

THE NEW PROPWASH



Volume 5, Issue 2
February, 2009

UPCOMING EVENTS

Chapter Meeting

Thursday, February 26th

7:30 PM

Sugar Grove Firehouse

Chapter Business Meeting

Program following business meeting, presented by President Dick Low.

Definite Program topic not determined at time of newsletter publication, but might be something on aerobatics.

Young Eagles Schedule for 2009

First Rally of the Season:
Sunday, May 17th!

Put these dates on your calendar now and plan to come out and volunteer!

June 28th

August 30th

September 27th

October 25th

EAA Ford Tri-Motor Spring Tour is coming to Aurora!

June 4th-7th

It's not too late to pay your Chapter dues!

Annual Chapter dues are only \$20.00.

What a bargain!

Complete the membership application on page 5 of this newsletter and mail it, along with your check made out to EAA Chapter 579, to our Treasurer:

Larry Shaw

147 N. Buckingham Drive
Sugar Grove, IL 60554

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Quote of the Month

Those who hoot with the owls by night should not fly with the eagles by day.

Chapter Leaders

President Dick Low	630-717-6225	DickLCFI@sbcglobal.net
V-P Joe Neal	812-219-0624	joepaulneal@gmail.com
Treasurer Larry Shaw	630-466-5555	DatecAviation@cs.com
Secretary Bill Schertz	630-879-5465	wschertz@comcast.net
Young Eagles Lesa Madru	630-717-6225	Flyinglows2@sbcglobal.net
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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 we are already more than a month into 2009. Unfortunately, the weather hasn't been too conducive to flying with the average temperature ranging between 0 and 20 degrees most of the month. However, our first Chapter social event of the season, an evening of bowling at the IDLE Hour Lanes in Sandwich, featured plenty of warmth, fellowship and exercise. Twenty-eight people gathered for three hours of bowling, pizza, liquid refreshment and conversation. Although most in attendance participated in the bowling, Dan Rubino said that his wife was the bowler in the family and was observed during the evening taking copious notes on the physics of delivering a bowling ball. My thanks to Bev and Allen Rickert for organizing this event.

Aside from the Chapter's monthly meetings, the next Chapter event will be our first Young Eagles Rally of the year on May 17th. After much discussion with our Young Eagles coordinator, my wife Lesa, and after canvassing our Young Eagles volunteers, we have decided to continue to hold our rallies on Sunday. Although several pilots had informed me that they would be able to participate if the Young Eagle Rallies were moved to Saturday, we would lose some of our faithful ground volunteers and at least one of our regular pilots if we switched to Saturday.

I am also happy to report that I have been contacted by Sean Elliot of the EAA Flight Department and who informed me that they are planning on making Aurora the first stop on the Ford Tri-motor's spring tour. The plan is to have the aircraft

arrive on Thursday, June 4th, conduct some media flights and limited passenger rides that day with full operations on Friday, Saturday and Sunday, June 5th, 6th and 7th respectively. I will be soliciting volunteers to assist in this operation in the upcoming months. The B-17 and Ford tour stops have generated significant income to the Chapter in the past with a minimum of effort.

The attendance at last month's Chapter meeting was excellent with more than twenty people showing up to view the AOPA Air Safety Foundation's power point presentation on airspace. It turned out to be very timely what with President Obama's return to Chicago over the Valentine weekend and the accompanying Presidential TFR. I would also like to thank those in attendance for allowing me to use the presentation at the Chapter meeting as a dress rehearsal for my FAAsteam WINGS presentation on airspace at the DuPage Flight Center on February 12th. My plan for the program following this month's Chapter meeting is to present something on aerobatics although this is subject to my being able to find suitable material.

In the financial area, the Chapter was the recipient of a substantial windfall of almost \$2500 in the form of a check due to the dissolving of ARR Events, Inc. My thanks to Alan Shackleton for his part in facilitating this disbursement to the Chapter.

I also want to remind those of you who have not yet paid your Chapter dues for 2009 that they are due. Even though our treasurer, Larry Shaw, is in Florida, you can still mail

your renewal to his address listed on the back of the newsletter as he has all of his mail forwarded to his Florida address. For those of you who haven't paid dues for several years, please consider renewing your support of the Chapter. The dues have been the major financial support for Chapter operations over the last several years and haven't been raised in over ten years.

On a sadder note, Ray Hedrich, one of our more dedicated Chapter members and Young Eagles volunteers, passed away on January 28th from complications due to pneumonia. Ray had been confined to a wheel chair since suffering a severe stroke several years ago but still managed to come out for at least one of our Young Eagle rallies every year. Alan Shackleton represented the Chapter at his wake.

Finally I would like to extend congratulations to Chuck Dressander on earning his Instrument rating and my condolences to our former vice-President, Frank Cosentino, on re-joining the ranks of happy airplane owners.

See you at the Firehouse on the 26th.

Dick Low
President
EAA Chapter 579



2 FLYING CHICKS & THEIR FAVORITE TRIPS

It's not often you run into people that you instantly form a bond with. Most of us meet someone, form an opinion about that someone, then slowly consider whether we want to become friends with them or just continue on with a simply "hi" as we cross paths. For me it was not that way at all when I met my "flying" friend Teresa. We are 2 flying chicks that now share some of BEST adventures up in the sky, and I could not have imagined getting to this point without her friendship.

As Teresa and I take to the sky we often speak of our goals and dreams. It never seems to amaze me what friends can give you. They give you strength, support, courage and their trust. I just think it's so neat to be apart of this "flying" world and to

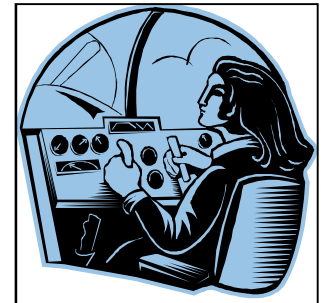
have met "flying" friends that share the same passion as I do. Both of us often strive to meet new friends that would like to learn to fly and we both have goals of getting those people up in the sky with us to hopefully get them hooked into the "flying" world too!

As I finish my cup of coffee and head off to work I'd like to share a few of our favorite trips for you to explore:

1. Macomb, IL. (KMQB), nice little college town (Western) with a yummy place to eat (Jackson Street Pub). The airport has a courtesy car, and the attendants were very friendly.
2. Davenport, IA (KDVN), courtesy car available, nice staff and The Machine Shed was the place to eat!

3. Wisconsin Rapids, WI. Alexander Field (KISW). If you like cheese this is a must. Go to the Wisconsin Cheese Store Factory in Rudolph. I'm not sure if this airport offers a courtesy car, you'd have to check. We were greeted by Teresa's parents that drove us around town. Don't forget your coolers to carry the Cheese home it!

Happy Flying! Christa Mabry



Mr. Smoothie, Stylin'



Photos of some of the "PBA Bowlers" who dazzled the crowd with their ballet-like precision bowling techniques at Chapter 579 Annual Bowling Party, January 24, 3009.

It's All About the Form!



Photos by:
Heather Neal



Who's your Daddy?



Oh yeah, I'm lookin' good!

Visit by Leland 5th Grade Class - Bill Schertz

On February 7th, I received a forwarded e-mail from managment@skyhaven.com with a request from Shannon Rapp, a 5th grade teacher in Leland, Illinois, asking if it would be possible to have someone host a field trip for her class of 22 students on the 12th of February. She was interested in any educational experience for the class.

I contacted her on Monday, the 9th, established that there would be adequate adult supervision, and agreed to have them come and visit my hanger at

1 pm on the 12th. We split the group up into 2 groups of 11, just to avoid having them too crowded in the hanger. With each group, I went over the very basics how airplanes fly and are controlled in flight (elevators, ailerons, rudder). We discussed drag (have you ever put your hand out the window of a moving car), thrust (provided by the prop), lift and weight.

I then took questions from the group. It was interesting to see the dynamics of the class – at first no one wanted to ask

anything, but after one or two had a question answered, they all joined in. Questions ranged from different things they saw on the plane to how long I had been working on it, to how did I learn how to do the assembly/ construction. We ended with a short pitch for them to come to the Young Eagles rallies this coming summer.

Two pictures are attached, showing the students in each group.

Photos courtesy of Bill Schertz.



PRESIDENTIAL TFR'S

Dan Rubino sent an email for the newsletter about the Presidential TFR's that are going to be around this area for the next four years. To print the full FAA-TSA verbiage would take up too much room so just a few words of advice.

The 30 mile TFR is centered on the President's home on the South side of Chicago. Aurora is outside, as is Dupage. You can get all the information on the TFR's from the DUAT, AOPA and EAA web sites. Check with flight service EVERY time you fly, you do not want to look out your side window and find yourself up close and personal with an F-16 or a big black helicopter with guns!

One aircraft busted the TFR last time and was escorted to Joliet. He was termed to have been not a threat, just

dumb, and let go. If we are not vigilant when we fly around here when "The Man" is in town we might just find this TFR getting bigger and bigger to the point that it will exclude all private flying in the area.

This is one of the most populated areas to have a TFR and we must do our best to make it work. I would hate to go to an air show and see an F-16 with a Cessna 172 KILL silhouette on the side! These guys are playing for keeps and the guns ARE loaded!

Be vigilant, fly safe and you can still have fun.

Billy





BEAT BILLY

January Question:

Who built the first monoplane fighter bought by the U.S. Military? When?
 Who built the first monoplane fighter with retractable landing gear? When?
 What were their names?

January Answer:

In March of 1931 Robert J. Woods, an engineer for the Detroit Aircraft Corporation, by then part of Lockheed, mocked up a design for a new fighter plane for the Army Air Corps, who at that time wanted to try something new, a low-wing fighter plane. At that time in history, biplanes were the only thing used for fighters.

On September 29, 1931 the XP-900 prototype was delivered to the Air Cops

by Lockheed. The plane had mechanical retracting landing gear and was powered by a 600-hp Curtiss Conqueror V-1570C liquid-cooled engine. The XP-900 was the first monoplane fighter purchased by the U.S military as well as the first with retractable landing gear. The XP-900's revolutionary low wing design concept became something that all major aircraft companies of the world were to copy.

February Question:

When was the first public viewing of the Lockheed U-2 spy plane, where did it happen and what were the circumstances? This one is easy every one should get it!

Till next month , fly often, fly safe.

Billy

Ray Hendrich, a longtime EAA Chapter 579 member and Young Eagles volunteer passed away January 28th from complications due to pneumonia. Condolences to his family.

A note from your newsletter editors:

We received many contributions to the newsletter this month. Thank you and keep them coming. If your article or photos did not appear this month, look for them next month. Remember the deadline is the 15th of each month. We appreciate articles that are sent to us as a word document and as an attachment, not imbedded within your e-mail. We are looking forward to an article from Frank about his new plane for the March issue!

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 AVIATION ASSOCIATION
EAA CHAPTER 579

The New Propwash
PO Box 559
Sugar Grove, IL 60554

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Albert Dyer, his father, & son Chris, with the Luscombe that all three have flown. Check out the article, "Call Me a Romantic," in last month's newsletter, for more details. Photo courtesy of Albert Dyer,