

**FOX VALLEY SPORT AVIATION ASSOCIATION
EAA CHAPTER 579
Aurora, IL**



The Propwash

June, 2015

Next Chapter Meeting

Thursday, June 25
Sugar Grove Firehouse
[Click here for Map](#)

Director's Meeting: 6:30 pm

Business Meeting: 7:30 pm

Program after the Business Meeting

2015 Meeting Schedule

All meetings at the Sugar Grove
Firehouse unless otherwise notified
[Click here for Map](#)

~~January 22~~

~~February 26~~

~~March 26~~

~~April 23~~

~~May 28~~

June 25

July 16**

August 27

September 24

October 15**

November 19**

December 17**

**Meetings the Third Thursday in July
(AirVenture), October (Conflict at
Firehouse), November (Thanksgiving)
and December (Christmas).

2015 Young Eagles® Schedule

Flights will takeoff from and return to
the Aurora Municipal Airport. Pilot
briefing will be at about 8:30 am.
Begin flying at 9:00 am. Last
registration at or before 2:00 pm.

[Click here for Map](#)

~~May 17~~

June 28

August 23

September 27

October 25



Young Eagles® 5 Step Plan

2015 Chapter Leadership

Don Horacek, President – donhoracek@att.net

Mike Baer, Vice President – mikebaer150@gmail.com

Larry Shaw, Treasurer – DatecAviation@msn.com

Joe McBride, Secretary – joeemcbride@gmail.com

Mike Bowers, Director – aeromike21@hotmail.com

Bill Cameron, Director – MEC515@sbcglobal.net

Frank Cosentino, Director – frankcos@sbcglobal.net

Tim Green, Director – tim@lsa-midwest.com

Mark Hislop, Director – MHISLOP@aol.com

Dave Smith, Director and Past President – flypa12@comcast.net

Kathy Spano, Director – pkabo2000@yahoo.com

facebook

Please join our Facebook page for
additional chapter pictures, postings and
updates.

Search EAA Chapter 579, Fox Valley
Chapter 579 Sport Aviation Association or
[click here](#)

Chapter Website: <http://www.eaa579.org>
(Thanks Mike Baer for your great work on the
web site)

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, your favorite flight, good places for the ~~\$100~~ \$200 hamburger. Let us all know about it. Pictures are always welcome. You don't have to have a completed article. If you send me the details, I'll write the article.



Looking Up...by Don Horacek

Hello my fellow 579ers,

We're less than one month out to AirVenture and our next Young Eagles rally is next Sunday. Can you say exciting!

Let's hope Mother Nature shines on us next Sunday. That being said, we need volunteers. We had a good turnout for our first rally. Let's keep the enthusiasm going and do it one better. Pilots, ramp and administrative positions are available. Where do you want to help out? Come join in the fun!

I just ordered my ticket for the Young Eagles Award Banquet up at AirVenture Wednesday evening. It's a good time to get together with our chapter members mid-week at Oshkosh. And the food is pretty good too! Tickets are free, but are limited to two per EAA member. You can order your tickets to the dinner [here](#). You will have to have your EAA Number to log in. I have an extra ticket, so let me know if you need one.

There's still time to volunteer to sell Young Eagles raffle tickets at AirVenture. The chairman for the raffle is Jonathan Maxwell. Let me know if you need his contact information.



Last Saturday was an open house at the Air Classics museum. Our chapter had a table positioned in front of and between a Curtiss P-40 Warhawk and a Bell UH-1H Iroquois (Huey). We told folks about our Young Eagle and Explorer programs. Unfortunately, there was a poor turnout for the event (possible due to the dreary weather) and only a few got the information. I did meet with a scout leader from Elburn who says 8 to 10 scouts from his troop will be attending our Young Eagle rally Sunday (this is down from his initial estimate of 20 to 25 in an e-mail several weeks ago). Thanks to Joe McBride, John St. Clair and Mark Hislop for their time on Saturday.

Our field trip to see the Bally Bomber is fast approaching on Saturday, July 11. We have about 18 members signed up. We will arrive at Jack Bally's home about 9 AM. Some are planning to fly direct to his airstrip, a few are flying into the Dixon airport and the rest of us are flying the white line. As the date draws nearer, I will coordinate ride sharing. Many are planning on stopping for lunch on the way home. There is still time to sign up for this trip. Let me know if you are interested.

See you at the meeting Thursday,

Don

Minutes of May 28 Chapter Meeting

- Meeting called to order at 7:38 by Don Horacek. 18 members present and one guest.
- Minutes accepted as posted in the Newsletter.
- Treasurer's report by Larry Shaw: report accepted.
- Ground School report by David Spano: 100% pass rate (1 of 1) so far. Good feedback from attendees.
- Explorer Post Shedd Challenge: Post did very well. More will be provided during the program portion of the meeting.
- Young Eagles procedures-- not a lot to report on because of the weather and the few number of kids flown. The craft area and video worked well. We need to have adult volunteers working with the kids while they wait. We should consider cancelling if the TAF the night before shows bad or marginal conditions.
- B-17: application being sent in for 2016.
- We will develop an Aviation Merit Badge to market to scouts. This would be a service to scouts and a money maker for us.
- Bally Bomber: visit on July 11. Sign-up sheet coming around.
- EAA looking for volunteers to sell tickets for Young Eagle raffle (4 hours). Contact Don for more information.
- Pancake breakfast July 18 at Grayslake.
- Bucknell University students flying cross country will be stopping at KARR. We will plan to have someone meet them and provide ground transportation. (Note: they were not able to stop at KARR due to weather.)

Short Break

- Dave Smith reported on his trip to Sun 'n Fun.
- Mark Hislop provided videos from Explorer Post's Shedd Challenge at Lincoln Park.
- The April Chapter Video Magazine was shown.

Submitted by: Joe McBride, Secretary

Icon's A5 is for real



Many of us who have been going to Oshkosh for the last several years have watched the progress of Icon's amphibious LSA, seeing all of their marketing hype, but wondering if they would really pull it off. I found this article on AOPA's web site. The article is dated June 18, so it is very fresh information.

(If anyone is looking for a Christmas present for me...)

June 18, 2015 | By Dave Hirschman

The hyperbole that accompanies new aircraft announcements has so seldom been matched by reality that we can be forgiven for becoming jaded. In the history of general aviation, skepticism has, more often than not, been proven correct.

The years-long drumroll that has preceded Icon Aircraft's first delivery of its A5 light sport amphibian has had all the hallmarks of another disappointment in the making. The company has been showing off a sleek concept for a folding-wing amphibian since 2008 and collected 1,250 deposits for future aircraft—but so far it has produced mostly polished promotional videos and Facebook likes.

But after flying the first fully conforming Icon A5 on June 17 in California's Napa Valley and landing on both water and a hard-surface runway, I can tell you that this airplane more than lives up to its high expectations. It's extremely graceful on the water and in the air, offers exceptional control harmony and visibility, is a joy to fly—and absolutely will not stall and spin no matter how much it's provoked.

"We had very specific design goals going into this project—but we think you'll agree that we achieved them," said Icon President Kirk Hawkins. "It's taken longer than we wanted... much longer, in fact. But we thought it was important to get it right."

My first flight was at Lake Berryessa with Hawkins in the right seat.

After starting the 100-horsepower Rotax 912 iS engine and pointing toward the middle of the lake, he advanced the throttle, neutralized the elevator, and let the airplane rise up on the step and accelerate to 42 knots in about 14 seconds with his hands in his lap. Slight back pressure on the stick after covering about 900 feet convinced the airplane to fly, and after raising the flaps, it smoothly accelerated to 90 knots.

With two aboard and 10 gallons of fuel (half tanks), the airplane climbed 800 fpm to 1,000 feet where Hawkins demonstrated a seemingly suicidal series of maneuvers in which he provoked the airplane to stall and spin—but it simply refused. Steep turns with full back stick caused the wing to buffet and shake, yet the outboard wing panels with a lower angle of incidence kept flying, and the ailerons remained effective.

Icon A5 performance specs

- ▶ Never Exceed Speed: 120 KCAS
- ▶ Top Speed: 95 KIAS
- ▶ Cruise Speed: 85 KTAS at 8,000 feet
- ▶ Gross Weight: 1,510 lbs.
- ▶ Useful Load: 430 to 550 lbs.
- ▶ Fuel Capacity: 20 gallons
- ▶ Fuel Consumption: 3.8 gph at cruise
- ▶ Range: 427 nm with 45 minutes reserve
- ▶ Endurance: 5 hours
- ▶ Stall 45 KCAS with flaps up; 39 KCAS flaps down Max Demonstrated Crosswind: 12 knots

Icon gets go-ahead to produce A5

Icon Aircraft completed an FAA audit June 11 that gives the company the green light to start producing its long-awaited special light sport amphibious airplanes. [Read more...](#)

When he added full rudder, the airplane's nose moved in that direction. But even full cross controls couldn't get it to depart controlled flight. With full power, the airplane began a slow climb, even though most of the wing was stalled and providing no lift.

Water landings were smooth and consistent using an angle of attack display of Icon's own design. The pilot simply

sets 30 degrees of flaps, descends at maximum lift over drag until the airplane settles into ground effect, then raises the nose slightly and lets the V-shaped hull settle into the waves.

Getting out of the water at a boat ramp required lowering the electro-mechanical, tricycle landing gear and taxiing up the incline. A 180-degree turn at the top of the ramp brought us back down, and the A5 slid back into the water like a duckling.

Hard-surface landings were non-events, and the A5's free casting nosewheel allows impossibly tight turns on the ramp.

In cruise with the landing gear retracted, the A5 indicates about 85 knots at 5,000 engine rpm. That number seems slow given the airframe's sleek appearance. But the propeller is pitched for climb, and Icon engineers are willing to give up some speed for other considerations. The A5 has a 9:1 glide ratio, and simulated engine-out water landings resulted in highly manageable approaches with descent rates of about 900 fpm.

Look for a full pilot report on the Icon A5 in the August issue of AOPA Pilot magazine.



Fox Valley Sport Aviation Association
EAA Chapter 579
Membership Application or Renewal - 2015

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**

Chapter Membership Renewals for 2015 are now due.

2015 Summer Calendar EAA Chapter Events in the Chicago Area



www.eaa932.org



www.eaa95.org



www.eaa153.com



790.eaachapter.org



May

- 9th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 9th - Chapter 461 Young Eagles Rally, see web site for location
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 16th - Chapter 932 Salute to Veterans Pancake Breakfast at Galt Airport (10C)
- 17th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

June

- 6th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 6th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 7th - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB) 08:00 - 11:30
- 13th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 461 Young Eagles Rally, see web site for location
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 21st - Chapter 153 Father's Day Pancake Breakfast at Schaumburg (06C)
- 27th - Chapter 95 Fly-in at Aero Acres Airport (IL51)
- 28th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)
- 28th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 11th - Chapter 461 Young Eagles Rally, see web site for location
- 12th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)

August

- 8th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB) 09:00 - 11:00
- 8th - Chapter 461 Young Eagles Rally, see web site for location
- 9th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 22nd - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 23rd - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

September

- 5th - Morris Airport Open House (C09)
- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 12th - Chapter 461 Young Eagles Rally, visit web site for location
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 19th - Chapter 932 Planes & Puppies (Young Eagles/Animal Shelter fundraiser) at Galt Airport (10C)
- 20th - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2) 08:00 - 11:30
- 27th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)

October

- 10th - Chapter 241 USO Hangar Dance at DeKalb Airport (DKB) 19:30 - 23:30
- 10th - Chapter 461 Young Eagles Rally, visit web site for location
- 11th - Chapter 1414 Pancake Breakfast/Young Eagles Rally at Poplar Grove (C77)
- 25th - Chapter 579 Young Eagles Rally at Aurora Airport (ARR)



1414.eaachapter.org



www.eaa579.org



www.eaa241.org



www.eaa461.org



Visit the chapter websites for more information about each event.