

NEW PROPWASH



Volume 4, Issue 3
March, 2008

UPCOMING EVENTS

<p><u>Chapter Meeting</u> <u>Thursday, March 27th</u> <u>Sugar Grove Firehouse</u> <u>7:30 PM</u> <u>Chapter Business Meeting</u> <u>Followed By:</u> <u>Program:</u> <u>Presented By:</u> <u>Alan Shackleton</u> <u>"Beyond Preflight: Items</u> <u>That Pilots Have Missed on</u> <u>Preflight Inspection"</u></p>	<p><u>Summer Air Shows</u></p> <p><u>Rockford Air Fest</u> June 6,7,8 Greater Rockford Airport USAF Thunderbirds</p> <p><u>Quad Cities Air Show</u> A Festival in the Sky June 21, 22 Davenport Municipal Airport Blue Angels</p>	<p><u>EAA AirVenture 2008</u> July 28—August 3 Oshkosh, WI</p> <p><u>Chicago Air & Water</u> <u>Show</u> 50th Annual August 15, 16, 17 Chicago Lakefront Blue Angels</p>
--	---	--

Inside this issue:

Upcoming Events	1
Chapter leaders	1
News from the Prez	2-3
Membership Application	3
Prop Balancing Photos	4
Beat Billy	5
Spitfire Vs. Hurricane	5

Quote of the Month

Basic Flying Rules:

"Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there."

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

NEWS FROM THE PREZ, DICK LOW

This month's column is coming to you from 31,000 feet as I am on my way to Seattle, WA for my uncle's 102nd birthday party. In the past Lesa and I have made this trip many times in our Cessna 182 but sadly, the ever increasing cost of fuel have made flying the trip ourselves economically unattractive so tonight I am letting Southwest do the driving. Of course, this time of the year weather would prevent flying over the mountains ourselves anyway due to icing issues unless we had the luxury of unlimited time to make the trip. For that matter the weather the last three months has kept most of us grounded the majority of the time. In my case I have found myself having to devote my time on the few good flying days that we have had to serving my students so that our 182 has only been out of the hanger twice since the first of the year. We did manage to complete Lesa's WINGS program though. Lesa's opinion is that it is a lot more work than completing a BFR which goes along with the FAA's position that the new WINGS program is a step up from the BFR. For those of you unfamiliar with the difference between the new WINGS program, which replaced the old WINGS program on January 1st and the old one, the new program is proficiency based while the old program only required that the pilot spend three hours in an airplane with an instructor. This raises a concern that I have with

the way that I see flight training, and to a larger extent, general aviation going. I have heard some instructors, particularly the older ones, state prior to the introduction of the new WINGS program that they would sign off a pilot for completion of a WINGS phase but would not sign a BFR because the FAA would be responsible for pilot proficiency in the first case while the instructor carried the liability in the latter case. With the advent of the new WINGS program, it doesn't matter. The flight instructor now carries the liability in either case. This creates the specter of the inability to find an instructor willing to sign off a pilot as meeting the recurrency training requirement of the FARs. There is also a growing shortage of flight instructors in part because it is a very tough rating to get. The failure rate of first time CFI applicants in the area served by the DuPage FSDO is around 70%. I receive several solicitations a month from flight schools around the country looking for flight instructors. In my opinion, it is also getting tougher and requiring more training time to obtain any certificate or rating. The designated examiners are subject to a review of their examination activities if their pass rate exceeds 80% while flight instructors whose applicant pass rate falls below 70% are also subject to review. I think that I have spent enough time on my soap box so on to Chapter activities.

The attendance at last month's Chapter meeting was excellent as in excess of twenty five people showed up to watch the NASA documentary on Apollo 13 following the regular business meeting. I also enjoyed being able to add some personal insight to the Apollo program based on my four and a half years at the Cape as a member of the Saturn launch team. This presentation also resulted in an interesting response as I received a very nice note from Steve Buss at EAA headquarters (Steve is the manager of the EAA's Young Eagles program) asking if I would be willing to have my name added to the EAA's speakers bureau list. While personally gratifying, it was also interesting to know that the Chapter's newsletter really does get read by people at EAA headquarters. Steve also sent his greetings to everybody in Chapter 579.

The program following this month's Chapter business meeting will be a presentation by Alan Shackleton titled "Beyond the Preflight: Items that Pilots have missed on Preflight Inspections". Alan has promised to bring examples of some of the discrepancies that he has found.

I also recently received copies of a promotional video for AirVenture, along with some posters, from EAA headquarters, which I plan on showing at one of the future Chapter meetings. I haven't

Continued on Page 3

President's News continued:

watched it yet but, according to headquarters, the reviews have been outstanding which is why they decided to send copies to each chapter to promote the air-show. Looking ahead to next month, the program following the Chapter business meeting will be the annual review of the Chapter's Young Eagle procedures in anticipation of our first Young Eagles rally on May 18th. All Young Eagles pilots and ground volunteers are encouraged to attend. The Private Pilot ground school sponsored by the Chapter will

conclude this month with the final exam on March 25th.

We have had a very enthusiastic group of students and I have really appreciated Dave Smith's assistance in helping me teach the class. Indications are that at least two of the students plan on taking the Private Pilot written following conclusion of the class.

See you at the Firehouse on the 27th.

Dick Low

President

EAA Chapter 579



Youth Eagles Schedule
For EAA Chapter 579
For 2008 Season

- May 18
- June 29
- August 24
- September 28
- October 26

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:

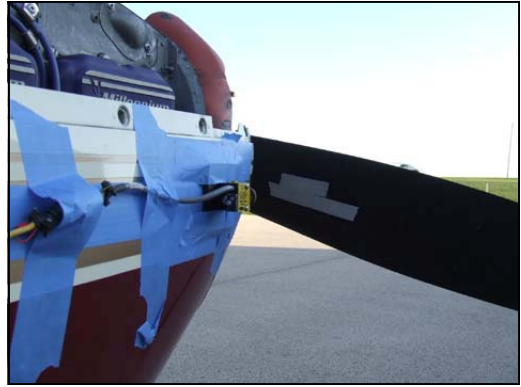
Larry Shaw

147 N. Buckingham Drive

Sugar Grove, IL 60554

Prop Balancing done By Alan Shackleton on Dick Low's Cessna 182. The article describing this process appeared in the February, 2008 issue of the New Propwash.

Pictures #1,#2—Hooking up the apparatus to the plane.



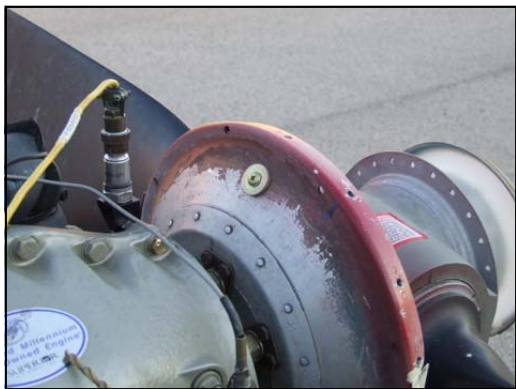
Pictures #3,#4—Taking a reading of the out of balanced condition of the prop.



Pictures # 5, #6—Temporary balance weight attachment.



Pictures #7, #8—Permanent balance weight attachment.





BEAT BILLY

February's Question:

Who are the FEW? Who are the FEW of the FEW? How many of the FEW of the FEW are there? Who was the first of the FEW of the FEW and why did he participate? As to number one of the first of the FEW of the FEW what else was he famous for at the time?

February's Answer:

When Pilot Officer William Meade Lindley Fisk III of 601 Squadron, Royal Air Force was layed to rest on August 20, 1940 in the churchyard of St. Mary and St. Blaise in Boxgrove England there was present a bouquet of flowers and a personal hand written message sent to Fisk's widow Rose by Winston Churchill. On that same day, August 20 1940, Churchill addressed the House of Commons and said: "Never in the field of human conflict was so much owed by so many to so few." The quote was first uttered by Churchill on August 15, 1940 after his visit to Fighter Command's 11 Group operations room in

Uxbrdge while he was in his staff car on his way back to his country retreat, Chickers.

The "few" were the pilots and airman of the Royal Air Force who, at that time, were engaged in the life and death struggle with the German Luftwaffe.

Billy Fisk was born June 4, 1911 in Brooklyn, New York and on February 18, 1928, at age 16 he became the youngest male to win a Gold Medal in the Winter Olympic Games as the driver of the American bobsled USA II. In 1992 Finnish ski jumper Toni Nieminen broke Billy's record when he won a Gold Medal, he was one day younger than Billy had been. Billy was formally admitted into the RAF on September 18, 1938. Billy Fisk joined the RAF because he hated the Nazi's and every thing they stood for.

Billy Fisk was the first American pilot to fly for the RAF in the Battle of Britain, and unfortunately the first to die. The reserve fuel tank on Fisk's Hurricane,

located in front of the pilot, was set on fire during his attack on a JU-87 Stuka on August 15, 1940. Fisk managed to bring the "crate" as he called it back in one piece but received burns that were too extensive to survive and he passed away on August 17, 1940.

There are 9 American names, "the FEW of the FEW", on the official RAF roster of the 2936 pilots and aircrew who fought in the Battle of Britain which is the period of time from July 10, 1940 to October 31, 1940. Of the 2936, 544 lost their lives. Of the 544, 2 were Americans, Billy Fisk and Hugh William Reilly.

The "Very Fewest of the Few" came from: Barbados, Jamaica and Newfoundland, 1 each and Rodesia, 3.

March's Question:

I'll make it simple, name the plane on this months cover!

How did the Spitfire stack up against the Hurricane? By Bill Cameron

As you know the main antagonists in the Battle of Britain were the Spitfire and the Hurricane on the British side and the BF-109 on the German side.

Much has been written about how Britain was saved by the Spitfire but, is this the case?

At the beginning of the fight in July 1940 the RAF had 396 of Sydney Camm's Hawker Hurricanes and 228 of R.J. Mitchell's Supermarine Spitfires. The ratio of 3 Hurricanes to 2 Spitfires held through most of the official battle till the end of October 1940. The Spits' were sent high against the 109s and the Hurricanes were kept low to attack the bombers. Losses were 317 Hurri-

canes to 497 Spitfires during the Battle of Britain. Aircraft available on a weekly basis for the battle were 674 Hurricanes to 394 Spitfires.

By the end of October 1940 the Hurricane had claimed 656 kills to 529 for the Spitfire!

The Spitfire got top billing for saving mankind from the German scourge in a 1942 film called *The First of the Few* starring Leslie Howard as R.J. Mitchell. That movie forever cast the Hurricane as an also ran in the Battle of Britain and it just aint so!

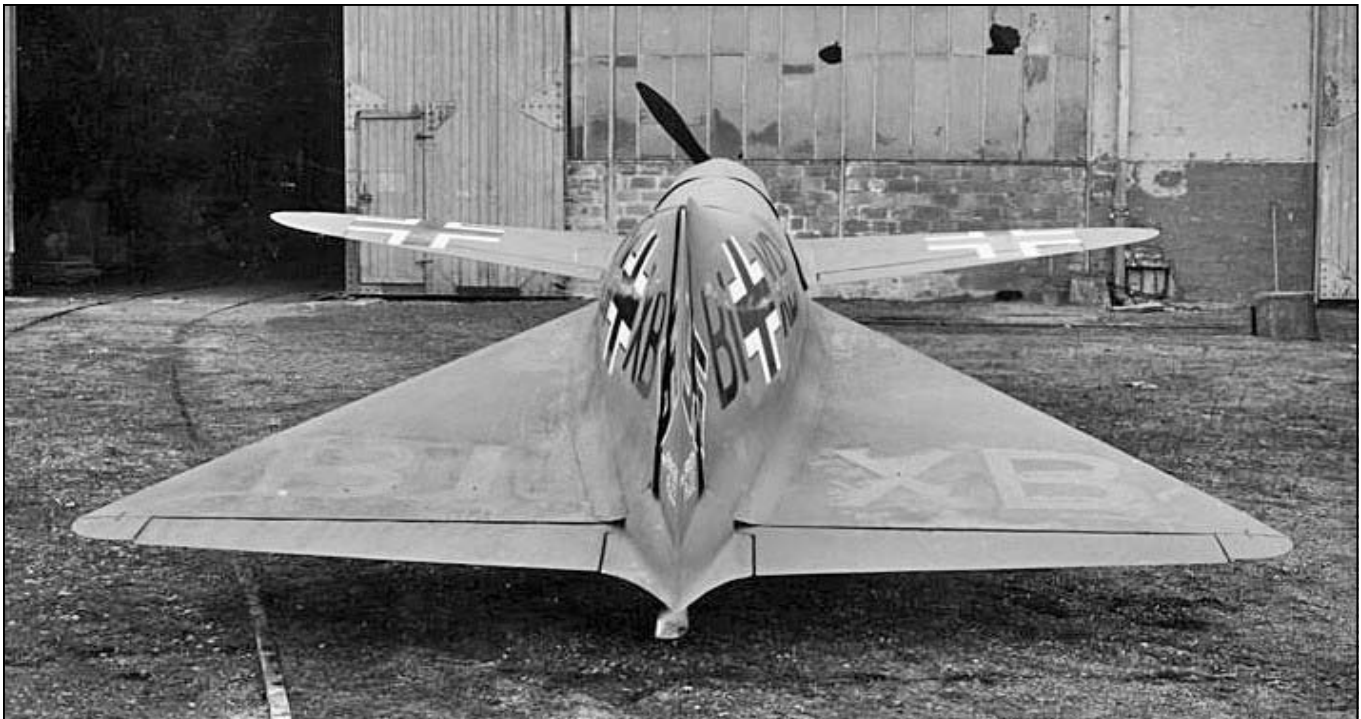
The first Hurricane flew on November 6, 1935 and the first Spitfire on March 5, 1936. The Air Ministry ordered 600 Hurricanes and 310 Spit-

fires. The first Hurricanes joined operational squadrons in January 1938. The Spitfire didn't come on line until August 1938. The Hurricane was old school, predominantly wood over a metal frame with fabric skin which was very fast and easy to build and repair at that time in British aeronautical history. The Spitfire on the other hand was cutting edge stressed skin construction that was a very hard process for the British to figure out and that is why there were more Hurricanes than Spitfires in the Battle. In 1940 there were just, barely, enough to hold off the Luftwaffe.

**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 Asso-



Can You Name This Plane? See Beat Billy on page 5. Photographer: Unknown