

FOX VALLEY SPORT AVIATION ASSOCIATION EAA CHAPTER 579

February, 2013



Chapter Meeting

Thursday, February 28
Sugar Grove Firehouse
Directors: 6:45 PM
Business Meeting: 7:30 PM

Followed by the Program:
Lost Airports of Chicago
By Nick Selig
See more information under
Dave's Dialogue

Special Events 2013

Bowling Outing

Saturday March 2, 6:00 PM
Idle Hour Lanes in Sandwich
927 E Railroad St.
Sandwich, IL 60548
Cost: \$15 per person - includes 3
games of bowling and pizza.
Shoe rental, soda and adult
beverages are on your own. RSVP
to

EAAChapter579@gmail.com

Annual Pizza Party December 13

2013 Meeting Schedule

All meetings at the Sugar Grove
Firehouse unless otherwise
notified

March 28 (21*)
April 25
May 23 (16*)
June 27 (20*)
July 18**
August 22
September 26
October 24
November 21**
December 19**

* The Sugar Grove Firehouse is not
available on the Fourth Thursdays in
March, May and June. The Third
Thursday has been booked, but we will
also look at the possibility of
alternate locations.

**Meetings the Third Thursday in July,
November and December due to
Airventure, Thanksgiving and
Christmas.

2013 Young Eagles Schedule

KARR – Aurora Municipal Airport
Pilot briefing ~ 8:45 AM
Flying: 9:00 AM to 2:00 PM

Sunday May 19

Sunday June 23

Sunday August 25

Sunday September 22

Sunday October 27

Notice has been sent out about an **EAA Grassroots** meeting lead by Jeff Skiles. He will be talking about the leading aviation issues of our time and what the EAA is doing to grow participation in aviation. Knowing Jeff, it will be a fun, informative discussion.



RSVP: EAA.org/Grassroots

When: Monday, March 11, 2013
6:00 pm Social, 7:00 pm Program

Where: Hilton Garden Inn St Charles
Falcon Room
4070 East Main St.
St. Charles, IL 60174

If you have anything of interest to the chapter, please email me at joeemcbride@gmail.com: fun places you have flown to, progress on your special project, an interesting plane you have flown, good places for the ~~\$100~~ \$200 hamburger. Let us all know about it. Pictures are always welcome. I will also include chapter news, minutes of the previous meeting, comments from Dave and any upcoming events. The goal is to get this out each month early in the week of the next meeting.



Dave's Dialogue...

Welcome EAA Chapter 579 Fox Valley Sport Aviation Members and Guests:

Although winter is not yet ready to release its hold on us, I am encouraged to see many recreational pilots flying on the weekends. I was out flying last Sunday with a student and we ended up at Rochelle airport, KRPI, for some practice landings. The pattern was quite active with those flying into The Flight Deck Bar and Grille restaurant for breakfast and lunch. A note to those going to Rochelle, the CTAF is now 122.975, so be sure and update it on your sectional. I have not yet been to the restaurant but I have heard some good feedback from those who have.

February Program

Chapter 579 is pleased to welcome local pilot Nick Selig to our February meeting for a special program on the book he has written, "Lost Airports of Chicago".

Sadly, over the years we have seen many airports, both private and public, disappear from the Chicago Sectional Chart. I can think of at least a dozen or more airports since I started flying in the mid 1970's.

About the author, Nick has been a teenage Civil Air Patrol cadet; an army aviation mechanic; a civilian general aviation mechanic; Piper Cub flight instructor; instrument flight instructor and maintenance manager for a well-known nationwide flight school; charter, freight and corporate pilot; and airline maintenance technician for twenty-one years.

However, the best job he has ever held has been as the husband of a female pilot he met at Pal-Waukee Airport in the 1960s. As weekend flyers in their 1948 Stinson Flying Station Wagon, they came to realize that most of the small airports in the Chicago area had faded away without any fanfare but had played an important role in our nation's history.

Nick decided to give them some recognition before they were completely forgotten. As you stroll through your local

shopping mall, housing development or industrial park, you may be walking on a former airfield.

We hope you and your guest are able to join us for Nick's informative presentation and book signing at the February chapter meeting.

Bowling Outing

We have our chapter bowling outing this coming Saturday at Idle Hour Bowling Lanes in Sandwich. Hope you are able to join us for a few hours.

Dave

Minutes of January 24 Meeting

A Directors meeting was held prior to the Chapter Meeting.

The meeting was called to order by Dave Smith, President, at 7:40 PM. 21 members and one guest were in attendance.

Dave thanked the group for the cards and condolences offered with his mother's recent passing.

Larry Shaw is in Florida, but his financial report was read by Dave. The organization remains solvent with all bills paid. There are 54 paid members. Members may renew or new members join at any time by filling in the form in this newsletter and sending it along with a check for \$20 for an Annual Membership to the address on the form.

There was a lot of discussion on potential events to keep interest in the Chapter:

- Kane County Cougars Game
- Bowling outing (since the meeting an outing has been scheduled for March 2- see "Special Events", Page 1.
- Chicago Trolley Tour- a possible all-day excursion followed by dinner.
- Family Picnic at Cushing Field
- Watch the Chicago Air Show from the water.

Anyone with ideas are an interest in organizing and event should contact Dave.

The Chapter is looking for an Air Academy candidate in the 16 – 19 year old range. We have a scholarship opportunity for the right person. The right person should have a strong interest in aviation and be willing to "give back" to the chapter in the form of volunteerism. The chapter has a second available scholarship which we usually give back to the EAA for a needy candidate of their choice.

Minutes of January 24 Meeting (cont'd)

The Chapter is looking for a Social Media coordinator. Interested parties should notify Dave.

Mark Hislop discussed the possibility of the Chapter sponsoring an Aviation Explorer Post. Explorers are the branch of Boy Scouts for teens, male and female, who are generally in the High School age range. Specifically the Aviation Post would be a part of the Boy Scouts **STEM** program: **S**cience, **T**echnology, **E**ngineering and **M**ath. The Boy Scouts of America and the EAA now have an agreement in place which makes such arrangements much easier from a legal and insurance standpoint. Scouts can participate in any Young Eagle event. Mike Lumen has also shown an interest in such an arrangement and has indicated that he could supply meeting space. It was agreed that if we pursued this the scouts would be expected to become Chapter members and participate in Chapter events. We would also encourage their parents to get involved, so that the sponsorship could also

become a source of growth for the chapter. There is a financial commitment involved, but it doesn't appear to be a large one.

Mark got overall support from the chapter to continue identifying the options. He will keep the Directors and the Chapter up to date with more details provided before a decision is made.

Bob Mays brought a 1978 ATC 510-G simulator and demonstrated it to the Chapter. Bob has very graciously donated the simulator to the Chapter.

Dave concluded the meeting with a presentation on the Midwest Antique Association Fly-in at Brodhead, Wisconsin (C37) held in the Fall of 2012. During the weekend there were ~200 airplanes, many dating back to 1930 and earlier.

Submitted by: Joe McBride

<u>Fox Valley Sport Aviation Association—EAA Chapter 579</u>		
<u>Membership Application or Renewal</u>		
Name _____	Date _____	
Address _____		
City _____	State _____	Zip _____
Phone _____	Fax _____	
E-mail _____	EAA # _____	
_____ New	_____ Renewal	Spouse's Name _____
<u>Annual Membership \$20.00 -</u>		
Checks made payable to: EAA Chapter 579		
Mail application & check to our treasurer:		
Larry Shaw		
147 N. Buckingham Drive		
Sugar Grove, IL 60554		

My P51 Ride

by Joe McBride

Like most of you, I have had an interest in the Mustang for many years, based on articles in magazines like *Flying* and *AOPA Pilot*.



Driving up to Airventure the first time with Mike Bowers, we discussed the Mustang and I told him that I hoped I would get a chance to see one up close-- he assured me that I would. As we walked through the gate we saw a large group of people. Moving closer we saw that they were all standing around a Mustang. The pilot was just climbing in. We watched the Merlin engine come to life. We watched as it taxied out to the runway and climbed to the sky. After it took off Mike said, "Well, I guess you saw what you came to Oshkosh to see. Are you ready to go home?" Obviously we didn't leave. I don't have to tell you that Airventure is a total sensory overload in aviation.

Later that summer I was talking with a parent at our Young Eagles rally about the Mustang. Art Sereque was sitting nearby. When we finished talking Art asked me what I would be willing to pay for a ride in a Mustang. He said, "Would you be willing to pay \$15?" He belongs to Warbirds of America Squadron 4 which, thanks to the generous donation of Vlado Lenoč, raffles off a ride in Vlado's P-51 Mustang *Moonbeam McSwine*. I immediately bought 2 tickets for \$25. Art promised that he would "stick some gum on them" so that I had a better chance of winning, even though the drawing wasn't until the following summer.

The following June I got a call from a person who said he was from Warbirds Squadron 4 and that I had won the ride in a P-51 Mustang-- one of 2 winners. He gave me Vlado's phone number and suggested that I call him to make arrangements but also suggested that a good time to take the ride was at their Warbirds display in September. The next evening I got a call from Art, who was as excited about it as I was. He told me that "the gum worked!!" I spoke with Vlado and we made arrangements to take the ride on September 18 when the Squadron would be hosting the EAA B-17 Aluminum Overcast. When we scheduled it I remember thinking how great it would be if I could get a picture of Aluminum Overcast in flight taken from the cockpit of the Mustang.

Friday after work I drove to the airport just to be sure that I knew where I was going. I have flown into LOT many times, but it had been almost 20 years since I had driven there. I arrived early on Saturday to an overcast and cool breeze out of the NE. The Mustang was already in the air. By the time that Vlado had returned, the other winner of the ride had also

arrived. Vlado told us that he had one other ride to give first and then he would take us up-- we had to determine who was going first. We flipped a coin. I would be taking the last ride of the day. When Vlado returned he told me that after he took up the other winner he would be refueling and I should meet him at the pumps. I headed over and waited for the Mustang to return.

I watched the Mustang land and taxi to the pumps. When the other winner got out he was all smiles. Vlado refueled the Mustang. When he was finished we did a walk-around and he pointed out several of the features of the P-51. We climbed onto the wing and he pulled a parachute out from the jump seat area behind the cockpit. He showed me how to put it on and then told me the procedure to "abandon ship" if we got into any problems-- and then reassured me that he hasn't had any problems. I said, "OK" realizing that the last thing I wanted to do that day was to jump out of the P-51 in flight. I climbed over the pilot seat into the jump seat behind the pilot. Vlado climbed in and reached for the canopy. He told me I



had to lean forward and keep my head low so the canopy could close. He gave me a headset and showed me where the push-to-talk switch was located "because the cockpit is way too noisy to have an open intercom". He fired up the engine and I got a chance to hear what that Merlin engine sounded like from within the

cockpit-- beautiful in idle, loud in the air!

After checking all of the control surfaces and running through the engine checklist we began to taxi. As we S-turned down the taxi-way I realized that it was the first time that I had flown in a tail dragger-- and the reason for the S-turns was very obvious, there was no way to see over that long snout on the P-51.



As we taxied, I had a great picture opportunity-- the EAA's B-17 on the tarmac seen from behind the canopy of the Mustang!!

We lined up on runway 9. Vlado released all of those horses in the Merlin and we started down the runway. Almost immediately the tail came up, but it seemed like we were going very fast and using a lot of runway. Then, suddenly, we went up at about a 45 degree angle, did a wing-over and then leveled off just below the overcast. I didn't notice when the gear came up. I pushed the intercom and asked Vlado if that

was a typical take-off for a P-51. He said, "No, I just like to show off." Then he said, "Are you open to a couple of barrel-rolls?" I said, "Go for it". We descended slightly to the left and then the whole world rotated around the cockpit. During the



entire maneuver the feel on the seat- of the pants never changed- Vlado was extremely smooth on the stick. We leveled out from the barrel-roll to the left and then entered one to the right. The

same smooth controls. Then he said, "How about some aileron rolls?" And the Mustang cockpit began to rotate around its propeller-- very different seat-of-the-pants feel, but still extremely smooth. When we completed the aileron rolls Vlado said, "Let's go see what is going on at Morris". We headed SW in straight and level flight at almost 200 knots. I pushed the intercom and asked Vlado if he could turn down the heat a little in the back. He laughed and said, "Only if I stop the engine-- you are sitting on the radiators." Then we talked a bit about what it was like for young men, younger than my own kids, to be flying the P-51 during the war: no pilot heat or air conditioning, no pressurization, no creature comforts of any kind-- flying up high to escort bombers and then diving down to do strafing runs. Before we finished our conversation we were at Morris and Vlado did his own strafing run of the runway from North to South- it felt like we were only feet off the pavement - and then a quick pull up back to elevation and we were on our way back to Lewis.

I had watched earlier from the ground as Vlado landed the Mustang, but I was anxious to experience it in the plane. He entered the pattern on a long base to runway 9. He was slowing down but still going very fast. He turned final. We descended towards the runway, but just as we crossed the numbers he pulled up. As we climbed and slowed down he dropped the gear, leveled out at pattern altitude and made a 180, ending up on downwind. He completed the pattern and did a smooth touchdown. As we rolled out I asked if that was a normal landing for the Mustang. He said that the Mustang

has trouble going down and slowing down at the same time and the gear extension speed is fairly low, so the maneuver lets him slow down to drop the gear and then use the extra drag to complete the landing.

We taxied to his hanger and he shut down the engine. After opening the canopy, removing our chutes and stepping onto the wing and then down to the ground, Vlado reached into a small door in the Mustang and pulled out a beautiful picture of *Moonbeam McSwine* and signed it for me.

What a ride!!

There is a lot of information on the Internet about Vlado Lenocho's beautiful P-51 Mustang. Here are a few that may be of interest:

History:

<http://www.mustangsmustangs.com/p-51/survivors/pages/44-73656.shtml>

Info:

http://www.warbirddepot.com/aircraft_fighters_p51-lenoch.asp



Picture:

<http://www.flickr.com/photos/kensaviation/162036456/>

Low pass at Morris:

<http://www.youtube.com/watch?v=cAcrw9OKU2A>

Walk around:

<http://www.youtube.com/watch?v=LNHJS0mbpvg&feature=rrelated>