

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



The Propwash

September, 2013

**Chapter Meeting
Thursday, September 26
Sugar Grove Firehouse
Directors: 6:45 PM
Business Meeting: 7:30 PM**

Special Events 2013

Annual Pizza Party December 13

2013 Meeting Schedule

All meetings at the Sugar Grove
Firehouse unless otherwise notified

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 October 27

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...

Greetings EAA 579 Chapter Members and Guests,

Our September chapter meeting is this Thursday, September 26.

Malachi Fischer-Porter (Bob and Jean Porter's grandson) will provide a presentation about his experiences at the Air Academy this year.

We will show another segment from the Video series that is published by EAA.

If anyone has any additional pictures or things to share from AirVenture 2013, please bring them along.

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 7:35 PM. 23 members were in attendance.

Larry Shaw provided a financial report. The Chapter is solvent with all bills paid. Larry indicated that because of the low CD rates being offered, we did not renew our CD. Instead the money has been deposited in the Chapter's savings account. 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 the death of Paul Poberezny. Paul was the founder of EAA, but also had a lot of interactions with EAA 579. In fact, some years ago Paul had a gear-up landing at the Aurora Airport. He reminded EAA 579 folks about that when he saw them. Several folks saw Paul at AirVenture 2013. Paul will be missed.

It was also reported that Bob Mayes, a long-time EAA 579 member passed away. Bob had not been able to fly for the last several years, but remained active in the chapter. His family requested that, instead of flowers, a donation be made to EAA 579's Daniel Kelley Young Eagle Scholarship Fund in Bob's name. Personal thank you cards will be sent to everyone making a donation.

It was reported at AirVenture 2013 that Sean D. Tucker has been named as Honorary Young Eagle's Chairman. Sean replaces Sully Sullenberger and Jeff Skiles.

Explorer Post 579: We are now official. A Web site up: has been set up: exploring579.org. We are collecting names at Young Eagles Rallies. Hope to start end of September. We are seeking funding now for quad copter projects. Mark also visited the Aurora Fire Department Explorer Post for ideas.

After a short break there was a demonstration of a quad copter, several members showed pictures and discussed their experience at AirVenture 2013 and a portion of the EAA Chapter Video Newsletter was shown.

Submitted by: Joe McBride

Close Call

The forecast for Saturday looked very good so I scheduled a plane for 5:30 Saturday afternoon. That would get me about one and a half hours of flying before dusk. When Saturday arrived it was even better than forecast: about 70 degrees, high cirrus clouds, unlimited visibility and winds out of the SSW at about 5 knots.

I took off from Naper Aero (LL10) and headed to Joliet Park District (JOT) to do some landing practice. After that I headed SW and climbed to 4,000 to practice stalls and steep turns. When I completed these I realized I had some time left before the plane had to be back. I descended to 3,000 and decided to follow the Illinois River to Starved Rock State Park. My wife and I had driven there the week before and I thought I would check out the view from above. As I approached the Morris area I saw some traffic down lower so I changed to the Morris (C09) unicom frequency to monitor traffic. The visibility was so good that I could see the Chicago skyline from Morris, but flying to the West at about 6:30 had this big, yellow ball right in the middle of the windscreen. I was flying with one hand raised to block that distraction.

I was just north of the river and nearing Starved Rock when I suddenly saw what appeared to be something falling from the sky. As I vocalized "what the hell was that" I looked all around and saw an open parachute canopy behind and to the right of me. I then saw a jump plane descending. I immediately made a turn to the North and kept looking around. I didn't see any other chutes or traffic. After a few minutes I began to breathe again and set a course back to LL10.

As I was maneuvering in the pattern at LL10 I heard my call sign and a voice asked if he could call me later. I asked "about what" and he mentioned the jump zone. I told him he could call me. I landed, refueled and was putting the plane back in the hanger when someone walked in and introduced himself. It turns out that he was one of the jump plane pilots and followed me to LL10. We had a very nice conversation where I explained what happened and we both agreed that it was good that no one was hurt, although it certainly scared me and it scared a couple of jumpers as well. Jump operations were taking place at the Sky Dive Chicago Airport (8N2) near Ottawa. He asked if I would call the chief pilot. I got his contact information and agreed to call him in the morning. After he left I pulled out my chart to see what was listed for this airport. It clearly shows the name (which should be a give-away that jump operations take place there) and the parachute symbol is clearly shown next to the airport.

The next morning I called the chief pilot and, again, we had a very good discussion. He explained to me the jump procedures that they are required to use. Two minutes before

jump and again just as jumpers start, they announce on the local ATC frequency (in this case Chicago Center) AND on the local unicom about jumping operations taking place and the vicinity of where they are taking place. ATC advises them of any aircraft in the area up to 8 miles from the jump zone. In this case ATC advised them that I was entering the jump zone, but by that time some jumpers had already left the jump plane. The implication here is that Flight Following will always keep you advised of any jump zones and offer vectors around them. I always use Flight Following on cross country flights, but I never even think about it for a local flight.

Thinking back on this whole situation I have concluded that I made two big mistakes. The first one occurred when I was still on the ground. I should have thought through where I planned on going and checked my chart for everywhere I would be going. If I had I would have seen the chart information on 8N2 and would have known to stay out of the area. I could have accomplished my sight-seeing by staying south of the river. Once in the area, I should have been on Flight Following or, at the very least, monitoring the unicom for 8N2.

Joe McBride

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.