

# THE NEW PROPWASH



Volume 5, Issue 1  
January, 2009

## UPCOMING EVENTS

### Chapter Meeting

Thursday, January 22

Sugar Grove Firehouse

7:30 PM

### Chapter Business Meeting

Program:

AOPA Air Safety Foundation's power point presentation on airspace.

### Chapter Annual Bowling Party

Saturday, January 24

Idle Hour Lanes

Sandwich, IL

Bowling, Pizza, & Socializing

6:30 PM

Thanks to Bev & Allen Rickert for organizing this event and being our hosts!

### Have you paid your dues for 2009?

Annual Chapter dues are \$20.00

Fill out the membership application on page 5 in this newsletter. Mail it, along with your check for \$20.00 made out to EAA Chapter 579, to our Treasurer, Larry Shaw, 147 N. Buckingham Drive, Sugar Grove, IL 60554.

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### Chapter Leaders

President Dick Low	630-717-6225	DickLCFI@sbcglobal.net
V-P Frank Consentino	630-844-2512	kw0727@comcast.net
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
Newsletter Editors:		
Bill & Marcia Cameron	847-742-2963	mec515@sbcglobal.net

### Quote of the Month

**"That's not flying, that's just falling with style!"**

**Woody, regarding Buzz Lightyear, in the 1996 movie Toy Story.**

## NEWS FROM THE PREZ, DICK LOW

This month's meeting will kick off the Chapter's 2009 schedule. As a reminder all Chapter meetings are held on the 4<sup>th</sup> Thursday of the month except for November and December at the Sugar Grove Firehouse starting at 7:30 PM. If you haven't attended a Chapter meeting in the past, I hope you will try to join us at one of the meetings in the coming year. Refreshments are always provided along with a program with an aviation theme, plus the opportunity to talk flying with your fellow Chapter members. With the temperature outside currently in the deep freeze, about the only flying that most of us can do this time of year is hanger flying so come on out to the Chapter meeting, enjoy some warm Chapter 579 hospitality and socialize with your fellow Chapter members.

Turning to Chapter activities over the past month, the Chapter's annual Christmas and pizza party at Luigi's Pizza in Aurora was attended by 43 people in spite of the forecast of adverse weather, one of the larger turn-outs that we have had in recent years. The Chapter service awards for 2008 were presented to the Chapter officers and Young Eagle volunteers, and a selection of door prizes was distributed to all in attendance. Judging by the amount of conversation and the fact that the management had to push some of us out the door in order to close up, everybody had a great time. The next event on the Chapter's social calendar is the annual Chapter bowling part at the Idle Hour Lanes in Sandwich on January 24<sup>th</sup>. I would like to thank Allen and Bev Rickert in advance for organizing this event. If you haven't attended in the past, the evening consists of three hours of bowling, pizza and socializing with fellow chapter members for a very nominal price.

I can also report that the Chapter registration paperwork for 2009 has been filed with EAA headquarters in Oshkosh.

Since there was a combined November/December newsletter last year some of you may not be aware of the results of the election of Chapter officers for the next two years at the November Chapter meeting. The slate of officers proposed by the board was elected by acclamation so your Chapter officers for the next two years are Dick Low – President; Joe Neal – Vice President; Bill Schertz – Secretary; and Larry Shaw – Treasurer. In addition Mark Hislop, Bill Cameron, Frank Cosentino and Alan Shackleton have agreed to continue as board members at large. This slate of officers was introduced and installed at the Chapter's December Christmas party at Luigi's.

The program at this month's Chapter meeting will be the AOPA Air Safety Foundation's power point presentation on airspace. I realize that airspace is not the most interesting subject to some of you, but my decision to make this presentation was motivated by the following. First, the FAA is proposing to extend the horizontal boundary of the O'Hare class B airspace westward to the 30 nautical mile Mode C veil boundary, which will locate the boundary almost directly North of Aurora, and with the election of Barack Obama, there most likely will frequently be an extensive TFR in the Chicago area. Second, I am making a FAASTeam WINGS presentation on airspace at the DuPage flight Center on February 12<sup>th</sup> so I am using the presentation at the Chapter meeting as a dress rehearsal.

In the financial area, your board effected a significant reduction in Chapter expenses last year by disposing of the equipment and other miscellaneous "stuff" that we had been keeping for the last 4 years in a storage room on US 30 West of the Aurora airport. This eliminated an expense of over \$1400 per year. However, the Chapter expenses are still not zero as it cost the Chapter \$227 to register with EAA headquarters for 2009, the majority of

which was for liability insurance for Chapter activities. We also incur some expenses to support our Young Eagles program. Although I have submitted applications for B-17 and Ford Tri-Motor tour stops each year, we have not been awarded one of these in four years. As a result the only source of income to support these Chapter activities is from the annual dues. These dues are a very reasonable \$20/year and have not been raised in at least ten years. If you haven't already paid your Chapter dues for 2009, please reaffirm your support of the Chapter for the upcoming year by sending your renewal to the Chapter treasurer, Larry Shaw.

Finally I would like to extend congratulations to our Vice-President Joe Neal and Marcel Trimpl on earning their Instrument rating and Private Pilot certificate respectively over the past month.

See you at the Firehouse on the 22nd.

Dick Low

President

EAA Chapter 579



## CALL ME A ROMANTIC BY: ALBERT DYER



I grew up with a father who began flying in the early 1950's and therefore I have heard all his flying stories since I could remember. Accordingly, through my dad I too grew up with all the airplanes he flew or owned. Cessna, Boeing, Fairchild, Taylorcraft, Luscombe, Swift, Beech, Mooney, Piper, Douglas and North American. Not surprisingly, the flying bug bit me hard and I grew up following my dad's passion for flying.

Rebellion of youth? The old slow airplanes of my dad's time were not part of my life growing up. I didn't want any part of them. For me, it was all about the speed, long range, avionics, altitude and a retractable gear that turned my head. Go man, Go!!!

My children grew up flying with me as I did with my dad. And also like my dad, I told my kids my flying stories. And when they visited their Grandfather, he told his grandchildren his stories. The kids never stood a chance! Proudly Chris, my son, became a pilot while in High School. The flying bug had bitten him also! Now in college, he is working toward military jets. Nothing slow for him!

So, after three decades of being a pilot I now seem to enjoy the comforts of the commercial carriers for those long trips. Time to think, read a little and relax. My interest in airplanes was changing. I found myself thinking more and more about the planes my dad flew in his youth. Over the years, I have read many articles by other pilots who flew the great planes of my dad's time.

Perhaps, was I missing something? Hand-propping? No radios? Cruise speed 70 mph? Only having one fuel tank with 12 gallons of fuel? Rudder, rudder, rudder!!! Keep the ball centered! Keep the stick into your gut! This is flying?

Going to visit my parents also means at some point going to the airport to see what is for sale and what is now based there. A few weeks prior to this past visit I had seen a posting of a twin for sale on the internet. The price seemed ridiculously low. I had asked my dad to meet with the owner. He did, and I didn't buy the airplane. However, my dad did say he wanted to show me something when I arrived.

What my dad wanted to show me was a Luscombe. A Luscombe for rent with or without an instructor. Before he left the airport after looking at the twin, he went flying in the Luscombe. He arranged for me to take a lesson in grassroots flying.

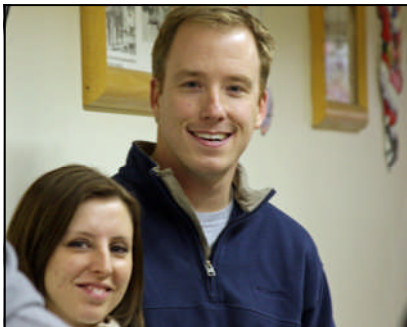
After the first hour of this Luscombe trying to bite me, I began to listen to it and we got along a lot better. I so enjoyed this type of flying that I arranged for my son, Chris, to take a lesson. If he is going to one day

fly jets, he needs to experience from where the first thoughts of jets came from. I continued to fly twice a day while visiting my parents. The first few hours my dad sat outside and listened to the Luscombe fly around the airport. He also watched the Luscombe teach me a new skill on more than one occasion! The last few hours yielded smooth take-offs, ball centered flight, and soft three point landings. I had now learned to listen and respond to the Luscombe.

A wish also came true for me. Although it wasn't our airplane, this was the first time the three of us flew the same airplane. My dad was 22 when he owned his Luscombe and then later planted the Luscombe seed in me. Now, Dad is 72, Chris is 20 and I am 52 and we can all talk about the experience we all shared with the same airplane.

Call me a romantic. To me, they took away the romance of flying when they took away the prop. Perhaps, was I missing something! Hand-propping! No radios! Cruise speed 70 mph! Only having one fuel tank with 12 gallons of fuel! Rudder, rudder, rudder!!! Keep the ball centered! Keep the stick into your gut! This is flying!!!

# HAPPY FACES FROM CHAPTER 579 2008 HOLIDAY PARTY



Thank you from the Community Crisis Center of Elgin to all EAA members for their generosity in donating food items, winter coats, hats, & mittens for the Center. At the Holiday Party we collected enough to fill the back of the Cameron's van. Everything was delivered the next day and was very much appreciated. Your generosity will help many families stay warm in these cold temperatures and have food on their table.





# BEAT BILLY

**November/December Question:**

On the evening of September 23, 1916 22 German seamen were captured somewhere in the Essex area of England. What is the significance of their capture? How did the men get to England? Who was the commanding officer of this small German contingent? Most importantly what had the Germans just finished doing when they were captured?

**November/December Answer:**

September 23, 1916 Zeppelin LZ 33 is caught in both the sights of the RAF's fighter planes and the beams of the search lights of London's Air Defence Forces. She is filled with holes, but does

not catch fire. As the hydrogen gas pours from the Zep's cells, she flees for the coast and freedom. As LZ 33 loses altitude, the crew throws out everything not bolted down in a vain effort to keep her in the air. The British trace her course by following the trail of boots, bits of clothing, and assorted machine guns and ammo boxes. LZ 33 loses her battle and settles to the ground near Essex. Kapitan Lieutenant Der Reserve Alois Bocker, the commanding officer, and 21 members of his crew, set out on foot for the coast in hopes of finding a boat to escape in. Bocker and his crew are captured and finish the war in a POW camp. After bombing London and being shot down, Bocker and his men are the only armed invaders to set foot in England

during the First World War. All Zeppelin crews in the First World War were members of the German Navy.

**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?

Stay warm! *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**

**FOV VALLEY AVIATION ASSOCIATION  
EAA CHAPTER 579**

The New Propwash  
PO Box 559  
Sugar Grove, IL 60554

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MAC Connie on short final to 18 right, Oshkosh '95 Photo By Bill Cameron