

THE NEW PROPWASH



Volume 5, Issue 3
March, 2009

UPCOMING EVENTS

Chapter Meeting

Thursday, March 26th

7:30 PM

Sugar Grove Firehouse
Chapter Business Meeting

This Month's Program:

An introduction on

AEROBATICS

presented by :

Todd Ashcraft

a member of Chapter 579
as well as the local IAC
Chapter.

Do You Have These Dates on Your Calendar?

Chapter Meeting

Thursday, April 23rd

Program: Review of Young
Eagle Rally Procedures

1st Young Eagles Rally

Sunday, May 17th

Chapter Meeting

Thursday, May 28th

Program: Alaska Bush Flying

Reminder: Make sure you
have paid your dues for
2009!

Editor's Note: If you have an
e-mail address, make sure to
give it to Bill Schertz, so that
you can receive your news-
letter via e-mail. You will
receive it faster and it will be
the color version!

April 15th deadline for next
newsletter. Send articles &
photos to
mec515@sbcglobal.net.

Thank you to Chapter 579
members who donated two
rides on the Ford Tri-Motor
to the Community Crisis
Center Auction. The tickets
went for \$300.

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Chapter Leaders

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Quote of the Month

**"Plots track their
lives by the num-
ber of hours in the
air, as if any other
kind of time isn't
worth noting."**

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

NEWS FROM THE PREZ, DICK LOW

My employer has a policy that all meetings start with a short safety presentation so I thought that I would use this theme to start my column for this month's newsletter. It is based on a discussion that I had last week with one of the DuPage FSDO inspectors while I was renewing my flight instructor's certificate, an every two year occurrence. I had asked the inspector if he had anything to pass on to me from his perspective on the regulatory side of the house. He mentioned that one thing he had noticed recently was complacency and cited an accident in Nevada where two very experienced pilots (the low time pilot had over 23,000 hours) in a new Cessna 182 flew into a mountain although the aircraft was equipped with terrain avoidance electronics. In the course of this discussion he asked me to describe my job as a pilot. I focused on the immediate tasks of controlling the airplane including maintaining airspeed, altitude and attitude. He said that his description of his job as a pilot was four words, "go home at night". He expanded on this by saying that he considered this to mean doing everything that he could possibly do to be able to go home at night, including refusing to fly if the conditions or situation would present too much risk to completing the flight. As a footnote to this, I remember that it used to be said that the most dangerous part of flying was driving to the airport. However, this is only true if we take adequate precautions and devote adequate time in preparing for the flight to reduce the risk to the lowest level possible.

As part of my discussion with the inspector, the subject of TFR incursions associated with President Obama's recent visit also came up. The inspector said that there were 9 while President Obama was in town and that 8 of these will be faced with a minimum of a 60 day suspension of their certificate. The one person that will avoid the penalty received a FSS briefing shortly before he launched and was not told about the

TFR. I told him that I advise my students to get a FSS briefing anytime that they leave the traffic pattern but he advised getting a briefing anytime you plan on leaving the ground. He also advised avoiding the TFR by at least 2 miles. He told me that part of the problem is that the different agencies use different surveillance methods which are not in exact agreement. FAA air traffic control uses radar but the US Secret Services uses a satellite based system. He also said that the geographic coordinates published in the TFR NOTAM are not exactly aligned with the VOR/DME fix and appear to differ by about two blocks.

Last month's Chapter meeting continued the trend of the last several months of excellent attendance with more than twenty people showing up in spite of adverse weather and the lack of an announced formal program. Following the formal business meeting, we revisited the impact of the Presidential TFR. Pam Brophy from the Aurora Tower was in attendance to present her view from the tower, and Fred Foss described his experience in working with the system to fly from Naper Aero, inside the TFR, to Aurora and return. The program following this month's Chapter meeting will be an introduction on aerobatics presented by Todd Ashcraft, a member of Chapter 579 as well as the local IAC Chapter. Looking ahead for the next two months, the program following the April meeting will be a review of our Young Eagle rally procedures in preparation for our first Young Eagles rally of the year on May 17th, and my plan is to show a video on Alaska bush flying at the May meeting.

Arrangements have been confirmed with the EAA flight Department for conducting the first Ford Tri-motor tour stop of the season at ARR between June 4th and 8th. The aircraft is scheduled to 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.

I am also soliciting interest in a Pinch Hitter ground school to be held at the Sugar Grove Firehouse on either May 2nd or May 16th. The ground school will last for approximately 4 hours and is intended to provide non-pilots with enough basics in aircraft operation, control and use of the radio in order to maintain control of the aircraft, obtain assistance and, if required, make a forced landing if their pilot were to become incapacitated. If you know somebody that would be interested in attending this ground school, please contact me with the preferred date. Chapter membership will be required (membership by a family member qualifies) and a nominal fee of \$6 will be charged for the materials.

Finally, if you have not yet paid your Chapter dues for 2009, they were due January 1st. 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 Chapter board decided at last month's board meeting to discontinue sending the newsletter to those that have not paid dues within the past two years. 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.

See you at the Firehouse on the 26th.

Dick Low
President
EAA Chapter
579



Real Flight Adventure – Around Lake Michigan

By Doug Horton

Editor's Note:

Doug wrote this article for Computer Pilot Magazine. His route can be used on Microsoft Flight Simulator X. Your editors have shortened the article and not included all the photos and flight simulator details. If you would like the complete version, let us know and we can send you the complete article and photos.



I've lived in the Chicago area, on the southwestern side of Lake Michigan, for 32 years, and I've often traveled by automobile to visit relatives in several areas of Michigan, on the eastern side of the lake.

In the past eight years, during which I've had my private pilot certificate, I've flown to several airports in Michigan by way of the southern end of Lake Michigan, but I'd often thought about how interesting it would be to fly completely around the lake, from Illinois northward through Wisconsin, to the upper peninsula of Michigan, and then southward through the lower peninsula and back to Illinois around the southern end of the lake.

The opportunity came last summer, and this article describes the six flight segments that my wife and I enjoyed during our six-day leisurely trip. I describe each leg in sufficient detail that you may wish to fly any or all of the legs in Flight Simulator. The route is shown in the accompanying image from the Real-Time Flight Planner, which is provided free to members of the Aircraft Owners and Pilots Association.



Leg One: Chicago Aurora Municipal, Illinois KARR to Menominee-Marquette Twin County, Wisconsin KMNM

The overall objective of the trip was to follow the shore around Lake Michigan, but with aviation fuel costing about \$5-6 per gallon at the time, I elected to fly more of a straight line between key points. Looking over the Chicago sectional chart, it appeared that I could fly straight from Aurora to the Green Bay airport, and then I'd follow the lake shore to the planned fuel and rest stop at Menominee-Marquette airport. With clear weather and my intention to fly VFR with flight advisories from ATC, I set the Garmin 530W for a flight plan to Green Bay airport KGRB, followed by Menominee-Marquette airport KMNM. Note that I selected the Green Bay airport as a waypoint rather than the off-airport Green Bay VOR, because the airport is more in line with the desired track.

After leaving the Aurora Tower control area, I flew VFR to within 20 miles of Milwaukee, and then I called Milwaukee Approach to ask for flight advisories – also called “flight following.” Milwaukee assigned a transponder (“squawk”) code and advised me of traffic in the area. I continued northward until I was handed off to Green Bay Approach, and I began to see the broad water expanse of Green Bay.

As I approached the city and airport of Green Bay, I noticed a circle on the 530W screen in the area ahead on my track. This was the first time I'd seen a Temporary Flight Restriction (TFR) circle on the 530W, and I quickly asked Approach if I was affected. Approach responded that the TFR was not active until later that day and that in any case my altitude was higher than the TFR area. “Busting” a TFR is a major infraction, so I was glad I didn't have to worry. But to be doubly safe, I flew a few miles west of the TFR circle. By the way, the TFR was for Lambeau Field football stadium, where the Green Bay Packers professional football team would be playing a pre-season exhibition game that evening.

From Green Bay, I continued following the lake shore northeastward, flying toward my planned stop at Menominee-Marquette, which is a non-towered

airport. I listened to the AWOS automated weather, which indicated calm winds, and with no other traffic in sight or communicating on the Common Traffic Advisory Frequency, I flew the left-hand pattern for runway 21, landed, and then taxied for fuel and a short rest. Log time for the first leg was 2.0 hours.

Leg Two: KMNM to Sault Ste Marie Municipal/Sanderson, Michigan (KANJ)

After the refueling stop, I departed from KMNM on runway 3 and set the GPS for direct to KANJ, but I manually flew just inland from the lake shore using the Escanaba KESC and Schoolcraft KISO airports as waypoints. The weather was still great and with no other aircraft heard or seen in the area, I flew VFR without flight following, monitoring common traffic advisory frequencies of airports near my track.

About 15 minutes before arriving at KANJ, I noticed a very large triangular configuration of concrete runways ahead and slightly to the left of my track. This was a bit confusing since there was nothing shown on the 530W screen. I was expecting to see Chippewa County Airport KCIU, which is the former Kincheloe (and earlier Kinross) Air Force Base, but this was visible ahead and to the right of my track.

Checking my Green Bay sectional chart for the approximate location of the mystery facility, I noticed a small magenta-colored open circle with a cross through it, which is the airport symbol for “Abandoned – paved having landmark value, 3000 ft. or greater.”

Later, I learned from a retired Air Force pilot that the abandoned field had been built to provide an auxiliary field for landing practice for the Strategic Air Command bombers and tankers based years earlier at Kincheloe AFB. I'm guessing that the large and small circles visible at this facility may have been the locations of antenna arrays when the facility was active. The large facility is easily viewed on Google Earth and Microsoft Virtual Earth; it's just south of route 28, a few miles west of Racoon, Michigan, but it's not visible in FSX scenery.

Continued on Page 4

Real Flight Adventure – Around Lake Michigan (Continued)

By Doug Horton



After returning my attention to landing at KANJ, I listened to the automated weather report on 118.375, and with the wind coming from 300 at nine knots, I set up for landing on runway 32, announcing my arrival and left-hand pattern legs on the CTAF frequency of 122.7. After landing, I logged 1.6 hours for this leg, and after checking out a rental car, we visited the Soo locks and visitors center, and we observed two iron ore ships passing through these historic locks that allow passage of ships between Lake Michigan and Lake Huron.

With the airplane tied down at Sanderson KANJ, we spent our second day visiting historic Mackinac Island, which was the center of fur trading in the upper Great Lakes during the 18th and 19th centuries, as well as a strategic army outpost. A small airport (KMCD - included in FS) is located on Mackinac Island, but we elected to not fly there because flying over water can be risky for single engine aircraft, and because there are no services available at the airport.

Mackinac Island is a popular tourist destination and is unique in that no automobiles are allowed on the island. We took one of three available ferry lines for the 15 minute ride from St. Ignace and we visited the small village, historic fort, and of course, the grounds of the elegant and historic Grand Hotel, which is shown in FSX as a large building that somewhat resembles the real hotel. Viewing the interior of the hotel requires a fee if you're not staying there! The island also provides a great vantage point for viewing the entire length of the Mackinac Bridge, claimed to be the third longest suspension bridge in the world.

Leg Three: KANJ to Charlevoix Municipal, Michigan KCVX

Weather on departure from KANJ was scattered clouds with a patch of rain a few miles to the south, and with XM Radio providing weather to the Garmin 530W display, I could see the rain in green on the 530W display. I departed KANJ on runway 14 and then turned to the southwest to avoid the rain. After about 10 minutes and clear of the rain, I turned southward and climbed to 6500 feet to fly parallel and slightly west of the Mackinac Bridge. I flew high across the Straits of Mackinac to provide gliding distance in case of an engine failure.

After crossing the Mackinac Straits parallel and west of the bridge, I flew toward Harbor Springs airport KMGN at the head of Little Traverse Bay, with plans to overfly KMGN and then follow the southern shore of the bay. After passing over Petoskey on the south side of the bay, I saw the sprawling Bay Harbor resort area with its large residential areas of luxury homes, as well as its marina.

Incidentally, there'd been moderate winds from the north forecast for my arrival in the Lower Peninsula. I had some concerns about the crosswind component for landing at Charlevoix KCVX with its east-west runway configuration. Before departure from KANJ, I'd checked on landing at Pellston Regional Airport KPLN, which with runways 14/32 and 5/23 would have decreased the crosswind component for landing, but there were no rental cars available, so I kept to the original plan and made a rental reservation at Charlevoix, knowing that my crosswind landing skill might be challenged.

When I listened to the KCVX ASOS on 120.0, the wind was still from the north, but fortunately the speed was reported as only five knots, so I would have a small crosswind component. The approach to Charlevoix is quite scenic, as the town and airport are at the southeastern end of Little Traverse Bay, and the center of town is located where Lake Charlevoix joins Lake Michigan. From northeast of town, I entered a left

downwind for runway 9. This leg added 1.0 hour to the log book.

Leg Four: KCVX to Traverse City Cherry Capital, Michigan KTVK

This flight was short and scenic – about 25 minutes in the air. It was scenic because I flew down the eastern shore of the east arm of Grand Traverse Bay, with the bay to the right side of the airplane. Traverse City is at the southeastern end of the bay, and I set the Direct-to mode of the 530W to KTVK.

Scattered rain showers were predicted in the Traverse City area, and I was glad to have the XM radio-provided weather display my partners and I added to our Garmin 530W last year. In my case, I saw a green area (typically depicting light precipitation) south of Traverse City, beyond the area to which I'd be flying, and I was confident that with such a short flight, I'd land the airplane without flying in instrument flight conditions.

After calling Traverse City Tower, I was directed to enter a right downwind for runway 36. Shortly after entering the right downwind, I was advised to extend the downwind leg for other landing traffic. About five minutes after this communication from Tower, I was feeling a bit ignored because I'd actually flown more than five miles south of the airport without further instruction from Tower. I heard the other traffic being cleared to land, but I was too far from the airport to see if the other aircraft had actually landed, and I was thinking that Tower controllers might have become busy with something else. Just to remind Tower I was still out there, I transmitted, "Tower, Skylane N182VP on extended downwind for runway 36," which was followed immediately by Tower transmitting, "Two Victor Papa, start your base turn now, cleared to land on runway 36." With wind 050 at 10 knots, I landed with a calculated crosswind component from the right of just over 7 knots, which was not a problem. This leg added 0.6 hours to the log book.

To Be Continued in the April Issue



BEAT BILLY

February's Question:

When was the first public viewing of the Lockheed U-2 spy plane, where did it happen and what were the circumstances?

February's Answer:

On March 15, 1960 Captain Roger Cooper, USAF was at 75,000 feet somewhere over Canada collecting air samples on operation Crow Flight to see if he could find a rare gas called Krypton-85. Krypton-85 is released into the air during the enrichment of Plutonium which is used to make bombs, very BIG bombs. This operation was to assess the Soviet nuclear threat potential.

Suddenly it got very quiet in the planes cockpit as Captain Cooper's engine packed it in.

With the U-2's huge lift over drag ratio and since he was at 75,000 feet there was not too much to worry about as long you had a place to land, Captain Cooper, unfortunately, was over nowhere Northern Canada and airports sized for the U-2 where a total of none. The aircrafts glide ratio and it's available altitude came together on frozen Wapawekka Lake in Saskatchewan. The closet town was Creighton which was populated by mostly indigenous Cree and Dene Indians. Capt Cooper put his bird down on the ice and it sat there for a while until the RCAF could fly in and shoo every body off and stop all the picture taking. The world was still trying to figure out what this strange looking aircraft was used for when Gary Powers was shot down over Russia a couple of months later and we found out what it

was used for. The Air Force sent a C-119 with a new engine to Canada installed it and Capt Cooper took off and flew his not so secret any more spy plane away. This was the only off airport landing / take off the U-2 ever made.

March's Question:

What was Al Capone's connection to the US Naval Academy, the Congressional Medal of Honor and World War Two?

Till next month stay 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

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Happy new airplane owner, Frank Consentino, with his Debonair from Washington State.