

THE NEW PROPWASH



Volume 4, Issue 11
November, December, 2008

UPCOMING EVENTS NOVEMBER-DECEMBER

Chapter Meeting

Thursday, November 20,
Sugar Grove Firehouse
7:30 PM

Chapter Business Meeting
Election of Officers

Followed by Program:

"Flying Down to Kabul"

A DVD about a woman who flew a light aircraft to Afghanistan to fulfill a young Afghan girl's dream of flight.

Final Chapter Meeting of 2008

Pizza Party!

Thursday, December 18
6:30 PM

Luigi's Pizza, Aurora

The Chapter provides the pizza and soft drinks.

Door Prizes

Donations for the Chapter Scholarship Fund will be accepted.

Food Donations accepted for the Community Crisis Center Emergency Food Pantry in Elgin. More information on page 5 of this newsletter.

It's Time to Pay Your Chapter Dues for 2009!

Annual Chapter dues are \$20.00.

Please fill out the membership application found on page 5 in this newsletter, so that we can make sure your information is current.

Bring your check to the pizza party or mail to Treasurer, Larry Shaw (address on the membership application on page 5 of this newsletter)
Make checks out to EAA Chapter 579

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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

Aviation History

December 14-23,
1986

Voyager, piloted by Dick Rutan and Jeana Yeager, is the 1st craft to fly around the world without refueling.

NEWS FROM THE PREZ, DICK LOW

This month's meeting will conclude my second 2yr term as Chapter President so I thought that I would reflect a little on state of the Chapter and its activities over the past two years.

At the Chapter Leadership conference last month we were asked to rate our Chapter as very successful, successful, getting by or just hanging on. I rated our chapter as successful although some people would say that we are only getting by.

Our membership has been fairly stable over the last two years numbering in the low 60s. I would like to see it grow but it is hard to grow a volunteer organization when there is very little to volunteer for and no permanent Chapter facility.

Other chapters hold fly-ins and pancake breakfasts to raise money but in all of the cases that I have heard of, they own, or have the use of, a facility on their home airport. It would be very hard for us to host an event such as a pancake breakfast with no facility available for use on the airport proper.

On the plus side our Chapter's Young Eagles program is considered a model for other chapters.

Other than that, though, we haven't had any volunteer activities as ARR has not been chosen for either a B-17 or Ford Tri-motor tour stop for the last four years. I have submitted applications for both tours for 2009 so I am hopeful that we will be awarded one of them.

We are also fortunate in having access to the Sugar Grove Firehouse for our Chapter meetings at no cost to the Chapter. It is an excellent facility, has stabilized our meeting location making it easier for potential new members to find us, and, although not on the Aurora airport proper, is the next best thing

being almost directly across US 30 from the airport.

The Chapter also held a very successful Private Pilot ground school last winter with at least 6 of the participants passing the Private Pilot written exam.

Our Chapter is on sound financial footing with approximately \$24,000 in the bank and this fall your Chapter officers took steps to eliminate our major expense by clearing out the storage room although this meant getting rid of some large, long term, Chapter possessions, such as our commercial gas grills, which will be missed if the Chapter were ever to decide to host a fly-in and provide food. However, your directors looked at what it was costing the Chapter to store them coupled with the fact that we had no identified use for the equipment in the foreseeable future and decided that they were expendable. A sincere thanks to Larry Shaw who drove this effort to a successful completion.

Turning to Chapter activities over the past month, Mother Nature did not cooperate for our last Young Eagles rally of 2008 on October 26th as she had for our first four rallies of the year. Sunday morning dawned cold and windy and it only got windier as the day wore on. In addition, the wind was from 240 to 260 degrees so, coupled with the closure of runway 9-27, the pilot's had to endure a 50 to 70 degree crosswind. As a result, when the wind increased to 25 knots, gusting to 30 a little before noon we decided in the interest of safety to terminate the rally. As Marcel Trimpl kept reminding me, it wasn't that the wind was too strong, it was just from the wrong direction. We had to turn away about ten Young Eagles but they and their parents were understanding when we explained why.

In spite of the conditions we still flew 43 Young Eagles with 7 airplanes. Unoffi-

cially this put the Chapter at approximately 575 flown for the year, which was less than the goal of 650 that I provided to the EAA Young Eagles office, but still a successful year. I asked Steve Buss where Chapter 579 ranked in terms of Young Eagles flown when I was at the Chapter Leadership conference and he told me that we are in the top 3.

Of special note, Mark Hislop now stands at 1200 Young Eagles flown. Also, I would like to commend Bob Porter for proving that you can land an Er-coupe in a strong crosswind, and welcome Bill Sullivan back to our cadre of Young Eagles pilots. I would also like to thank the outstanding group of ground volunteers who turned out in spite of the less than favorable weather conditions, and especially Elaine Foss, Kaye Cosentine and our Young Eagles coordinator, my wife Lesa, who served up some excellent chili for lunch, and Ro Dressander who provided the delicious desert.



Our Chapter meeting last month was attended by about twenty people. Following the regular business meeting we reminisced about our experiences at AirVenture last summer while viewing some of our members pictures from the event. Also, Joe Neal showed the pictures that he had taken at the Chapter Leadership Conference that he and I attended.

Continued on Page 3

News from the Prez—continued:

The election of Chapter officers for the next two year term will be held at this month's Chapter meeting on November 20th. As noted in last month's column, your board has put together the following proposed slate of officers for the next two years: 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.

There were no nominations from the floor at last month's meeting but write-in candidates will be accepted before the election at this month's meeting. I will be issuing proxy ballots to everyone in the near future for those Chapter members that are unable to attend the Chapter meeting on November 20th. Only proxys from members who have paid dues for 2008 will be accepted. The installation of officers for the next two year term will be at the December meeting.

The program at this month's Chapter meeting following the election will be a showing of a DVD, "Flying Down to Kabul," about a woman who flew a light aircraft to Afghanistan to fulfill a young Afghan girl's dream of flight.

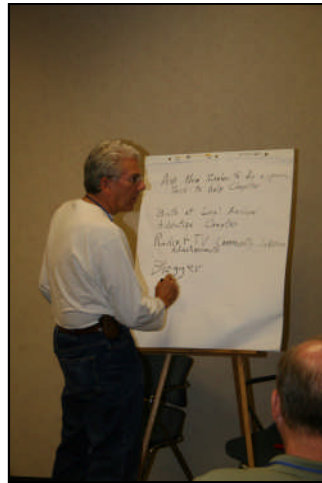
Your Chapter's newsletter editors, Bill and Marcia Cameron, have requested that we combine the November and December newsletters so I also want to mention that the Chapter's final meeting of the year will be what has become the traditional pizza feed at Luigi's Pizza in Aurora starting at 6:30 PM on December 18th. Your Chapter will be providing the pizza and soft drinks. There will be some door prizes, and we will be collecting Chapter dues for 2009 and accepting donations for the Chapter scholarship fund so bring your checkbooks.

Finally, some of you will remember that I had stated earlier in the year that I would not consider serving another term as Chapter president. However, in the absence of anybody stepping forward to assume the Chapter

leadership role, and the assurances of several of the past Chapter officers that they would step in and take over the Chapter leadership in the event that I was to leave the area before the next two year term was up, I agreed to make myself available for another term as your Chapter's president.

See you at the Firehouse on the 20th.

Dick Low
President
EAA Chapter 579



**EAA Chapter
Leadership Academy
October 10-12**

Chapter President, Dick Low, and Chapter member Joe Neal attended the EAA Chapter Leadership Academy in Oshkosh in October.

Some of the topics of discussion included:

- What is a Chapter?
- Recruitment of members
- Government Relations
- New Resources
- Fundraising
- Hangars
- Building Membership
- Public Relations

Dick and Joe will share more about their experience in future newsletters and at chapter meetings. In the meantime, here are a couple of photos from their weekend.





BEAT BILLY

October's Question:

It's funny and sometimes strange how different people are connected to different events in aviation history.

On June 8, 1966 one of the two XB-70 supersonic Bombers built had a mid-air collision with an F-104 and both craft crashed.

Your question is: What was singer Frank Sinatra's connection to this tragic event?

October's Answer:

In June of 1965 Frank Sinatra purchased N175FS, a New Lear 23 Jet. The Chairman of the Board had owned several planes before he bought Christina II, from Clay Lacy, and named it after his daughter. Clay Lacy was the distributor for Lear Jets on the West Coast and piloted Frank's Lear Jet.

Frank owned a Martin 404 and a tiny Morane-Saulnier 760 jet.

The early Lear's were wicked fast and had incredible climb rates with their General Electric CJ610-4 engines generating over 2,850 pounds of thrust. The engines were straight turbojets, no fans, and when the pedal was put to the metal, as it were, they sounded like the end of the world. "With a 3G, 6000 feet per minute climb rate there isn't a jet produced today that can match the climb performance of the Lear 23," states Clay Lacy

A lot of Old Blue Eyes friends used the Lear. In May of 1967 Elvis and Priscilla eloped to Las Vegas from Palm Springs in the Lear. Marlon Brando, Sammy Davis Jr., Tony Fransiosa and Olympic Gold Medalist Rafer Johnson took it to Mississippi to see Martin Luther King Jr. The plane also carried 50

year old Frank and his new 21 year old wife Mia on their honeymoon to France.

In June of 1966 Clay flew the Lear to Burbank, CA to pick up a battered Frank Sinatra and Dean Martin after a birthday party for Dino the night before at the Polo Lounge in Beverly Hills, which turned into a brawl. Fred Weisman, the retired President of Hunt's foods, made the mistake of complaining about the noise! Mr. Weisman got a fractured skull from a well placed telephone. When he was picked up at the airport gate the next morning, Frank's left arm was in a pillow case sling and Dino had a prominent shiner, and both men were covered with a fair amount of blood. After dropping the battered pair off in Palm Springs, Clay Lacy continued on to Edwards Air Force Base so that he could fly photo chase for a publicity flight of the XB-70 Valkyrie supersonic bomber. Frank's 518 MPH Lear was the only plane available that was fast enough to keep up with the Mach 3 bomber. As the final photos of the bomber were taken by a photographer in the back of the Lear, the Valkyrie's F-104 chase plane collided with the bomber and both planes crashed. The fatal crash is considered to be the most expensive collision in aviation history.

Frank sold the Lear in 1967 when he traded up to a new Gulfstream GII.

One of Clay Lacy's favorite memories is of a time he picked up Frank and Kirk Douglas in Palm Springs. It seems that the FBO had just gotten a new fuel truck and the driver did not know how to get it working. As the driver ran off to find some help, Frank calmly walked over to the truck, threw a few levers and got it working. When the driver arrived back at the plane with help, they found a smiling,

cool as can be, Frank Sinatra standing there, just a man fueling his plane

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?

Till next time, doing it my way! Billy

A Note From Your

Newsletter Editors

Thank you to everyone who has contributed articles or pictures to the newsletter this past year. That's what makes the newsletter interesting to read! So, keep sending in articles about the plane you are building, or a flying trip you have taken, or anything you think would be of interest to your fellow aviation enthusiasts. Please send your article as a word document in an attachment to your e-mail. We like photos too!

This is a combined November/December issue of The New Propwash. The next deadline is January 15th, 2009.

We hope if you have an e-mail address you are receiving the newsletter via e-mail. Make sure you put your current e-mail address on the membership application form you fill out when you send in your dues for 2009. The e-mail version of the newsletter arrives much faster than snail mail, and it is the color version. The snail mail version is sent in black & white. The more e-mail we send versus snail mail, the more money we save the chapter.

Thanks, Bill & Marcia

Community Crisis Center Food Drive

The Community Crisis Center in Elgin is a non-profit social service agency providing services to individuals and families who are dealing with economic crisis, domestic violence, or sexual assault.

Their Emergency Food Pantry is in need of donations. In these difficult economic times, more and more individuals are finding it necessary to seek assistance to feed their families.

If you would like to help, please consider bringing some food items to the December Chapter meeting/ Pizza Party. We will then deliver the food to the Community Crisis Center.

Anything you can do to help will be greatly appreciated!

The following items are most needed for the Emergency Food Pantry:

- Spaghetti noodles, 1# bags
- Spaghetti/marinara sauce
- White Rice, 1# bag/box
- Pinto beans
- Macaroni & Cheese
- Chili
- Beef Stew
- Tuna
- Pork & Beans
- Canned Fruit
- Canned Vegetables
- Peanut Butter
- Jelly
- Cereal/Oatmeal
- Powdered Milk
- Saltine Crackers
- Ramen Noodles

EAA AirVenture 2009

It's not too early to start thinking about AirVenture, 2009, only 253 days away as of November 15th.

Advance tickets are now available for EAA AirVenture Oshkosh, "The World's Greatest Aviation Celebration," which is coming July 27- August 2, 2009, at Wittman Regional Airport in Oshkosh.

First introduced for AirVenture 2008, the advance purchase system allows pre-purchase of admission tickets via a secure website. To access the advance ticketing area, go to www.airventure.org and connect to the "Buy Now!" area.

Advance EAA AirVenture tickets make great Christmas and holiday gifts, and allow recipients to enjoy many months of anticipation prior to their own Oshkosh experience.

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

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.



Red Bull's Messerschmitt Boelkow Blohm BO105CBS, Oshkosh, 2008. Yes, the helicopter really is flying upside down!
Photo By: Bill Cameron