

THE NEW PROPWASH



Volume 4, Issue 9
September, 2008

UPCOMING EVENTS

Chapter Meeting

Thursday, September 25

Sugar Grove Firehouse

7:30 PM

Chapter Business Meeting

Followed by Program:

Doug Horton

“Customizing Microsoft Flight Simulator to Fit an Individual Airplane”

Doug will show how he has modified his program to match the 1998 Cessna 182 that he is flying.

Also a report by Yohanna Enders on her experiences at the Academy.

Young Eagles Rally

Sunday, September 28th

Pilot Briefing—8:30 AM

Flying Kids from 9:00 AM—2:00 PM

Wanted: Volunteers:

Pilots

Ground Support

Flight Line

Registration Table

Cookout for Volunteers following the Rally

Bill Schertz’s Hangar

Sky Haven

The Chapter will provide burgers, brats, and soft drinks.

Bring a dish to share !

Election of Chapter Officers

November Chapter Meeting

Ask not what your Chapter can do for you,

but what can you do for your Chapter?

Have you thought about volunteering to serve as an officer for Chapter 579?

Now is the time to step up!

A great learning/training experience is available for the next Chapter V-P :

EAA Leadership Seminar

Oshkosh—October 11-12

See the President’s article for more information.

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Quote of the Month

Airspeed, altitude and brains.

Two are always needed to successfully complete the flight!

Anonymous

Chapter Leaders

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NEWS FROM THE PREZ, DICK LOW

I am writing this month's column in Batavia, Ohio while attending the Cessna Pilots Association legacy Cessna 182 systems maintenance course. For those not familiar with the term, legacy means those built in 1986 and before. Lesa and I have owned a 182 for all but one of the last 28 years but I still learned a few things today that I wasn't aware of previously. For those who either own a Cessna or are contemplating buying one, these courses are an excellent primer on what to look for when maintaining one of these airplanes. It has also caused me to reflect on all the pleasure that we have had flying our 182 around the country over the years and why I continue to enjoy doing it. In the twenty years that we have owned our current airplane we have flown it to all four corners of the US and as far Southeast as Cat Island in the Bahamas. In the past five years, partly because of the increasing fuel costs and partly because of changing family situations, our trips in the airplane have become less and less. However, I feel that we have to get used to the fact that, just as the costs of everything else have gone up over the past ten years, what used to be referred to as the \$100 hamburger is now the \$200 hamburger.

Turning to Chapter activities, we had about twenty people attend the August Chapter meeting to listen to Bill Schertz describe the painting of his KIS Cruiser. The program following this month's meeting will be a demonstration by Doug Horten on customizing Microsoft Flight Simulator to fit an individual airplane. Doug will show how he has modified his program to match the 1998 Cessna 182 that he is flying. Yohanna Enders, who the Chapter sponsored for a week at the EAA Academy this past summer, will also make a short report on her experiences at the Academy.

Your board has also made the decision, since we don't have any plans for use of

the equipment in the near future, to dispose of the items in our storage room in order to reduce Chapter expenses. We realized that we could rent the equipment, in the event that we should need it in the future, for less than what we have been paying for storage fees. We have already found homes for the major items such as our gas grills but still have a number of smaller items to get rid of before we can vacate the storage room. By the time you read this newsletter, those of you with e-mail will have already seen a notice of what items are still available and that someone will be available on Saturday, September 27th, at the storage facility on US 30 a mile and a half West of the Aurora Airport if you are interested in any of the items. Any items remaining after 27th will most likely be trashed.

Our third Young Eagles rally of 2008 on August 24th was a huge success. At the end of the day 11 pilots and 9 airplanes flew 169 Young Eagles. We added 5 additional Young Eagle flights during the month from two of our other members for a total of 174 for the month. We also had a great turnout of ground volunteers. I am hoping for an equally good turnout of both ground volunteers and pilots for our next rally on September 28th as we have been contacted by two fairly large groups who have promised to bring between 15 and 20 kids each. As an added inducement we are planning a cookout for the volunteers at Bill Schertz's hanger in Sky Haven following the rally. The Chapter will be providing hamburgers, brats and soft drinks. I will also be providing Gray Eagle rides for any of the volunteers that would like to go for a ride before we retire to Bill's hanger for some food and hanger flying.

As a reminder, we will hold election of Chapter officers for the next two year term at the November Chapter meeting. In order to facilitate the introduction of new personnel into Chapter leadership positions, I have reserved

two slots for Chapter 579 at the EAA Leadership seminar on October 11th and 12 in Oshkosh. I planning on flying up myself and I am looking for someone who would like to accompany me with the caveat that they be willing to serve as vice president for the next two year term. Besides the development of chapter leadership skills, another purpose of the weekend is to acquaint attendees with the operation of the different EAA departments with the highlight being a behind the scenes tour of the EAA Museum. The entire weekend will be free as I will provide the transportation and the housing and meals will be courtesy of EAA headquarters.

Finally, as most of you know, Chapter 579 lost one of our special Young Eagles on September 1st when Zach VanderGriend was killed in a borate bomber crash in Nevada on which he was a crewman. I remember the Young Eagles rally when Zach came back from successfully completing his Private Pilot's flight test with his instructor, Kermit Carlson, and then flew his sister as his first Young Eagle as a pilot. There will be a sympathy card at this month's Chapter meeting for everybody in attendance to sign which we will send to Zach's family along with a donation from the Chapter to the memorial fund set up in his name. If anybody would like to add a personal contribution to the Chapter's, they can either bring a check to the Chapter meeting on September 25th or mail it to the Chapter's P.O. Box.

See you at the Firehouse on the 25th.

Dick Low
President
EAA Chapter 579



This letter was received from Dawn & Christin Ashley regarding Christin's experience at EAA's Women Soar Program.

Christin (Ashley) and I arrived in Oshkosh on Sun. and checked into the dorms at the University of WI. It was a nice place and we packed her 10 bags for her two day stay at Women's Soar You Soar. It's a program for young women to gain knowledge about the different directions they can achieve in aviation. Christin attended last year by the suggestion of Chapter President Richard Low (Christin's favorite pilot friend). She spoken at a meeting concerning her adventure from that experience.

This year Christin made a "wing rib assembly" and now is interested in building a plane at some point later in time. She was able to meet with some very prominent people including the WASP. There were many workshops that she attended and learned so much more.

At the airshow Christin enjoyed being so close to the runways and able to see so much more up close. Christin wrote several essays for scholarships for next years programs and won runner up in the WASP scholarship for the AeroScholars.

Apart from Women Soar and the Airshow, the next best event was the dinner with President of Young Eagles, Harrison Ford as he presented the Young Eagles awards.

It was a great time and Christin is wanting to attend ground school to prepare for her license as well as gaining more knowledge in aviation and piloting. We are already planning for next year. Thank you so much for all your encouragement with fulfilling her dream of flight, see you at Young Eagles on Saturdays.

Sincerely,

Dawn Ashley and Christin Ashley

AirVenture 2008

By: Art Sereque

AirVenture is so boring. Nothing but planes, planes, planes, homebuilts, antiques, and warbirds. I'm sure our friends will shed a tear for our sad plight. Isn't life grand!!

Of course, the planes are a big reason we are here. What a thrill to watch the legend flights. But people are also a big reason to come to AirVenture. Like Bill and Skot, two good old boys from Texas, whom I met at a past AirVenture. Bill left his Naval Air Factory N3N-3 at home and arrived in Skot's award winning PT-17. Or Dave Becker, who flew "commercial," 10,000 miles from South Africa. Others I met came from Australia, New Orleans, Ne-

vada, and San Francisco, as well as a P-51 crew member from Oklahoma. And then there were two Bills and a Dan from Ohio.

The highlight of my week came when a gentleman approached me and asked, "Art Sereque,?"

When I answered in the affirmative, he said, 'Jack Cox.'" I nearly jumped out of my shoes! Many EAA'ers will remember Jack as the long time editor of "Sport Aviation.."

The reason I was so excited is that Jack and I were fraternity brothers at High Point College (now University) in North Carolina. We had not seen each other in over 50 years! What a great climax to AirVenture.



Art Sereque with a 1951 Cessna L-19 "Bird Dog" at AirVenture 2008.

Photo By Mike Weinforter



BEAT BILLY

August's Question:

I am Dr. John D. Brock of Kansas City. I set a flying record nearly 60 years ago that still stands today. What is that record?

August's Answer:

On a clear, cool November day in 1929, Dr. John D. Brock of Kansas City, decided to go flying. The next day, Dr. Brock decided to go flying again. The day after that, Dr. Brock decided to go flying again. Flying for a minimum of 15 minutes per day, Dr. Brock decided to go flying every day for the next ten years. He never skipped a day, no matter what the weather. Sometimes he had to wait almost all day before he could get in the air, but he always man-

aged to fly. For 3,650 days he flew everyday! After flying 2,000 hours he was invited to the White House. He had become a national hero. In November, 1939, this now national celebrity, decided to hang up his spurs. He figured that no one would be able to equal or best his record. His stable of airplanes began with a Waco 10, then went to a Waco Taper-Wing, then on to a Waco Cabin, and finally a cozy Monocoupe.

September's Question:

Who was the first African American ever to pilot a military airplane?

Aviation Dates in History

September 28, 1920

American pilot Howard Rinehart, flying a Dayton-Wright R.B. Racer, became the first person to fly an airplane fitted with retractable landing gear.

September 30, 1982

The first round-the-world flight in a helicopter was completed as the Bell Long Ranger II, flown by Americans H. Ross Perot Jr. and Jay Coburn, landed safely.

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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British Airways Concorde, Oshkosh 1998

Photo By Bill Cameron