

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



***The Propwash***

August, 2013

**Chapter Meeting  
Thursday, August 22  
Sugar Grove Firehouse  
Directors: 6:45 PM  
Business Meeting: 7:30 PM**

**Share your experiences and  
pictures from AirVenture 2013**

**Special Events 2013**

**Annual Pizza Party December 13**

**"Fly-Around-The-Lake"  
August 23, 24 & 25**

**2013 Meeting Schedule**  
All meetings at the Sugar Grove  
Firehouse unless otherwise  
notified

September 26  
October 24  
November 21\*\*  
December 19\*\*

\*\*Meetings the Third Thursday in  
November and December due to  
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 August 25**

**Sunday September 22**

**Sunday October 27**

If you have anything of interest to the chapter, please email me at [joeemcbride@gmail.com](mailto: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...

### Greetings EAA 579 Chapter Members and Guests,

Well, another AirVenture is in the books and the weather was perfect the entire week. Attendance seemed to be strong throughout the entire week. The crowds seemed to enjoy both the day and evening air shows and the Disney movie *Planes* was a huge hit. Chapter 579 participation at the Young Eagle recognition dinner was also well represented.

Our August chapter meeting is this Thursday, August 22. We have typically held this month as our Oshkosh-in-review meeting. If you took pictures or attended any special venues, we would like to hear and see your Oshkosh experience. So bring anything you would like to share at the August meeting. As time permits, we will also share the latest EAA HQ Chapter video presentation.

Lastly, don't forget about our next Young Eagle Rally, Sunday August 25. We will need both ground support personnel and certainly pilots. Hope you are able to come out and help in some way.

See you all on Thursday evening.

Safe Flying...  
Dave

## Minutes of July 18 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. 14 members, 2 guests and the speaker were in attendance.

Larry Shaw was not in attendance, but he provided a report that all bills are paid. Members may renew or new members may 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 discussion about activities that are held at the Rochelle Airport. For more information, check their website: <http://www.flyrpj.com/>.

Bob Porter's grandson and Dave Smith's son attended the Air Academy.

Progress continues on the formation of Explorer Post 579. There was good interest at the last Young Eagles Rally and it will be publicized at the next rally on August 25.

It has been confirmed that the Young Eagles Dinner at Oshkosh is on Wednesday evening. The dinner is free, but you must have a reservation.

Mike Bowers reported on the promotion plans for the August 25 Young Eagles Rally.

After a short break, Scott Wolf from Windy City Soaring gave a very interesting talk on the sport of Soaring. More information can be found on their web site at: <http://www.windycitysoaring.org/>. (See more information in the article *No Engine* in this newsletter.)

Submitted by: Joe McBride

## No Engine

Last month Scott Wolf from Windy City Soaring spoke at our meeting. I found his presentation to be very interesting. About 15 years ago my wife gave me a glider ride for my birthday. At that time Windy City Soaring was located at Clow Airport (under O'Hare airspace). I enjoyed the flight, but it was about a 15 minute tow to 3,000 feet and then a 10-12 minute glide back to the airport. My overall impression was, "Is that all there is?" The guy who took me up said that was about all you get in this part of the country.

The story that Scott told about soaring was very different from that experience. Scott discussed high performance gliders, riding thermals and trips all the way up to Lake Geneva and back on a single tow. I had to check it out.

I went out to Hinkley on Sunday. The day looked great-- low 80s with a lot of puffy clouds and unlimited visibility. Scott was at the airport. I went there expecting to take the Eagle ride which involves a tow to 1 mile high. Scott assured me that we didn't need to get towed that high. He and I talked for a while until a glider was available. We went over to a Schleicher ASK 21 when it came back from another ride. This glider has a 33.5:1 glide ratio and really looks sleek. Scott showed me the various controls and instruments; we hooked up to the tow plane and



climbed in. The glider left the ground first and then the tow plane rotated and began climbing out. We remained slightly higher than the tow plane except when Scott showed me how to descend through the tow plane's wake and then back up. We released from the tow plane at about 3,000 feet and Scott immediately turned to fly under a promising cloud. I heard a beeping sound that was beginning to beep faster. Scott explained that the beep is from the variometer and the speed of the beep indicates the speed of the rising column of air. He found the core of the thermal and banked the glider to about 45 degrees. We began climbing. Scott rolled out to wings-level at about 4,500 feet and left the cloud's pull. He turned over the controls to me and had me fly level to get a feel for the controls. The elevator and ailerons were very responsive to movements of the control stick-- it was then that I realized this was the first time I had controlled an airplane using a stick instead of a yoke. I found the transition very easy and natural. We then did some turns to get used to the adverse yaw created by those long wings. The slip-skid "instrument" is a piece of yarn taped to the windscreen. It takes a lot of rudder to maintain coordinated flight. I found myself chasing the yarn. Scott showed me how to lead the turn with rudder and then bring in ailerons.

We flew around like that for a while, with me getting used to the glider's responses, and we were barely losing altitude. At a normal glide speed of 50 knots we were descending at a little over 100 feet per minute. I checked the altimeter and saw that we were just descending through 3,500 feet. The view through the canopy is incredible. I saw what looked like a promising cloud and pointed it out to Scott. He said, "Go for it." I steered the glider directly under the cloud. As we approached it I heard some chirping from the variometer. Scott told me that we weren't in the thermal yet, but the chirping means we were getting close. As the chirping turned into beeping, I banked to try to stay in the thermal. I lost it several times, but was always able to get back to it. I'm sure it took a lot longer than it should have, but I was able to ride the updraft to just under 5,000 feet. It was a lot of fun trying to grab as much lift as I could and the sound from the variometer, while very helpful, got to be funny. There is a rapid beeping when you are in the core of the rising column of air. The beeping slows down as you move out of it and at the edge of the column there is noticeable "Awww" sound from the variometer.

We left the thermal near the base of the cloud. Scott told me to start heading back to the airport. Fortunately he knew where we were. We were South and well West of the airport. As we headed back Scott demonstrated a stall. It is very benign. You feel a little buffet and then the nose drops slightly, recovering from the stall. Then there is another buffet and nose drop-- all while the stick is held all the way back. There was no wing drop.

Scott told me that a standard landing enters the downwind on a 45 at 1,000 feet AGL. We were still at 4,000 feet MSL, so he took the controls and pulled the spoilers to lose altitude, as we dropped about 2,000 feet. We entered downwind and he executed a standard pattern. On final he pulled the spoilers again and we landed smoothly on the grass and rolled to the edge of the grass runway.

Our total ride was just under 1 hour. I'm confident that, even with the limited experience I got in that 1 hour and the perfect weather conditions, I could have kept the glider flying much longer. I would NOT feel confident now going much further from the airport, but I could see how that could be done, given more experience and the right conditions. Never during the flight did I feel a concern about being able to return to the airport.

This ride really changed my opinion of soaring. Based on what I experienced, I think the disappointment 15 years ago was the result of a combination of poorer weather conditions and a poorer performing glider. The glider for the flight back then probably had a glide ratio less than 20:1.

Soaring is worth taking another look at!

**Fox Valley Sport Aviation Association**  
**EAA Chapter 579**  
**Membership Application or Renewal - 2013**

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**

Please mail this application and your check to our treasurer:

**Lawrence O. Shaw**  
**147 N. Buckingham Drive**  
**Sugar Grove, IL 60554**

To join or renew your membership, please fill in the form above and mail it to the address at the bottom with a check for \$20.