by Bruce Edsten on the top ten reasons why engines really quit. Then, Lesla and I joined the Foss's again for dinner at a Mexican restaurant. Following dinner and some refreshment at the Foss's campsite, it was off to the Fly In Theater for Top Gun.

Wednesday was definitely Young Eagles Day. Lesla and I attended the Young Eagles coordinators workshop between 10 AM and 1 PM and were joined by fellow Chapter 579 members Fred and Elaine Foss and Don Horacek. Steve Buss, the head of the EAA's Young Eagles program, emceed a very interesting and informative program featuring presentations by each

of the 2007 Young Eagles program award winners. It is always interesting to hear how other Chapters in conduct their Young Eagle rallies, and we picked up a few ideas to incorporate into the Chapter 579 program. In the afternoon we sat out a rain shower in the CPA tent along with Larry Shaw and then I attended another seminar on GPS and WAAS at the FAA building. Wednesday evening we had a difficult choice to make. There was an invitation only reception for Chapter presidents at the Ford tent on Aero Shell square and the Young Eagles 15th Year Anniversary party at the Museum both starting at 6 PM. We started out at the Ford reception but decided after twenty minutes that we really wanted to be with our friends at the Museum. Although all of the food was gone by the time we arrived, we were able to join fellow Chapter 579 members Alan and Donna Shackleton, Alan and Bev Rickert, Larry Shaw, Fred and Elaine Foss, Terry and Chloe Berg and Don Horacek for a very interesting program again hosted by Steve Buss. Following the program we had the opportunity to talk to one of the Young Eagles success stories that is currently an Air Force B-1 pilot and was scheduled to perform a fly-by in the B-1 on Sunday afternoon. He had flown his own 1957 Bonanza to AirVenture but said he had to leave the next morning in order to get back to Ellsworth Air Force Base in Rapid City, South Dakota to get ready for the fly-by flight.

Thursday morning started earlier than usual as we attended the Tech Counselors and Flight Advisors breakfast at 7 AM at the Nature Center. The program was a very interesting presentation by the head test pilot for Eclipse Aviation on the development of their proof of concept 4 person private jet. Following the breakfast we headed for the Chapter Leadership conference for Rod Machado's presentation. Following the Machado presentation, we hooked up with my cousin and his son from Torrance, California and said goodbye to the Fosses. We spent the afternoon around Aero Shell Square listening to Warbirds in Review presentations by George McGovern and Chuck Yeager. Following dinner we were considering walking to the Fly-In Theater for the night's movie, 30 Seconds Over Tokyo when it started looking like rain. As a result we decided to cancel attending the movie and were sitting out behind the plane watching the descending twilight, enjoying a glass of wine, when Glen and Julie Bradley of Sierra Vista, AZ walked over to introduce themselves since our two planes were the only ones left in row 561. We ended up chatting for about 20 minutes until it started raining, exchanged addresses and e-mails and resolved to get together again next year at AirVenture. We were just getting ready to hit the old air mattress as the rain had become heavier when Alan and Donna Shackleton drove up with an invitation to join them for dinner. Since we had already eaten and were halfway ready for bed, we regretfully declined. The rain continued for the next four hours, although not near as heavy as we had experienced in past years. We had a few drips inside the tent, but nothing serious.

Friday we had time to take in a couple more seminars. First, I sat in on the open forum on Cessna aircraft facilitated by John Frank of the Cessna Pilots Association while Lesa listened to another of Rod Machado's presentations. Then we both listened to Bob Hoover talk about his transition into jets and other exploits. We volunteered in the Young Eagles raffle booth in the afternoon. After completing our turn in the booth we joined Don Horacek and my cousin and his party at the Theater in the Woods to hear Jim Lovell talk about his experiences as a test pilot and astronaut, followed by a discussion by a panel of World War II fighter aces including Bob Hoover, Gunther Rall and Bud Anderson facilitated by David Hartman.

Saturday was our last full day of AirVenture 2007 so I decided to finally do some shopping and ended up buying a Light Speed noise cancelling headset. After 35 years and 7000+ hours I thought it was time to start protecting my hearing. Then I attended another seminar on GPS/WAAS before our second stint in the booth selling Young Eagles raffle tickets

Sunday morning it was time to pack up before heading into the AirVenture grounds for one last time. I wanted to update the data base in our Garmin 396 and pick up the disk of pictures from the Cannon camera I rented. Following this last whirlwind trip through the vendor hangers, Lesa and I each attended one more seminar before heading back to the plane and departing for ARR.

My First OSHKOSH as a Pilot in Command of My Own Aircraft

This was the first time that I flew into Whitman Field during the big show flying my own plane, and it was a rush. People ask me how did you get to Oshkosh this year, and when I tell them I flew, they think I'm crazy. A fair amount of my friends would no more consider flying into OSHKOSH than they would sticking their heads into a lion's mouth. In actuality, flying into OSH is a very easy straight forward process as long as you read and follow the very thorough Notam that EAA publishes every year.

Del McCoy flew right seat for me just as I have done for him a few times. We took off from Olson Airport, where I keep my plane, at 7:20 in the morning on Saturday the 22nd of July. It was a picture perfect day to fly. The visibility was at least 60 miles and there was no wind with lots of sun. It took us one hour and thirty minutes to get from Olson, 9 miles west of my house in Elgin, to our tie down on row 89 at Oshkosh. We saw a few other planes ahead of us but that was all. We arrived at the town of Ripon Wis., and turned right along a set of abandoned rail road tracks with big orange arrows laid out along the road bed. We followed the instructions given to us by the FAA controllers on the ground in a portable control tower. You don't have to say a word flying into Oshkosh, just follow the directions the controllers give you and rock your wings to show you heard and understood what they said, and they will take you right to the runway. The only thing to watch out for is the occasional pilot that thinks the rules don't apply to him, and so he just does what he wants to with no regard for anybody else. Luckily we had no problems and it went text book smooth.

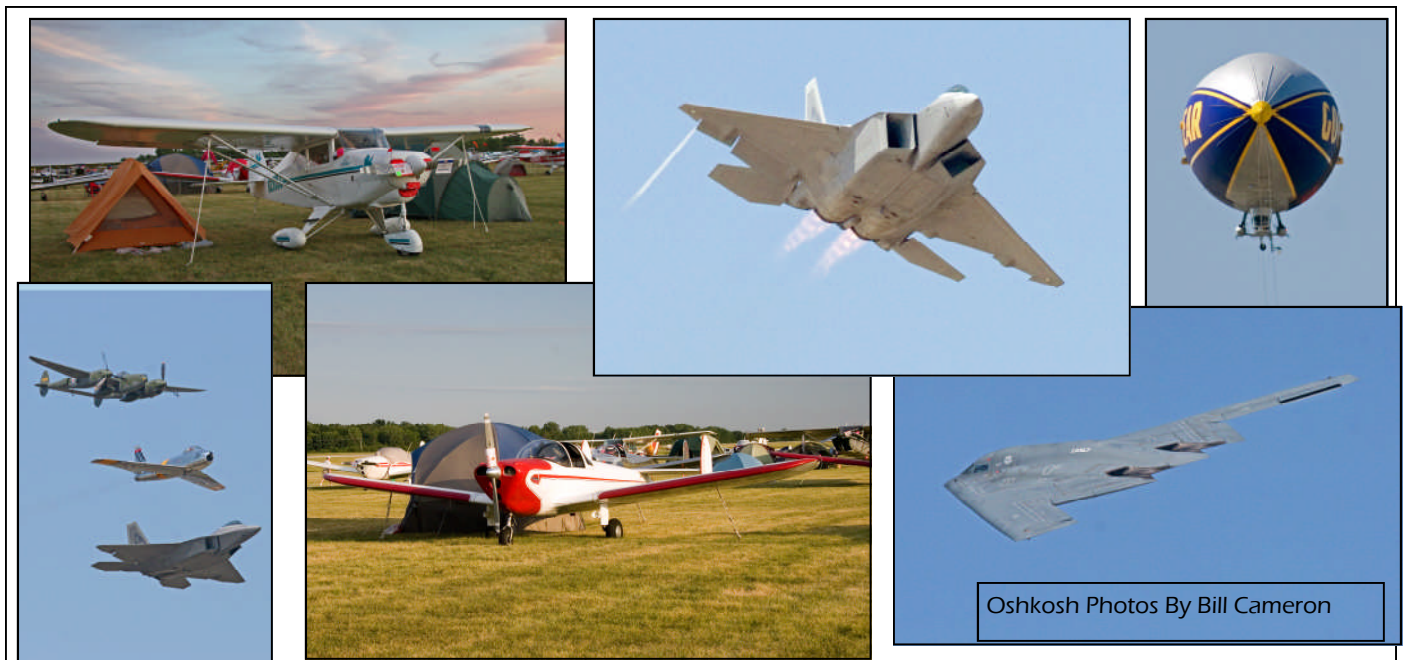
The other great thing about flying in is sitting under the wing of YOUR plane and showing it off to the people that walk by and ask questions. I got a lot of complements on "Miss Chelsea" while up there. It never got old, not once!

On one evening while selling raffle tickets for the Mustang, I was talking to two men who were lamenting the fact that they had to drive in this year. I told them that I flew in for the first time in my first plane. One of the guys asked me what I bought. When I told him, he hit the other guy on the arm to get his attention, and it turns out he was in the process of looking at Tri-Pacers as he was looking for one to buy. They then told me that they had seen one of the best looking Tri-Pacers on the field that afternoon. He had taken a lot of pictures of that plane to show his wife when he got home. When I asked him what the plane looked like, he said it was white with some kind of bird on the cowling! I told him it is an Eagle and that it's my plane. That was so cool it's beyond words!

If you have a plane, you need to fly into the BIG SHOW at least once. It's easy If I can do it so can you.

FLY SAFE AND OFTEN !

Bill Cameron



EAA Air Academy

By: Fiona McCoy

This past month, just before AirVenture, I had the opportunity to attend the EAA Advanced Air Academy. It was a wonderful life experience. As an avid aviation enthusiast, this was a chance to learn in depth. I spent ten days living and breathing aviation.

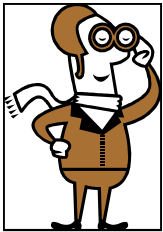
I stayed at the Air Academy Lodge at Pioneer Airport. There are four bunks in each bedroom. On the main floor is a big, open room with an old airplane hanging from the cathedral ceiling and propellers mounted on the walls. There are sofas and chairs for chilling and playing games, as well as several round tables where the kitchen serves up delicious family-style meals. In the basement there's a pool table, ping-pong tables, flight simulators and computers. The counselors and staff are very friendly, fun, and helpful. And of course, there were teens from all over the nation. There were sixteen girls and thirty-one guys, all with different interests and knowledge within the realm of aviation. Throughout our stay, we had plenty of time to just hang out and get to know each other.

Each day we'd all walk around the Pioneer Airport grass runway to the AirVenture Museum, where we'd have ground school classes. Some of the subjects we discussed included the atmosphere, properties of air, weather, air in motion, airplane design, and flight performance. The instructor was very entertaining, and was a wealth of all sorts of information. He'd take us on "field trips" around the museum, ducking under the ropes and examining airplanes, looking at various wing shapes or searching for the pitot tube and static port. We also went on a few off-campus field trips, going on tours of Basler Turbo Conversions Inc. and Sonex kit plane manufacturers. Basler takes old DC-3s and converts them to turbo props, and we got to see several planes they were currently working on, as well as walk inside one. At Sonex, we heard about different types of kit planes and homebuilt aircraft. After the tour, many of us felt inspired to go home and begin construction! Back in the classroom, we played Airplane Jeopardy for our "final exam," competing to see which team could correctly identify the most aircraft.

In addition to the classroom, we also had daily sessions in the workshop; these were some of my favorite things that we did all week! We did gas welding, which is a lot harder than it looks. We used a hot wire to shape foam core, and worked with composites, making a fiberglass clipboard. We made sheet metal spark plug holders, using drills, presses, and rivets. We learned how to do a weight-and-balance check for an airplane. We did woodworking, building a wing rib from an Acrosport biplane. (This was my favorite because I love to build balsa model airplanes, which is much the same technique, so I was right at home.) The workshop instructors were retired men who took the time to come every summer and teach the kids at the Air Academy; they were very helpful and patient!

Our week was packed with many other activities as well. I got to fly a Cessna 172 left seat from Wittman Field down to Fond du Lac. With coaching from the flight instructor, I did a stall, steep turns, and made a pen float off the dashboard in zero-gravity! We also got to spend time on the flight simulators. One night we planned and flew simulated missions near Los Angeles. I was the copilot/navigator, and my partner was the pilot. We found our destination airport with no problems, then crashed on the runway! It was pretty fun though. One morning everyone had a special treat – we all got helicopter rides! I'd never been in a helicopter before; the view through the bubble cockpit was amazing. In addition, we had several guest speakers, including two Air Academy alumni, the chief test pilot for Bombardier, and EAA president Tom Poberezny. The final two days of the camp we spent exploring AirVenture, looking at airplanes, going through exhibit halls, and watching the airshow. On Tuesday we got VIP passes to watch the airshow from front and center – that was very cool! The two Harriers hovered and landed directly in front of us.

After our closing ceremony on the last night, we were all sad to be leaving. I formed some good friendships, and learned a lot about all aspects of aviation. I camped with my family for the rest of AirVenture, and the Academy workshops inspired me to attend some of the construction workshops and forums offered at the airshow. I probably would not have done that had I not already been introduced to welding, composites, and more at the Air Academy. In so many ways, the EAA Air Academy was definitely a worthwhile opportunity for a young aviation enthusiast like me. Thank you for your support.



BEAT BILLY

Question for June:

Who is Waldo and what did he build and what connection does he have to yours truly, Billy himself?

Answer for June:

Waldo Waterman was born in 1894 in San Diego, CA. Waldo was very interested in the Wright Brothers and Glen Curtis. Because of that interest he built a glider and flew it in 1909.

Waldo built a succession of flyable and semi-flyable aircraft during his early years in aviation.

Waldo's third airplane was powered by a four cylinder air-cooled Cameron engine.

Waldo went on to build the Waterman "whatsit," the first tailless flying wind mono plane and the first plane to use the modern version of the tri-cycle landing gear. The "whatsit" is on display at the Smithsonian. Mr. Waterman died in 1976.

Question for August:

Everybody knows what a DC-6 is, right? Big, 4 engines, carries a lot of people. Well, when is a DC-6 a DC-^, but not a DC-6, as you know it?

Stay cool, fly high and safe.

Billy

Note From Your Newsletter Editors

We are always in need of your stories and pictures for the newsletter. That's what makes it interesting to read. Please send your "stuff" to the Cameron's at mec515@sbcglobal.net.

Deadline for September Newsletter:

September 10th

For October— back to the regular deadline schedule of the 15th of each month.

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:

Larry Shaw

147 N. Buckingham Drive

Sugar Grove, IL 60554

**FOX VALLEY SPORT AVIATION
EAA CHAPTER 579**

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“Ercoupe Bob” departing Oshkosh, heading home! July, 2007 Photo by Bill Cameron