

THE NEW PROPWASH

Volume 5, Issue 10

November & December 2009

UPCOMING EVENTS

Chapter Meeting

Thursday, November 19

7:30 PM

Sugar Grove Firehouse

Business Meeting

followed by

The Program: a showing of
the documentary:

The Legend of Poncho Barnes
and the Happy Bottom
Riding Club

For your 2010 Calendar:

Chapter Bowling Party

Saturday, February 27, 2010

Final Chapter Meeting of 2009

Pizza Party!

Friday, December 18th

6:30 PM

Luigi's Pizza & Fun Center
732 Prairie, Aurora

Pizza, soft drinks, and des-
serts provided by the Chap-
ter.

Call Dick Low to RSVP

630-717-6225

Hope to see everyone there!

Donations for the Chapter
Scholarship Fund will be
accepted.

It's Time to Pay Your Chapter Dues for 2010!

Annual Chapter dues are
\$20.00.

Please fill out the member-
ship application found on
page 3 in this newsletter, so
that we can make sure your
information is current.

Bring your check to the No-
vember meeting, the pizza
party or mail to Treasurer:

Larry Shaw

147 Buckingham Drive
Sugar Grove, IL 60554

Make checks out to EAA
Chapter 579

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Chapter Leaders

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Treasurer Larry Shaw	630-466-5555	DatecAviation@msn.com
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Bill & Marcia Cameron	847-742-2963	mec515@sbcglobal.net
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Happy Holidays

From your newsletter
editors, Bill &
Marcia

We are always accept-
ing articles and photos
for future issues.

Please send to:
mec515@sbcglobal.net

Next deadline:

January 15, 2010

NEWS FROM THE PREZ, DICK LOW

As I begin the second half of my third term as your Chapter president, I remember last year reluctantly agreeing to serve another term as president because I wasn't sure that Lesa and I would still be in the Chicago area by the end of the term. Now, it appears that we will be in Naperville for the remainder of my term.

However, if the Chapter is to continue to flourish, new individuals will have to step forward to take over some of the Chapter functions.

In particular, our newsletter editors have indicated that, after five years, they would like to turn over preparation of the newsletter to somebody else. They are willing to train their replacements in the use of the Chapter's publishing software, and estimate that preparation of the newsletter takes an average of 4 hours per month. I consider the newsletter to be the lifeblood of the Chapter as it is our primary means of communication. The only requirements to function as the newsletter editor are some basic computer skills and a willingness to devote 4 to 6 hours per month putting together the newsletter in support of the Chapter.

Also, the Chapter's Young Eagles coordinator, my wife Lesa, is looking for relief after six years of overseeing the Chapter's Young Eagles program.

In order to distribute the workload of performing the different Chapter support activities among a number of individuals, I have prepared task description sheets for some of the Chapter support functions. Currently, Mitch Moore has volunteered to serve as the Chapter Risk

Manager, Joe McBride as the Chapter Events Manager and Mike Bowers as the Chapter Publicity Coordinator.

I also plan to prepare task descriptions for Chapter Program Coordinator, Chapter Membership Coordinator, Young Eagles Flightline Leader, Young Eagles Registration Desk Leader and Young Eagles Volunteer Coordinator in the remainder of my term as president

My goal is to divide the workload into small enough parts that it won't require a large time commitment from anybody. I have always felt that a person gets out of an organization what they put into it and I hope that some of you will step forward and support the Chapter by volunteering for one of these positions.

In place of our regular meeting last month, the Chapter hosted a FAA Safety Seminar on runway safety. Approximately 40 people, including 25 Chapter members, listened to a very interesting presentation by Larry Cunningham from the FAA's Runway Safety Office. Following Larry's program, Tom Shannon, the Aurora Tower supervisor, made a presentation on ARR airport procedures and problem areas.

The program following this month's Chapter meeting will be the showing of a documentary, The Legend of Pancho Barnes and the Happy Bottom Riding Club.

The Young Eagles rally on October 25th, the Chapter's last for 2009, was another success although not quite as busy as I had hoped (Lesa doesn't agree). The weather cooperated and 11 pilots flew 127 Young Eagles on a fairly relaxed

schedule. Following completion of the Young Eagle flights, Mark Hislop flew some of the volunteers on a Gray Eagles flight after which 25 to 30 of us adjourned to Sky Haven for the annual volunteer appreciation barbeque. I would like to thank all of our Young Eagle ground volunteers and pilots for another successful and safe year.

In the future planning category, our annual Chapter Christmas party will be on Friday, December 18th, instead of on Thursday, because Luigi's Pizza in Aurora was booked on our scheduled meeting date.

Also a reminder that this month's meeting is on the third Thursday, instead of the fourth, due to Thanksgiving.

Finally, since this will be a combined November/December newsletter, I would like to wish everybody a safe and wonderful Holiday season.

See you at the Fire House on the 19th.

Dick Low
President
EAA Chapter 579



FOR SALE (2) 1/4 shares of PA28-151 Piper Warrior N56832 based DPA. Call Jeff Thompson (703)489-2586.



BEAT BILLY

October's Question:

Why is there a hump on the Boeing 747 series of aircraft? What do the 747, the F-102 fighter plane, the Convair 990, the Tupolev Tu-95 Bear, and the new Airbus A380 all have in common? Why do we need to be concerned about these questions at this particular time? There is a hint here, if you can see it!

October's Answer:

The 747 was designed to carry to carry cargo containers on a two wide by two high cargo deck. As designed originally this two by two configuration was considered to be too dangerous for the flight crew in the event of a crash. The flight deck was moved to the top of the fuselage in as small a space as possible, keeping normal drag principles in mind.

What the designers found was that the cockpit hump reduced over all drag rather than increasing it. The hump was made even bigger on the 747-300 which improved the cruise speed and also helped to offset the tail surfaces contribution to overall drag. The addition of the upstairs passenger cabin is merely a byproduct of safety and aerodynamics! All of this is a result of the Whitcomb area rule principle, discovered by Richard T. Whitcomb in 1952 while working at NACA, later NASA. The area explanation of the area rule principal is too long and involved to explain here. The best example of Area Rule is the F-102 Delta Dagger. When the F-102 was originally built it was with a straight fuselage and it would not go supersonic. When Mr. Whitcomb got involved in the re-design of the F-

102 he indented the fuselage, the area rule principle, where the wings attach and increased its length in back of the wings. After Whitcomb's re-design the F-102 easily reached its Mach 1.2 design speeds. The culminating design of this research was the F-106 Delta Dart. The F-102, Convair 990, Tu-95 and the A380 were all designed with the Area rule in mind.

Mr. Whitcomb passed away on October 13, 2009 at age 89.

Nov/Dec's Question:

I hunted big game in Africa, my father founded the "New York Daily News" and I co-founded "Newsday." I was a Chicago native. What did I do aeronautically speaking to set myself apart within the world of aviation?

'Til next time! 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 AVIATION ASSOCIATION
EAA CHAPTER 579**

The New Propwash
PO Box 559
Sugar Grove, IL 60554

Note: The Fox Valley Sport Aviation Association—EAA Chapter 579 does not project or accept any responsibility for the participation by any newsletter reader or Chapter member at any fly-ins, functions, forums, or events that may be publicized in this newsletter. All material herein of a technical nature is for reference only and is not necessarily recommended or approved by the editors of this publication or any official of the Fox Valley Sport Aviation Association—Chapter 579. It is up to the individual reader to determine the legality and veracity of anything appearing in this newsletter. This publication is produced only as a medium of communication amongst members and friends of the Fox Valley Sport Aviation Association—EAA Chapter 579.



Lockheed Constellation—Short Final at Oshkosh Photo By Bill Cameron