

THE NEW PROPWASH



Volume 5, Issue 10
October, 2009

UPCOMING EVENTS

Chapter Meeting

Thursday, October 22

7:30 PM

Sugar Grove Firehouse

FAA Safety Seminar on Runway Safety

The main part of the program will be a presentation by the FAA Runway Safety Team on preventing runway incursions. Aurora tower personnel will discuss potential problem areas on the Aurora Airport along with airport procedures.

Please register on
FAASafety.gov
if you plan to attend.

Last Young Eagles Rally of the Season!

Sunday, October 25, 2009

Pilot's Briefing 8:30 AM

Flying 9:00 AM—2:00 PM

Volunteers needed—Pilots, Ground Crew, Registration Assistance.

Chapter's Annual Bowling Party

Save the date:

Saturday, February 27, 2010

Idle Hour Lanes
Sandwich, Illinois

Young Eagle Volunteer

Appreciation Cookout

Sunday, October 25th

Following the Young Eagle Rally - Hangar 35 in Sky Haven

The Chapter provides brats, burgers, and drinks. Please bring a dish to share.

Gray Eagle rides will be available for interested ground volunteers.



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Quote of the Month

"An airplane might disappoint any pilot but it'll never surprise a good one."

Len Morgan

Chapter Leaders

| | | |
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NEWS FROM THE PREZ, DICK LOW

This month's Chapter meeting will be a first in that we will be hosting a FAA Safety Seminar on runway safety in place of our normal monthly meeting. I have posted the event on FAASafety.gov so it will be a great opportunity to introduce the Chapter to other members of the flying public in the area. The main part of the program will be a presentation by the FAA's Runway Safety Team on preventing runway incursions. Aurora tower personnel will discuss potential problem areas or "hot spots" on the Aurora Airport along with airport procedures, and I plan on concluding with a review of an accident in 2000 at Sarasota, Florida where confusion in the tower coupled with lack of attention by two pilots waiting to take off resulted in the deaths of 4 people. If you plan on attending and haven't registered on FAASafety.gov yet, I would encourage you to do so as it will save me additional paperwork when I close out the event. There are 80 seats available for this event with 41 still available at the time of this writing. I would recommend that you come out anyway if you find all of the reservations taken as, from past experience, a number of those with reservations won't show up.

Participation at **last month's meeting** dropped off a little from the summer months but there were still 24 people in attendance. The program following the meeting featured an excellent video presentation by Kelsey Schroeder on her experiences at the EAA Academy this past summer. The Chapter sponsored Kelsey for one of the advanced Academy camps last summer. As I have mentioned in the last two columns, we have already

started the **search for suitable candidates to sponsor for a week at next summer's Academy**. If you know of any kids in the 16 to 18 year age group who would be interested in attending one of the week long camps next summer, please let either myself or one of the other board members know. These sponsorships are funded by the flight credits from our Young Eagles program.

The Chapter's last Young Eagles rally of 2009 is on October 25th, the Sunday after our next Chapter meeting. We have already been contacted by several groups and a number of individuals interested in attending so we should have a good turnout. I am hoping for a continuation of the strong volunteer support that we had all year. Last month we had to wait for the fog to burn off and then flew 129 kids with nine airplanes. Although the number of kids flown didn't come close to some of our busier days in the past, it seemed like a very hectic day to all of us volunteers. Of course having forty or fifty kids and their parents standing around for an hour waiting for something to happen didn't help. The East Aurora High School ROTC group showed up at 8 AM as advertised, fortunately with only 25 kids, not the 50 that we were expecting.

A reminder to all Young Eagle volunteers that we will be having our **Young Eagle volunteer appreciation cookout** at hanger 35 in Sky Haven following the rally. The Chapter will be providing hamburgers, brats and drinks. Gray eagle rides will also be available for interested ground volunteers. For the Young Eagle pilots, I have been in contact with a representative of BP regarding the inability

of some of you to **obtain a BP credit card** in order to take advantage of Lumanair's \$2.00/gallon discount on fuel for Young Eagle flights. I had been told by Mike Luman that the local BP representative suggested getting a BP fuel card instead of a BP VISA card. I found out that BP does not issue fuel cards to individuals. The BP representative that I talked to suggested reapplying as she said that there have been some changes in their credit card program recently. Unfortunately, the BP VISA card is serviced by Chase so BP does not control the policy for deciding who is issued a card. To obtain the discounted price you must purchase the fuel with a BP credit card and register your card with Lumanair as a Young Eagles pilot.

In the future planning category, I have been informed by Allen Rickert that he has reserved the Idle Hour Lanes in Sandwich on Saturday, February 27th, 2010 starting at 6:30 for the **Chapter's annual bowling party** so put this date on your calendar.

Finally, a correction to last month's column; our treasurer **Larry Shaw** tore up his right knee, not his left. He has discarded his wheel chair and crutches but still must wear a knee brace which restricts his mobility somewhat.

See you at the Fire House on the 22nd for the safety seminar.

Dick Low
President
EAA Chapter 579



Flying the Cessna Mass Arrival to AirVenture—By Dick Low

The decision to participate in the Cessnas 2 Oshkosh mass arrival at AirVenture this year originated when we received an e-mail from Donna Shackleton inviting the 2008 Young Eagle raffle volunteers to a party Saturday evening prior to the start of AirVenture. Lesa informed me that she would really like to attend the party so I told her that we should participate in the Cessna formation fly-in Saturday afternoon which would also guarantee our objective of obtaining a camping spot on the South side of 9-27. The last two years I had registered to camp with the C2O group but we hadn't participated in the mass arrival so we still ended up camping on the North side of 9-27. For those of you that are not familiar with North 40 camping, if you camp on the North side of 9-27 your options for getting to the North entrance to AirVenture are either to ride the shuttle bus or walk. Since the buses were typically overflowing by the time they reached the camping areas on the North side, we usually walked the mile plus distance from our camping spot to the AirVenture entrance.

In order to fly in the Cessna formation arrival, the pilot has to participate in at least one of the formation flying training sessions that the C2O organization conducts each year around the country. By the time I decided to participate, the only one left was at the Dodge Co. airport at Juneau, WI on Friday, the day before the mass fly-in. However, from our standpoint this was ideal as Dodge Co. is only about an hour North of Aurora in our 182. So at 7:30 AM on July 24th, Lesa and I launched out of Aurora for Dodge Co. Marcel Trimpl, one of our Chapter members went along to see what formation flying was all about

and also to function as the photographer. The initial part of the training session was 2 ½ hours of ground school to explain what was involved in formation flying and go over the procedures. The training manual is based on the formation flying manual developed by the Bonanzas to Oshkosh group backed up by the military text on formation flying. The Cessna mass arrival has the added problem of a mix of aircraft with different performance characteristics. We didn't have any Cessna 150s but we did have 172s, 182s, 185s, 206s, 210s, 337s and one 310. Each group was assigned a specific airspeed, 90 knots for the 172s, 100 knots for the 182s, 185s and 206s and 130 knots for the retractables. The arrival would be flown at 2000 feet MSL. Our instructions were to obtain our assigned cruising speed as soon as possible after takeoff and then worry about altitude. The formation was to be made up of multiple elements of 3 aircraft in a V formation, leader, left and right wingmen. The wingmen were to fly approximately 10 feet below the leader and at a 45 degree angle in trail. To estimate this position we were told to place the leader about one thumb width above the horizon in the windshield and to align the wing strut (for those aircraft that had struts) at about the mid-point of the engine cowl. Speed adjustments were to be limited to +/- 20 knots of our assigned speed. We were to move to a position of 500 feet in trail behind the aircraft in front of us when we were inside of 2 miles from the runway at Oshkosh.

Following a lunch of Subway sandwiches provided by the C2O organization, it was time to go practice what we had been taught. Before

we launched, we went out on the ramp to define the spacing. The objective was to be approximately 3 to 4 wing spans from the lead aircraft, a distance of about 150 feet. Following this exercise, I paired up with Ferris (Woody) Wood in another 182 to practice the formation procedures that we had been taught that morning. Each of us had a veteran of previous mass arrivals in the right seat as a mentor/safety pilot. Lesa and Marcel went along in the back seat to watch the exercise. I started out in the lead so all I had to do at this point was to concentrate on holding heading altitude and airspeed with headings assigned by Jim Anders, my safety pilot. After Woody had a chance to practice flying the left, right and trail positions, we switched positions so I could practice maintaining position on Woody's 182. There was weather moving in from the West and it began to get turbulent so after about 45 minutes we returned to Dodge Co. The majority of the people who had flown in for the Friday training session were camping at Dodge Co. as they had come from different parts of the country but Lesa and I hadn't packed yet so, as soon as I checked weather (there was a convective segment for severe thunderstorms, tornados and hail in Northwestern IL and Southwestern WI), Lesa, Marcel and I departed for ARR.

Saturday, we had to be back at Dodge Co. by 12:00 PM for the pre-flight briefing so we left Aurora about 10:30 which put us on the ground at Dodge Co. just after 11:30. At the briefing we were assigned our element positions (we were Fox 3- right wing in the 6th element), engine start times and taxi and take-off procedures, and told that we would be landing R36L

Flying the Cessna Mass Arrival to AirVenture (Continued)

and 36R at Oshkosh with about a 60 degree crosswind which was gusting close to 20 knots. The leader and left wingman were to land on 36L while our landing runway in the number 3 position would be 36R. We were also told how to stage on the runway, the leader of each element on the downwind side of the runway with the two wingmen staggered behind the leader towards the upwind side. We were also told to start our takeoff roll a maximum of 5 seconds after the aircraft in front of us started its takeoff roll. At 1:55 we started the engine and joined 42 other Cessnas taxiing out for takeoff on R02. The flight to Oshkosh was uneventful. I concentrated on maintaining position on

the leader while Lesa kept an eye on the engine instruments. I have a vernier throttle in N182DL but I found that I couldn't react fast enough with the vernier and had to use larger and more abrupt movements.

This exercise had a successful ending in that we met our objective of obtaining a camping spot on the South side of 9-27. Our camping spot was as close to ideal as we could have hoped for in that we were halfway between the runway and the perimeter road, about two rows east of the shower house. As soon as we shut down in the camping area we were greeted by representatives of Cessna Aircraft who welcomed us to AirVenture and

handed us a Cessna goodie bag containing two C2O commemorative tee shirts and a miniature all-in-one tool along with some Cessna literature. I definitely plan on participating in the Cessna mass arrival again next year.



Photo by Marcel

The \$100 Hamburger

By: Fred & Elaine Foss

One of our favorite places to fly to is **Pilots Petes at Schaumburg Airport**. It's a great place to take the family-not too pricey and the food is good. We met our daughter there with two of our grandchildren. It was their first time, so we called ahead and requested a window seat. They were able to accommodate us, so the kids had a great time watching the planes take off and land.

Another nice place we went to a few years ago was **the Ho-Chunk Casino right next to the Baraboo airport in Baraboo Wisconsin**. The casino sends over a shuttle bus to pick you up (no charge) although on a nice day you could walk over. They had a buffet lunch (reasonably priced) inside of the hotel. You can also try to win enough to buy a new plane or lose your gas money.

We did take the advice from a previous article in a past newsletter and went to the **Mexican restaurant at Griffith Airport**. We enjoyed that as well and will probably go back again.

The \$10,000 Hamburger

By: Bill Cameron

Yes, you read it right. This month we will also review the \$10,000.00 hamburger.

Our burger joint of choice is **Teddy's Bigger Burgers located at 134 Kapa-hulu Ave., in Honolulu, Hawaii**, a mere hundred yards from Waikiki Beach and just across the street from the zoo! Hence the high price of admission.

Teddy's is a 1950's style burger joint that serves a really good burger. My favorite is the Spud Burger, which is a 9 oz. burger with a McDonalds style hash brown potato paddy on top with lettuce tomato and sweet Maui onions. This burger is great, order onion rings with it and you won't be sorry! All the menu items are great, even the ones Marcia and I did not try sound good. (We ate there more than once).

Never fear dudes! Teddy's has IN STORE racks with locks for your long or short board if you are coming in from the beach they don't turn you away if you are in your swim suit, just wear a shirt.

Teddy's opened in 1998 and they have three locations: Oahu, the big island of Hawaii and also a location in Woodinville, Washington in the Gateway Shops, wherever they are. Teddy's is also opening a location in Japan this year I think. (The \$20,000.00 hamburger?)

The only caveat to eating at Teddy's is like all places in Hawaii, it ain't cheap. A basic burger at Teddy's will dent your wallet to the tune of about \$12.00 and that does not include fries or a drink but, believe me it is worth the price. Besides, where in the Chicago area can you go into a burger joint and find a place to hang your board? Just one note of caution when you go to Teddy's, fly commercial. It's a bit of a stretch for a 172 or Tripacer!

Till next time, surfs up, hang ten,

Bill and Marcia



BEAT BILLY



September's Question:

What was the first aircraft launched from a submarine? When and where did it happen?

September's Answer:

The first airplane to be launched from a submarine was a Navy Cox-Klemin XS-1 on July 27, 1923 at the Washington Navy Yard. The tiny scout plane, with folding wings, was designed to fit into a watertight tube carried on the submarine's deck.

October's Question:

Why is there a hump on the Boeing 747 series of aircraft? What do the 747 the F-102 fighter plane the Convair 990 the Tupolev Tu-95 Bear and the new Airbus A380 all have in common? Why do we need to be concerned about these questions at this particular time? There is a hint here, if you can see it!



Note From Your Newsletter Editors

Thanks for your articles and photos. Keep them coming!

Send to: mec515@sbcglobal.net

Next newsletter deadline:

November 15th

We have been doing The New Propwash for the past five years. It has been both fun and challenging. We are thinking it may be time to pass the job onto someone else. Anyone interested? We would be happy to help you get started. We are sure there are other club members with good computer skills just waiting to give The New Propwash a newer look.

Marcia & Bill

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 ASSOCIATION
EAA CHAPTER 579**

The New Propwash
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Jap Zero Diorama, Pacific Aviation Museum, Ford Island, Pearl Harbor, Hawaii—Photo By Bill Cameron