

NEW PROPWASH



Volume 5, Issue 5
May, 2009

UPCOMING EVENTS

Chapter Meeting

Thursday, April 28th

7:30 PM

Sugar Grove Firehouse

Chapter Business Meeting

Program:

Alaska Bush Flying

A video courtesy of Chapter member, Chuck Dressander.

EAA Ford Tri-Motor Stop

Aurora Airport

June 4th-7th, 2009

See Dick's President's article on Page 2 for more details.

Volunteers needed:

Contact Bill Schertz

wschertz@comcast.net

or

630-879-5465

Young Eagles Schedule for 2009

The first Young Eagles Rally was held May 17th.

Put these dates on your calendar now and plan to come out and volunteer!

June 28th

August 30th

September 27th

October 25th

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Quote of the Month

Pilots track their lives by the number of hours in the air, as if any other kind of time isn't worth noting.

Michael Parfit

Chapter Leaders

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V-P Joe Neal	812-219-0624	joepaulneal@gmail.com
Treasurer Larry Shaw	630-466-5555	DatecAviation@cs.com
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NEWS FROM THE PREZ, DICK LOW

This month the Chapter's summer flying activities are vigorously kicked off with a Pinch Hitter ground School on May 16th at the Sugar Grove Fire House followed immediately by our first Young Eagles rally on May 17th. As reported last month, the dollar value of each Young Eagle flying credit has been increased from \$1 to \$5 so that the efforts of the Chapter's Young Eagles pilots and volunteers can now completely fund the Chapter's scholarship program of sending two candidates to the EAA Academy each summer. Our Young Eagle flight program for 2009 was actually initiated on April 26th with four pilots waiting out some adverse weather before noon to fly 21 scouts after lunch as part of a closed Young Eagles rally for a local Boy Scout troop. My thanks to pilots Mark Hislop, Dan Rubino, Bob Porter and Tom Solar, and to ground personnel Jean Porter, Marcel Trimpl and Mike Bowers for making this a successful event. At the time that this column is being written, it appears that we will have a new challenge for the 1st Young Eagles rally of the year. Due to all of the rain over the last 3 days, our Young Eagles office trailer is literally stuck in the mud at Rickert's farm South of Hinkley. However, the members of Chapter 579 have always been resilient in the face of adversity so I am confident that we will be able to conduct a successful rally on Sunday, even if we have to hold it on the airport lawn.

Fourteen people have indicated that they will attend the Pinch Hitter ground school that I will be conducting at the Sugar Grove Fire House on May 16th. The ground

school will last for approximately 4 hours and is intended to provide non-pilots with enough basic knowledge on aircraft operation 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. The Aurora Tower has generously offered to participate and will send one or two representatives to explain the services that they can provide and the information that they need to provide assistance. This is the first time that I have attempted to conduct a ground school under this abbreviated format so it should be an interesting and, hopefully, an educational experience for everybody.

Last month continued the excellent attendance of the last few months at the Chapter meetings with twenty-three people in attendance to listen to a review of the Chapter's Young Eagle rally procedures. Pam Brophy from the Aurora tower reviewed ARR procedures and presented recommendations from the tower's perspective to supplement our review of flight and ground procedures. Don Horacek assisted me in the review by going over the procedures for handling people and aircraft movements on the ramp. Lesa Madru, our Young Eagles coordinator provided a brief review of the registration desk operations. My thanks to these individuals for contributing to a successful program. Looking ahead to the May meeting, the program following the normal business meeting will be video on Alaska bush flying courtesy of Chuck Dressander.

Planning is well under way by your Chapter leadership for the 1st tour stop of the year of the EAA's Ford Tri-motor at ARR June 4th through the 7th. The aircraft is scheduled to arrive shortly before noon 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. Bill Schertz, Mike Bowers and Frank Cosentino have been actively soliciting sponsors for the event in the form of either price reductions or donated services. So far Lumanair has donated hanger space, JA Air Center will provide a 20% discount on fuel, the Candlewood Suites in Aurora has agreed to provide rooms for the crew at a significant discount, the Office Max in Batavia has provided free printing of 1500 pocket promotion cards and the Warrentville McDonalds on Diehl Road has offered to provide complementary food coupons for the paying passengers. Our goal is to reach at least \$3000 in donated goods and services so that the Chapter starts receiving revenue with the first passenger flown. To this end a number of you will have received promotional packets by the time this is published in the Propwash in order to further publicize the event and solicit additional sponsors. We also need volunteers to assist in conducting the actual flights on June 4th through the 7th. Bill Schertz has taken the lead in maintaining the sign-up sheet for volunteers so if you are interested in volunteering, please contact Bill either by e-mail at wschertz@comcast.net or at (630) 879-5465. We have divided each day into two shifts of 4 ½ hours each with a minimum of four

NEWS FROM THE PREZ, DICK LOW (CONTINUED)

volunteers required for each shift. The duties will be to organize the passengers for the next flight, conduct the pre-flight briefings, escort the passengers on and off the aircraft and supervise engine start. As a reward, any unfilled seats will be filled with volunteers. Mike Bowers has agreed to serve as the Tour Coordinator, the single point of contact between the EAA crew and the volunteers, while the Ford is at ARR. The B-17 and Ford tour stops have generated significant income to the Chapter in the past with a minimum of effort so I would encourage all of you to support this year's tour and participate in the volunteer effort if at all possible.

Finally, one of my goals this year is to solicit Chapter volunteers to perform some of the administrative tasks that either myself or other members of the board have been performing in the past. To this end Mitch Moore has agreed to serve as the Chapter's Risk Manager, in charge of obtaining EAA insurance certificates for the various Chapter events and supplying copies to the Aurora Airport manager and other ARR organizations that request additional named insurance coverage for Chapter events. In the future I will be soliciting volunteers to assume other positions such as Chapter Events Manager responsible for posting Chapter events on the EAA

schedule. I will prepare a duty description statement for each of these positions describing what is required and how the specific duties can be performed.

See you at the Fire House on the 28th.

Dick Low
President
EAA Chapter 579



The \$100 Hamburger

As suggested by a Chapter member, we are going to have a monthly column, written by members, describing a favorite place to fly for that "\$100 Hamburger" or a yummy breakfast.

Here's our first article written by EAA Members Su and Steve who moved out by the Mississippi River.

We can recommend The Good Earth Restaurant in Muscatine, Iowa. It just happens to be located a short walk across the highway from the Muscatine Airport (MUT). It's on the Chicago sectional about 30 miles west of the Class C airspace of the Quad City Airport (MLI) and about one to one and a half hours flight time from ARR, depending upon the speed of your aircraft you are flying.

The restaurant offers a good \$100

hamburger and homemade pies! In season they also have fresh produce which can be purchased from the farm stand located in the same building. All items are reasonably priced.

Now as for fuel, we're not sure of the FBO's price, but Clinton, Iowa is not far away and they usually have a reasonable price on their self service.

So come our and get a good meal and a great view of the mighty Mississippi. If you call ahead, we might be able to meet you there for lunch. Just call 309-537-9053.

Happy Flying!
Su (Victor) and
Steve Louck



Condolences to EAA Chapter member, Chuck Dressander and family, on the death of his daughter, Sheri.

Next newsletter deadline—June 15th. We need your stories and photos. Our file is almost empty, and it's your stories that make the newsletter interesting! Please send articles, typed as a Word document, and as an attachment to your e-mail to:

mec515@sbcglobal.net

EAA Chapter 579 member, Todd Ashcroft, prepared this information for a safety seminar, about firebottles, trying to push people away from the handheld ones towards a fixed, easy to activate style. This is ok for homebuilders, but not for type-certified aircraft without at least a 337 Field Approval.



FIREBOTTLES

OR



The time you use to unstow, prep, aim and fire a handheld fire extinguisher should be used to get out or land.

You can't aim and shoot it at an engine fire from the cockpit.

You're using both hands to fly or declare an emergency anyway.

FIREBOTTLES

OR MAKE ONE FROM THIS:

BUY THIS:



FIREBOTTLES

- T- handle should be left-hand use (generally).
Keep flying with your right hand.
Button prevents Accidental discharge.
Clearly mark/paint it.
- Bottle useable to tweak CG.
- Hose in cockpit, tubing near engine.
Flexible, lightweight hose simplifies routing.
Hosing and aluminum tubing fail at the flame location, which is GOOD.

- T-fitting at firewall
Run lines over fuel tanks, legs, and engine.
Drill holes & cut notches to aim the output.
- Captive safety pin, with "RBF flag."



BEAT BILLY

April's Question:

I was an aviator in the big war. My service number was 1947-18 and I was British by birth. I was grievously injured on my last flight in October, 1918 over the Argonne Forest near Bois de Beuge, and I lost a leg. I was awarded the Croix de Guerre with palm by the French government and Black Jack himself saw me off when I was put on the boat back to the States.

What was most remarkable about my life and what did I do to get the medal and where am I now? What is my name?

April's Answer:

In October of 1918 the 77th Infantry Division, The Liberty Division from New

York State, were trapped by the German Army for six days. The Division had lost more than 300 men and only 800 or so remained. To make matters worse the Artillery rounds that the US Army were dropping to help them were in fact falling on them. If the artillery could not be stopped the division would be gone within the hour. They had no radios and all the men who volunteered to get the word back were killed. Only one slim chance would remain. Commander Major Whittlesly and the division's only chance of help would rest on the wings of "Cher Ami", Dear Friend in French. Cher Ami was a carrier pigeon, service number 1947-18, one of 600 donated by British pigeon fanciers for use in France.

Cher Ami was hit twice by the German Flak that was thrown up to kill him. He lost a leg but got through on sheer will alone. The men of the 77th made a wooden leg for him and cared for him till he was sent to the states. Gen Pershing saw him off at the boat and he was a media sensation and big hero in the states. On June 13, 1919 Cher Ami died due to his wounds, he was preserved and is on display in the Smithsonian, along with the Croix de Guerre with palm awarded to him by the French.

May's Question:

What is the aeronautical significance of May 11, 1967?

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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EAA Ford Tri-Motor Photo By: Bill Cameron