

# THE NEW PROPWASH



Volume 5, Issue 8

August, 2009

## UPCOMING EVENTS

### Chapter Meeting

Thursday, August 27, 2009

7:30 PM

Sugar Grove Firehouse

Chapter Business Meeting

Program:

AirVenture 2009

"Show and Tell"

Anyone who attended AirVenture this year, please bring your AirVenture photos to share. The equipment at the Firehouse can accept CDs or memory sticks.

### Young Eagle Rally Schedule- Sunday, August 30th

Pilot's Briefing 8:30 AM

Flying Begins at 9:00 AM

Volunteers Needed:

Pilots

Ground Crew

Registration Assistance

Come on out and volunteer. We could use your help and volunteering is a good way to get to know your fellow chapter members and it's fun! Lunch provided for all volunteers.

### Remaining Young Eagle Dates:

September 27th

October 25th

### Note From Your Newsletter Editors

Due to the editors' vacation plans, the deadline for next month is Sept. 8th. It will be a shortened edition.

As always, we need your articles and photos. Please send to: [mec515@sbcglobal.net](mailto:mec515@sbcglobal.net) We prefer Word documents sent as attachments.

Did you notice "The \$100 Hamburger" article is missing? That's because we need your recommendations! Where do you fly for a really good meal?

Send Bill Schertz your e-mail address so you can receive The Propwash online!

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### QUOTE OF THE MONTH

"Flying is hypnotic and all pilots are willing victims to the spell."

**Ernest K. Gann**

**Forward to**

**Island in the Sky  
1944**

### Chapter Leaders

President Dick Low	630-717-6225	<a href="mailto:DickLCFI@sbcglobal.net">DickLCFI@sbcglobal.net</a>
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Treasurer Larry Shaw	630-466-5555	<a href="mailto:DatecAviation@msn.com">DatecAviation@msn.com</a>
Secretary Bill Schertz	630-879-5465	<a href="mailto:wshertz@comcast.net">wshertz@comcast.net</a>
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Bill & Marcia Cameron	847-742-2963	<a href="mailto:mec515@sbcglobal.net">mec515@sbcglobal.net</a>
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## NEWS FROM THE PREZ, DICK LOW

I want to start this month's column by thanking our Vice President, Joe Neal, for filling in for me and writing this column last month. Another AirVenture is in the books and Lesa and I are recovering from 2 ½ weeks in Florida followed by 8 days camping with our plane on the North 40. Although the weather at AirVenture wasn't as good as last year (it rained during 5 of the 8 days we were there), we had a great time as usual and, as in past years, we left thinking of the presentations and seminars that we would have like to have attended but couldn't fit into our schedule. On Thursday, I found myself thinking that I hadn't found the time to visit as many vendors as in past years. Then I realized that with the movement of the main gate 500 feet west and associated relocation of some of the vendor tents, I was having to walk farther to visit the same people as in past years which was taking more time. Besides seminars and presentations, we also attended the Young Eagles workshop Wednesday morning, the Young Eagles Awards banquet Wednesday evening where we were joined by a number of other Chapter members, and the Chapter Leadership Workshop and the Flight Advisors/Tech Counselors breakfast on Thursday morning. In past years, I have learned about new or revised EAA programs and policies at the Young Eagles and Chapter Leadership workshops and this year was no exception. I will describe some changes to the Young Eagles program below when I cover this month's Young Eagles rally. In the area of Chapter operations, it appears that the headquarters staff is really emphasizing the revision or development of programs and procedures to assist the

local chapters. This spring EAA headquarters announced a 6 month trial membership but suggested that it not be given away but instead be used to recruit additional Chapter members at the local level. The EAA has apparently changed their mind on this as, at the Chapter Leadership workshop, the Chapter Office staff encouraged local chapters to also consider giving a 6 month trial Chapter membership to new members. However, I am not in favor of this as I feel that something that is totally free isn't worth much. In addition, I found out at the leadership academy last fall that some chapters limit the number of times that a person can attend chapter meetings without joining the chapter. Chapter 579 has never instituted such a policy and has never had a problem. We haven't taken advantage of this EAA trial membership program to recruit new members to date but I plan on emphasizing it more going forward.

Last month's meeting was again well attended with twenty-nine people showing up to listen to my presentation on Air Venture VFR arrival procedures. Lesa and I flew in with the mass Cessnas to Oshkosh arrival on Saturday so we didn't use the normal Ripon VFR arrival procedures. However, Chapter members Bill Cameron and Frank Cosentino did fly the Ripon arrival and will no doubt relate their experiences at this month's Chapter meeting. Looking ahead to this month's meeting, the program following the normal business meeting will be a review of AirVenture 2009 via pictures. I am asking those who attended AirVenture this year and plan on attending the meeting, to bring their AirVenture pictures for a show and tell to the other Chapter members. The equipment at the

Firehouse can accept CDs or memory sticks.

This month the Chapter is also holding its third Young Eagles rally of the year on August 30<sup>th</sup> I am hoping for a continuation of the strong volunteer support that we had for the May and June rallies. If you have never attended one of the Chapter's Young Eagle rallies, I would encourage you to come out and see how a well organized rally is conducted. A side benefit is that lunch is provided for the volunteers. The pilot's briefing is at 8:30 and we start flying about 9 AM but you are welcome to show up anytime. Now for the changes to the Young Eagles program that I alluded to above. At the Young Eagles workshop the Conoco/Phillips representative announced that starting August 1<sup>st</sup> and continuing until December 13<sup>th</sup>, Phillips would be doubling the rebate on fuel for flying Young Eagles from \$1.00 to \$2.00 per gallon. This reduces the cost of aviation gas used to fly Young eagles to below the cost of auto fuel. This was followed by Hal Shievers and one of the managers of Sporty's Pilot Shop discussing their Young Eagles logbook and free on-line private pilot ground school program which was initiated in May. When this program was first announced the inference was that issuing the logbooks and ground school certificates be restricted to Young Eagles 13 and older. However, Hal said that Sporty's intent is to issue the logbooks and certificates to all Young Eagles in order to build interest and he said that we should remind the kids to bring their logbooks with them if they return for additional Young Eagles flights. Steve Buss followed this up by informing the workshop attendees that the Young Eagle certificates

## NEWS FROM THE PREZ (CONTINUED FROM PAGE 2)

have been phased out and replaced by the Young Eagles logbooks. I voiced a mild complaint to this change since we have been using a computer to print the certificates and will now have to fill out the logbooks, at least initially, by hand. As a result, we could use a few more volunteers at the registration desk at our upcoming Young Eagle rallies in order to help fill out the logbooks. Steve also said that the EAA was exploring opening up use of the Young Eagles flight credits next year to possibly paying for flight training. The chapter in Peoria has had a flight training scholarship program for a number of years but have funded it through their own

fund raising efforts. As I reported in past columns, the EAA increased the flight credit this year from \$1.00 per Young Eagle flight to \$5 per Young Eagle flight. This resulted in a record number of kids attending the Academy camps with waiting lists for all of them. While there is no guarantee that the Young Eagle flight credit funding will be maintained at \$5 per flight next year, Steve suggested that, if a Chapter is considering sponsoring a kid at the Academy next year, they send in a \$100 deposit by early January at the latest to hold a slot. Since the need for a new computer for our Young Eagles program has, at least temporarily, been eliminated by the switch from certificates to logbooks,

my thought is to use part of the \$379 that we have left from last year's Young Eagles flight credits to reserve two slots at the advanced camp at next summer's Academy and I plan on proposing such an action to the board. As a result we should start the search for Academy candidates for next summer's camp this fall. Finally, there was also presentation at the YE workshop on how to integrate a Young Eagles rally with a Boy Scouts outing, which was very informative.

See you at the Fire House on the 27th.

Dick Low, President  
EAA Chapter 579



## Getting There is Half the Fun! OSHKOSH 2009

What can I say about OSHKOSH that hasn't been said before? To me "Going to Oshkosh" is a pilgrimage, a HAJJ if you will, because OSHKOSH is the Mecca of Aviation. I've been in aviation in one way or the other all my life, but I only started flying myself within the last 14 years. As a relatively new pilot, OSHKOSH is still the crown jewel of my year. This year I flew in with 12 other planes in a group arrival of sorts so we could camp together. This was the third time I have flown in and it was the most exciting. Exciting may seem over the top, but you can't imagine what it is like flying in trail with planes in back trying to keep spacing with you while you are trying to keep spacing with the guy in front of you. You have to remember to turn inside of the guy in front when he turns and to make very small throttle changes

so you don't run him down. This is where a vernier throttle comes in handy.

When we got to the runway I was told to put it down about half way down on the green dot. Since I fly out of a small 1800 foot strip, I always try to land short to leave as much space as I can. So landing halfway down is just not normal, and you have to resist the urge to put it down on the numbers. The tower knows it, because all the time you are fixating on the green dot a few feet off the runway, you have this voice in your headset from the tower saying over and over "keep it in the air, put it on the green dot".

Knowing you have a plane in back of you putting it on the numbers and one in front going long makes it a little hard on the guy in the middle. Blow your land-

ing and you have also potentially blown two other guys' landings and those on final. Luckily, I put it right in the middle of the dot and it was a squeaker too! In addition to tension the landing causes, in a real sense you always have the fact that you're doing an Air Show landing for all the hundreds of people along the runway that are grading your performance! This year I think I did a solid 10 for all the judges, even the one from East Germany, next year may be another story, but I have a year to practice.

OSHKOSH 2010,  
July 26 to August 1  
Eleven months and counting!  
Bill Cameron

## N123TA ONE DESIGN UPDATE

With the engine overhaul complete (78 hours SMOH--woohoo!) the One Design is running again. Root cause of failure: crappy cheap overhaul by a guy in Florida who painted under the cylinder base hold-down nuts. That's not allowed per the books, unless you can hold the paint thickness to a half-a-mil, max. This is why you mask this part of the case. This is also why you get what you pay for with overhauls, I guess. And no, the Lycoming IO-360s do NOT require periodic checks of the torques of the cylinder nuts like Jacobs or others might, but I'm going to start doing this anyways.

The canopy I came up with has never been all that great. It was bought from a guy who thought he

could tool up and make composite canopy frames on the East Coast, but actually he did a lousy job that was heavy and weak, even after a bunch of mods. Anyways, it was also a single piece bubble, which I had fashioned a jettison mechanism for. But I always wondered which tailslide or botched maneuver (more likely) was going to break the canopy off, knock me out, and bring on the final ending I've dodged so far.

So, off came the canopy. The jettison works great. With your hand still on the stick, you can yank the JETT knob and the canopy pops loose with just the right amount of pull. We carefully separated the canopy bubble from the frame, and started fabricating a new frame out of steel tube and aluminum. To do

this, I hand-bent a lot of round steel tube with plywood bending jigs, pure pushing and pulling, and finally, a fancy new tubing roller. The tubing roller works great, but I realized after Wicks Aircraft closed for the week that I needed more tubing.

That's where it stands now--more tubing on the way, and one more bow to roll before I can move on to the rest of the canopy frame, which is basically laying in square tube for the base and filling in the spaces between the base and bows with short pieces to be fit and tacked in place. This is the fun part, where a lot of progress will come quick.

Todd Ashcraft



Mothership Two—Eve  
Oshkosh, 2009



Oshkosh Photos  
By Bill Cameron



A380 landing in a crab to offset a wicked crosswind—Oshkosh, 2009

# BEAT BILLY

**July's Question:**

Who built and flew the first purpose built stealth aircraft and where did this occur and when? Should be easy, don't you think?

**July's Answer:**

The first purpose built stealth aircraft was not built to be as much stealthy as to be actually invisible. In the 1930's the Russians wanted an invisible aircraft for recon purposes. This was a serious project as were most Russian projects regardless of how hair brained it might seem.

The Yakolev AIR-3 was chosen as the base aircraft to start with. The thinking of the time was if you built it from invisible material it would be invisible! You

have to admire that straight forward Russian thinking. The material would be invisible if they were transparent or if they reflected light. They covered the wing spars and other structures with amalgam (a mixture of Mercury and other alloys not unlike old time dental fillings). All metal cowlings and skins were painted with white paint impregnated with aluminum powder and lacquered. All trusses, struts, ribs and such were highly polished aluminum to a mirror finish so as to be invisible. All the skins were transparent Plexiglas. On November 22, 1935 the plane made its maiden flight at Vologda outside Moscow. When the plane took off it became virtually invisible to the spectators, so says the "official" Russian report. The chase plane could not see the plane

either. The engine noise was the only way to tell where the plane was.

Alas the project did not go far, the Plexiglas turned dull as did the polished aluminum and radar made its appearance not too long after. So ended the first attempt at building a stealth aircraft. In this case the Russians did indeed do it first!

**August's Question:**

Who was the first person to make a completely "blind flight" in an airplane?

Fly safe,

*Billy*



**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  
PO Box 559  
Sugar Grove, IL 60554

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Red Bull Racer racing a Ford Mustang past the Wall of Fire. Oshkosh, 2009 Photo By B. Cameron