

THE NEW PROPWASH



Volume 5, Issue 6
June, 2009

UPCOMING EVENTS

Chapter Meeting

Thursday, June 25, 2009

7:30 PM

Sugar Grove Firehouse

Chapter Business Meeting

Program:

EAA Video:

"In Their Own Words"

A collector's edition of
the Best of Warbirds in
Review.

Young Eagles Rally

Sunday, June 28th, 2009

8:30 AM Pilot's Briefing

Flights from

9:00 AM—2:00 PM

Pilots and

Ground Volunteers
Needed!

Lunch provided for all
Volunteers.

From Your Newsletter Editors

Next newsletter deadline is
July 15th. Send your articles
and photos to
mec515@sbcglobal.net.

We especially need your
short articles about your
favorite place to fly for that
\$100 Hamburger or a
yummy breakfast to keep
that new column going.

We encourage you to send
your e-mail address to Bill
Schertz so that you can re-
ceive the newsletter via e-
mail. You receive the news-
letter sooner and in full
color! And it saves the Chap-
ter printing and mailing
costs.

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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 |
| Newsletter Editors: | | |
| Bill & Marcia Cameron | 847-742-2963 | mec515@sbcglobal.net |
| Web Master: Mark Hislop | 630-897-0522 | MHISLOP@aol.com |

Quote of the Month

**"Can the magic of
flight ever be car-
ried by words? I
think not."**

**Michael Parfot,
Smithsonian Maga-
zine, May 2000**

NEWS FROM THE PREZ, DICK LOW

As I write this month's column I am thinking back to last weekend and the Ford Tri-motor tour event. Due to either the weather, the economy, or a combination of both, we did not fly as many people as we had hoped. The preliminary count from the crew was 27 flights with an average of seven people per flight in the three and a half days that the Ford was at Aurora. As a result the Chapter will not realize as much income from the event as we had expected. Friday night was also a disappointment in that nobody showed up at the Fire House to hear the crew talk about the Ford. However, overall, the event was an unqualified success in that it induced some of our members that we haven't seen in awhile to participate. A total of 32 people volunteered to work at least one shift while the Ford was at Aurora and many of them worked more than one. Another plus resulting from the relatively low turnout was the availability of empty seats for the volunteers. I think all of the volunteers got to ride in the Ford at least once and some of us, myself included rode more than once. Mark Hislop aptly described the ride as stately. The airplane flies so slowly (cruise was about 90 mph) and the windows are so large compared to the modern day airliners that it was almost like flying in front of a picture window in your living room. The disappointment of no turnout for the Friday night presentation at the Fire House also had an unexpected side benefit in that we adjourned to Bill Schertz's hanger for a few cool ones and Bill, Marcia and Bill Cameron and Lesa and myself got to get personal with the crew and listen to Tri-motor stories

for over an hour. In particular Chris Soucy provided a very detailed and interesting account of the early days of commercial airline travel, and the history of this particular aircraft. When the Ford was first put into service it reduced the travel time between New York and Los Angeles from 5 days to 3. The airplanes were only operated during daylight hours so the passengers would fly during the day and then be put on a train with sleeper cars at night which would take them to another stop the next morning where they would continue their journey by air. I want to extend special thanks to Bill Schertz and Mike Bowers, who worked multiple shifts, supervised the setup of the trailer and our passenger waiting area and organized the volunteers, and to Jim Berard, who provided transportation for our trailer. I also want to thank our sponsors; Lumanair – 5 nights of free hanger space for the Ford and discounted fuel; Candlewood Suites in Aurora – 10 nights of hotel rooms at a discounted price of \$65/night; and the Office Max on Randle Road in Batavia – 1500 pocket cards advertising the Ford.

Another benefit of the Ford tour stop was the attendance at last month's meeting. Thirty-four people showed up to watch the training video on conducting a Ford tour stop and also a video on Alaskan bush Flying supplied by Chuck Dressander. This was a 50% increase over what we have been averaging for attendance recently. The message and challenge to your Chapter leadership is to organize additional aviation related events to benefit either the Chapter, the Airport, or both in order to get members involved in Chapter activities. .

Looking ahead to the June meeting, the program following the normal business meeting will be an EAA video entitled "In their Own Words", a collector's edition of the best of warbirds in review.

Summarizing Chapter activities over the past month and those planned for this month, twelve people attended the Pinch Hitter ground school that I conducted at the Sugar Grove Fire House on May 16th. On May 17th, the Chapter held its first Young Eagles rally of the year with the tally being 65 Young Eagles flown. Our next rally is on June 28th. We took the opportunity presented while circulating Ford tour stop posters to also circulate fliers publicizing the Chapter's Young Eagles program so we are expecting a large turnout. I am hoping for a continuation of the strong volunteer support that we had for the May rally. 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.

See you at the Fire House on the 25th.

Dick Low
President
EAA Chapter 579



TRI-MOTOR ROAD TRIP

How do you turn down a chance to make a cross country road trip in the EAA Ford Tri-motor? Answer, YOU DON'T!

I had the chance to go on the re-positioning flight of the Tri-motor on June, 9th, along with Andy Capagoti, Mitch Moore and Larry Schroeder.

Pilot Gerry Flaucher was taking the Tri-motor to Grand Rapids, Michigan for its next series of flights. Since he lives in Poplar Grove he would take 3 or 4 people with him, and then they could ride home with him in the rental car.

There is not a whole lot you can say about a flight in the Ford that has not been said before, other than to say it was great. A 10 or 15 minute ride is one thing, but a 2 hour plus cross country at altitudes ranging from 1500 to 1900 feet is a whole other ball game!

The flight was how it must have been in the 1930's when they were the only game in town for cross country trips. The flight was loud and the seats are less than Lazy Boy comfortable. That is not to say it was not fun. It was, and I would do it again in a heart beat. To fly that low on a long flight is great, and you see so much, especially the people on the ground looking up and waving!

Flying just off shore across the bottom of Lake Michigan was a great way to see the shore line.

Each of us on the flight got about 30 minutes or so in the right seat. I called last so I could get some photos while landing at Grand Rapids.

As I said, the flight was a hoot and the added bonus of getting some signed off, logged pilot in command dual cross country flight time in a 1929 Ford Tri-

motor wasn't hard to take either!

A related note about where the Ford was hangared at Grand Rapids:

The AMWAY CORP. provided the hangar to keep the plane out of the weather. The company has three huge hangars and in those cavernous buildings they keep their 6, yes 6, Gulfstream G-6's, their 2 Hawkers, Type unknown, their 1 Sikorsky S-76 helicopter and their lone Cirrus, along with a bunch of expensive cars that I saw in one of the hangars!

Until next time, fly safe
Bill Cameron



Gerry



Bill



Andy



Mitch



Larry

THE HUNDRED DOLLAR HAMBURGER

On any given Saturday or Sunday morning the parking ramp in front of A&M Aviation at Clow international Airport, 1C5, in Bolingbrook, Illinois will be full of transient aircraft. The parking lot of the airport will also be full. The reason for the full ramp and parking lot is CHARLIE'S RESTAURANT.

Charlie's started years ago before the modernization of the airport when airport founder O. Boyd Clow, or just Boyd to all those who knew him, started the restaurant so that he would always have a place to eat. Although Boyd has gone West and you can no longer see him holding court at the counter, Charlie's survives.

Charlie's is your typical airport eating establishment, it has good burgers. The half pound Charlie burger is the starting point and you can build from there. You can order

breakfast all day. My favorite is the Corn Beef Hash and two eggs with hash browns and rye toast. The menu also features other items, so almost anybody can find something they like.

Although the service can be slow at times, as it is with a lot of other airport restaurants, you will have large picture windows that run the whole length of the dining room so you will not be lacking in "things aeronautical" to look at.

Clow has a busy flight school and there are a lot of old timers who have been filling their tanks at Charlie's for years, so you can almost always be assured of seeing a lot of take offs and landings and some interesting planes on the ramp. Like most owners of aircraft, they will almost always take time to show off their toys. At least I know I will!

Clow is an uncontrolled airport with 3300 feet of North/South runway, radio is 122.9. In 1989 Clow was named the Best Privately Owned Public Use Airport in Illinois, and in 2000 was voted Best Airport of the Year by the Illinois Dept. of Aviation. It can get busy on good weekends so be sure to listen and talk. Safety first, food second.

Clow was used as the location for the 1992 film FOLKS which starred Tom Selleck. Boyd had a cameo in the movie, which also featured chapter member Del Mcoy's Cessna 205.

I'm hungry,
Bill Cameron



Ford Tri-Motor Stop at Aurora - Friday Morning Chapter Volunteers!

BEAT BILLY

May's Question:

What is the aeronautical significance of May 11, 1967?

May's Answer:

There may be others, but at the moment Billy is only interested in this one:

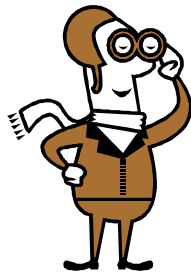
On May 11, 1967 a TWA flight took off from Philadelphia, Pennsylvania on a flight to Kansas City, Missouri. When that Lockheed L-749 Constellation landed it spelled the end to scheduled passenger flights by 4 engine piston powered airliners.

June's Question:

Who was the first person killed in an aviation accident?

When? In what?

Stay safe, look out for those birds!



Billy

AirVenture 2009

Oshkosh

July 27—August 2

Will you be at Oshkosh for AirVenture 2009? New & Interesting Aircraft, Warbirds, Vintage Aircraft, Seminars, Air Shows, Old & New Friends and much more. Don't miss it!

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**

PO Box 559
Sugar Grove, IL 60554

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ciation—EAA Chapter 579.



EAA Chapter 579 Member, Mark Hislop in the Ford Tri-Motor. Photo By Larry Schroeder.