

NEW PROPWASH

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March, 2006

UPCOMING EVENTS

Chapter Meeting

Thursday, March 23, 2006

7:30 PM

Program: Aviation Humor

This month's meeting will be held in Larry Shaw's hangar, number 106 on Ramp Charley. The program after the business meeting will feature a video on aviation humor by Rod Machado.

Access will be provided through the West gate to Sky Haven between 7:15—7:45 PM. Call 630-330-4824 if you need access.

April Chapter Meeting

Thursday, April 27, 2006

The next chapter meeting will be a review of procedures for Young Eagles pilots and volunteers in anticipation of the upcoming Young Eagles season.

1st Young Eagles Rally of 2006

Sunday, May 21st

April 4-10, 2006

32nd Annual EAA Sun 'n Fun Fly-In

Lakeland, FL

www.sun-n-fun.org

July 24-30, 2006

EAA AirVenture

Oshkosh, WI

www.airventure.org

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First Flights

March 2, 1949

B-50 completes first round the world non-stop flight.

March 30, 1928

First flight of the OX-5 Travel Air Model 2000.

CHAPTER LEADERS

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News From The Prez, Dick Low

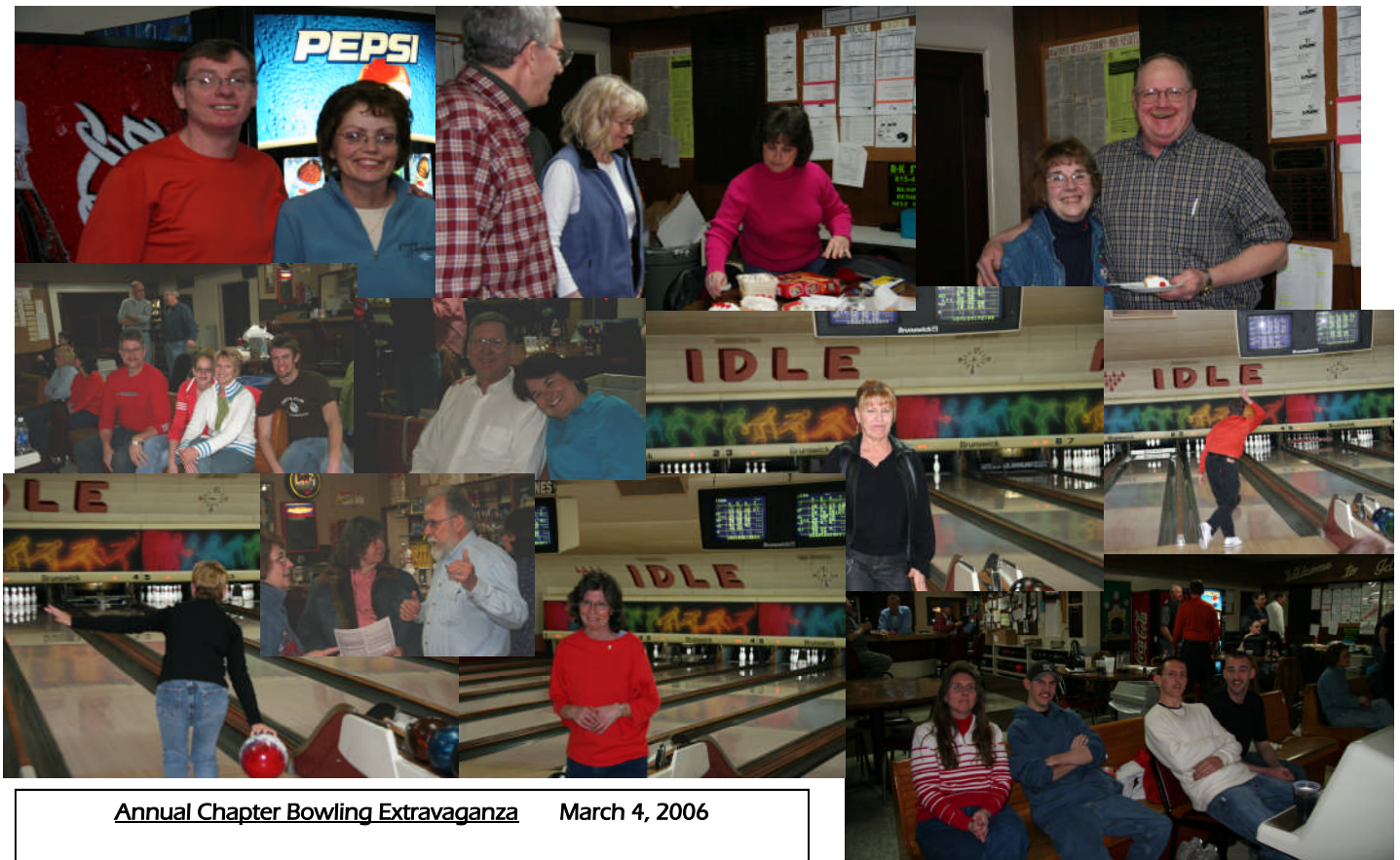
The Chapter's first social event for the year, the annual bowling party on March 4th at the Idle Hour Lanes in Sandwich, was a big success. About 40 people showed up to enjoy the pizza and bowling. I imagine a few of us were a little sore on Sunday. I know I was. A big thanks to Al Rickert and Bev for organizing the event, and to the others that brought the extra goodies.

The turn out for February's meeting was small with only about 15 people in attendance to see Scott McGovney's presentation on flying floatplanes in Alaska. I would like to thank Scott for a very interesting presentation and for the hospitality of extending the use of his hanger for the Chapter meeting.

For those that were at the February meeting, there has been a change in the announced location for this month's meeting. My Cessna 150 has a bad wheel and currently can't be moved, so this month's meeting on March 23rd will be held in Larry Shaw's hanger, number 106 on Ramp Charley. The presentation following the meeting will be a Rod Machado video on aviation humor. For those that have never listened to one of Rod's presentations, this should be a real treat.

Looking ahead, the program following the April meeting will be a review of procedures for Young Eagle pilots and volunteers in anticipation of our first Young Eagle rally on May 21st. If you have never participated in one of the Chapter's Young Eagle events, I would like to encourage you to consider participating. We can always use more volunteers and Young Eagles events are the principal Chapter activities over the summer and fall.

Finally, the Chapter's Private Pilots ground school, which I have been conducting on Wednesday nights at Traughber Jr. High in Oswego, will be winding up on March 22. As has been the case in past ground schools, there has been a significant decrease in attendance over the past four weeks with twelve of the twenty-four people who originally signed up still participating.



Annual Chapter Bowling Extravaganza March 4, 2006

WINTER WEATHER ESCAPE—TAILWHEEL FLYING IN FLORIDA

PART 2 - BY DAVID MONTGOMERY

I climbed in the back seat. This was the first test of my footwork, with more to come moving the plane around on the ground. I strapped in my big military style seat belt. Since we fly with the windows and doors open, students seemed to feel safer with the heavy belt. There is no radio, but we used an intercom. Jim had Velcro on the back of his intercom and stuck it to the upper left side of the cockpit—out of the way. We strung our headset wires over the overhead cockpit braces

The power plant is a 65 horsepower, low compression engine. To hand prop, the technique is to stand behind the prop, make sure all switches are off, then pull the prop through a couple of turns to circulate the oil. Turn the switches on, crack the throttle, and one pull on the prop starts it.

I taxied from the hangar to the North end of the runway. I threw in a right aileron cross wind correction and kept the stick back, trying to do gentle S-turns. My feet dancing on the rudder pedals provide evidence that flying the C140 woke up my feet. Jim demonstrated the first take off.

Make sure the plane and tailwheel are centered on the runway, push the throttle and stick forward at the same time, with left aileron cross-wind correction thrown in. The tail came up as the throttle reached the front stop. then ease back on the stick. Suddenly, we were air born. Jim describes this as “levitating” off the runway. The whole takeoff process is much smoother than the method I was taught in the Cessna 140 in which you keep the yoke full back to 30-40 MPH IAS, then push the throttle forward to raise the tail, but have to compensate with hard right rudder as the tail hits the spiraling prop wash.

Climbing out to 2000 feet at 55-60 MIAS and very nose high with the top quarter of the cowling above the horizon. We climbed roughly straight out. A light touch on the controls was required. Just thinking about rudder inputs seemed to turn the plane.

This is what I came south for ! Doors and windows open, the warm breeze in my face—shorts and tees flying.

Flying with a stick, instead of a yoke, seemed much more natural. The stick seemed to provide more leverage and was much less susceptible to over-control. With a yoke, some people develop a heavy left hand that pulls down the left wing. It just seemed easier to set the stick and hold position. Yoke controlled airplanes seem much more susceptible to out-of-trim conditions than do stick-controlled planes. The interplay between trim and yoke seem very subtle. Leverage on the flair seemed easier. I expected a heavy pull, given the large elevator without counterbalance. Crosswind correction seemed more natural, too, with less wrist-roll than a yoke requires.

In a Cub, turn coordination is determined by the seat of your pants. Sitting aft in the cockpit amplifies the feel of uncoordinated flight. I turned left and right to get a feel for the plane, then followed Route 417 south—truly IFR flying (I Follow Roads). With the doors and windows open, there was a lot of wind noise in our headsets. I made a mental note to purchase a foam microphone muff and leatherette cover.

We flew directly over Bob White airport toward Lake Apopka. We did a series of clearing turns, then power off stalls. The stall warning is the open door. When the door starts to rise up from hanging outside, you know you are close to stall. Carburetor heat on, power back to 1500 RPM to slow us down, then power to zero as I raised the nose. I found the stick much easier to control wings level. The seat of my pants, placed in the rear of the cockpit, gave me much better cues about coordinated flight than the Cessna 172 I'd trained in.

WINTER WEATHER ESCAPE—TAILWHEEL FLYING IN FLOIRDA—CONTINUED

The stall broke easy and I pushed the nose down to break the stall. Jim started laughing—he said this was clear evidence I'd learned to fly in Cessna's. He explained that I really didn't have to push the nose down to recover in this airplane. So we tried it again—and I just let the nose drop. Jim said that was still too much. We did one more and he told me to keep the stick full back after the stall. Amazing! The plane stalled, the nose fell, and it recovered on its own.

Next we did some 360 degree steep turns, then headed back to Bob White airport for some landings. We entered the left downwind for Runway 9, mid field on cross wind. Our heads were swiveling, looking for traffic. With no radios, we needed to truly see and avoid. Jim likes to bring student pilots out here in this plane to force them to look and not rely on radios.

Carburetor heat on, throttle back to 1500 rpm, traffic pattern altitude is 800 feet. Base leg is tight, given the stiff breeze from the east. We seemed high on base. Jim said if we seemed high, then we were all right. The Cub is aerodynamically dirty with the engine cylinders and cables all hanging out in the air. Turning final, ground speed really fell off. Down over the trees, we cut power when we had the runway made. I wanted to do a classic three point landing. I started to flare about 10 feet up with a gradual pull. I pulled all the way back to the stop as the door drifts up, the plane settled softly on the grass. I sneaked a peak out the window at the right wheel just before touch down. I swear I could have hopped out and jogged along side at the apparent ground speed.. No brakes, just ground roll, as I tapped the rudders to keep her straight. I added power to get to the first turnoff, about 300 feet down the runway. Eight pounds of pressure in the tires added to the smoothness of the touchdown. I felt like I'd been doing this forever, it all seemed so natural, so flowing. Carburetor heat off, we taxied back around a tree and the pole holding the windsock. Scanning the pattern, we watched a Husky with floats and kit-built float plane land. We speculated about the effect of the floats on the performance of the Husky. The takeoff was smooth as I tap danced on the rudders.

After three landings, we headed back to Central Florida Airport. I hadn't yet learned the art of the wheel landing, and I didn't have time to start in on them today. Jim suggested we fly a bit to the west, along the shore of Lake Dora, and look for alligators. We were at 2000 feet, but clearly saw the ripples from the nose wake and the white splash from the tail of one, in the middle of the lake, swimming toward shore. A second, much larger, maybe 14 feet long, was in the middle of a narrow channel. There were new, large homes, lining the shore. I wondered if people ever got mad about having alligators in their back yard. Jim told me that people water ski in these lakes. I guess you are either good, or you are lunch....

Back into a left downwind for landing on 18 at Mid Florida, with a stiff cross wind from the east. I got blown in toward the field with my 10 degree crab. I had to crab about 40 degrees to hold a reasonable course. The high ground speed from the tailwind on base left us high, even though I cut power as I turned final. I put in a major side slip and came down like a stone. Below the tree line the cross wind faded, touchdown was sweet, and I set a cross wind correction for the roll out. Then we tried another and called it a day.

Driving back to Disney World, departing the mid-20th century for the 21st, I reflected on the joy of flying with doors and windows open, by stick and rudder, off a grass strip. The simplicity of flying with no radio, no tower, from forgiving grass strips, along with the seating configuration which gave a great feel for coordinated flight all must contribute to low time solos. As aviation rules, instruments and communication become more complex, and the runways less forgiving, the time to solo would naturally take longer. It conjured up no recollection of the plane ride when I was a kid, but I'm hooked. There is a Cub for rent at Poplar Grove (C77) where I'm doing my transition training, restricted to operating on grass strips. It's still too cold and wet to open the grass runways, but come spring, I'll get a Cub checkout as part of the transition training. I suspect I'll be back in Orlando at some point, and next time, I'll fly the Stearman.



Beat Billy

February's Question:

What was the world's first war bird? When and by whom was it purchased? When was the first war bird used in combat? Where, and by whom, and who was it used against?

February's Answer:

The world's first war bird was the Bleriot XI. In 1910 the French and Italian military forces selected and purchased Bleriot XI monoplanes for war use. In 1911 the Italian Air Force used Bleriot XI's against the Turkish forces in the Italo-Turkish war. At the start of the first World War the French had 8 squadrons of XI's and the Royal Flying Corps flew several in France with their expeditionary forces.



Greetings for March

Billy is going to test not only your mental acuity but your visual recognition also. Note the photo of the pilot. Your challenge, should you choose to accept it, is:

Who is this gentleman? What was his job? And what did he do to set himself apart from the crowd?

Till next month, and in honor of St. Patrick's Day, "May the wind at your back always be your own." *Fly Safe, Fly Smart, Billy*

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

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Republic P-47 Oshkosh 2000

Photo by William Cameron