

THE NEW PROPWASH



Volume 2, Issue 11
November, 2006

UPCOMING EVENTS

Chapter Meeting

Thursday, November 16th

(Note earlier date than usual because of Thanksgiving.)

7:30 PM

Location:

Across from the Airport
Sugar Grove Firehouse

Program:

The showing of a short documentary film on the last great aviation adventure of the 20th century!

Election of Officers

Chapter officers for the next two years will be elected at the November Chapter meeting. If you are interested in participating in the Chapter operations, either as an officer or board member at large, give Dick Low a call, at 630-717-6225. There are also various other short-term jobs available for some willing volunteers.

Annual Chapter Awards Banquet & Pizza Party

Thursday, December 21st

Save the date on your calendar. Location and other details will be in the next newsletter.

Annual Chapter Bowling & Pizza Party

This popular event is once again being planned for late February or early March at The Idle Hour Lanes in Sandwich. Watch for details in future newsletters.

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Chapter Leaders

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Bill & Marcia Cameron	847-742-2963	mec515@sbcglobal.net

Editorial:

We are finishing this issue of The New Propwash on the 11th day of the 11th month, Veteran's Day. We would like to say thank you to all those who are serving, have served, will serve, and especially to those who will forever serve their country. Thank you for your service.

NEWS FROM THE PREZ, DICK LOW

It is hard to believe that it has been two years since I took over the Chapter presidency from Alan Shackleton. Unfortunately, the Chapter still doesn't have a permanent home of its own but we do have a very satisfactory meeting place in the Sugar Grove firehouse for the foreseeable future. While not on the airport, it is still at the airport, which I view as acceptable. We have also collected all of the Chapter possessions in one location although it happens to be in a storage room on US 30 a couple of miles West of the airport.

Looking ahead to the future there is interest within the Aurora City Government in resurrecting the ARR open house which was discontinued 3 years ago. Although there is no certainty at this point that it will happen, I have been asked how many volunteers the Chapter could provide if the City of Aurora decides to go ahead with the open house. Also on the radar screen for next year are possible tour stops of the EAA B-17 and/or the Ford Trimotor. I have submitted applications for both of these but probably won't find out if we were selected until April. In the more immediate future, our annual awards banquet (pizza feed) is coming up on December 21st. The location hasn't been determined yet but it will be held either at the firehouse or at Luigi's Pizza in Aurora as was the case last year. Also, the Chapter's annual bowling and pizza party is being planned for late February or early March at the Idle Hour Lanes in Sandwich as usual.

Our final Young Eagles rally of the year last month was the best that we have had in three or four years in terms of the number of kids flown. When the dust settled, we had flown 186 kids with thirteen airplanes in spite of some significant administrative challenges. Initially the computer refused to work forcing our registration staff to fill out all of the Young Eagles certificates by hand. Then we discovered that we had forgotten to order certificates so Lesa ran next door to Lumanair to get enough copies to get us by until we could send Frank Cosentino to Kinko's to have some copies made. We also ran short of film but in the end I think almost every Young Eagle received a certificate and a photograph of themselves with their pilot. Our total count for the year is 577 Young Eagles flown. I would like to extend a special thank you to our excellent registration crew, Marcia Cameron, Elaine Foss, Emily Hislop, Kaye Cosentino, Jean Porter and my wife Lesa for persevering under trying circumstances. Marcia and Emily also filled in as photographers. Thanks are also due to our ground crew who started off the morning very short handed. Ground crew members were Jack Holley, Don Horacek, Dave Boehnlein and Scott McGovney. And of course no Young Eagles would have been flown without the pilots. Our Young Eagle pilots were Allen Richert, Bill Sullivan, Mark Hislop, Dan Rubino, Fred Foss, John Pawula, Bill Cameron, Jeff Thompson, Bob Porter, Ed Godfrey, Greg Ericksen and Brad LeGare. Finally, a very special thank you to Frank Cosentino who has enabled us to hold these events throughout the year by moving the trailer back and forth between the airport and Al Rickert's farm, and who, on Sunday, ran to Kinko's and Walmart so that we could continue to give our Young Eagles certificates and pictures.

Last but not least, as I have mentioned for the last two months, we will be electing Chapter officers for the next two years at this month's meeting so I am hoping for a good turnout. As a special incentive, the program following the meeting will be a showing of a short documentary film on the last great aviation adventure of the 20th century.

Please let myself or one of the other board members know if you are interested in participating in the Chapter operations, either as an officer or a Board member at large. If you don't feel up to contributing at this level, we can always use more volunteers for some of the lesser Chapter tasks such as submitting the applications for the B-17 and Ford Tri-motor tour stops every year, or keeping track of, and ordering supplies for, our Young Eagle rallies.

See you at the Chapter meeting on the 16th at the Firehouse.

Dick Low
President
EAA Chapter 579





BEAT BILLY

Question for October:

What was the first helicopter anywhere to enter military service?

Answer:

The first helicopter to enter military service was the German Flettner FL-282 Kolibri (Humming Bird) in 1942 for the German Army and Navy. Only about 30 survived the Allied bombing long enough to be completed.

Extra Credit:

What was the world's first production helicopter and when did production start? What was the first helicopter to demonstrate transition into autorotation and then back into powered flight and when did it occur?

Extra Credit Answer:

The Flettner FL-282 was also the world's first production helicopter in 1942 and also the first to transition from powered flight to autorotation and back to powered flight in 1939. At the end of World War Two only one FL-282 remained intact and it was sent to the United States where it was evaluated by the Prewitt Aircraft Company for the Air Force intelligence department.

Question for November:

For "turkey month," here is your brain teaser:

My Name is "Amblin Annie," what did I do to set myself part within the world of aviation and what helped me to do it?

Thank You Dick Low!

The newsletter editors, on behalf of the Chapter at large, would like to express their appreciation to our Chapter President, Dick Low, for the job he has done in leading Chapter 579 in the next phase of its journey. Dick joined Chapter 579 during a difficult phase of it's flight. He stepped up and took charge. Under his leadership these past two years, the Chapter is regaining altitude and looking forward to more blue skies and tailwinds in 2007! Thank you, Dick, for a job well done these past two years!

November 10, 2006

231st Anniversary of the

United States Marine Corp

Semper Fi

Fox Valley Sport Aviation Association—EAA Chapter 579

Membership Application or Renewal

Name _____

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

Prestbury-Aurora, IL 60506

**FOX VALLEY SPORT AVIATION ASSOCIATION
EAA CHAPTER 579**

The New Propwash
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US Navy Blue Angels, Practice Show at NAS Pensacola, Florida, Feb.2006

Photo By Bill Cameron