

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



***The Propwash***

August, 2015

**Next Chapter Meeting**

Thursday, August 27  
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](mailto:donhoracek@att.net)

Mike Baer, Vice President – [mikebaer150@gmail.com](mailto:mikebaer150@gmail.com)

Larry Shaw, Treasurer – [DatecAviation@msn.com](mailto:DatecAviation@msn.com)

Joe McBride, Secretary – [joeemcbride@gmail.com](mailto:joeemcbride@gmail.com)

Mike Bowers, Director – [aeromike21@hotmail.com](mailto:aeromike21@hotmail.com)

Bill Cameron, Director – [MEC515@sbcglobal.net](mailto:MEC515@sbcglobal.net)

Frank Cosentino, Director – [frankcos@sbcglobal.net](mailto:frankcos@sbcglobal.net)

Tim Green, Director – [tim@lsa-midwest.com](mailto:tim@lsa-midwest.com)

Mark Hislop, Director – [MHISLOP@aol.com](mailto:MHISLOP@aol.com)

Dave Smith, Director and Past President – [flypa12@comcast.net](mailto:flypa12@comcast.net)

Kathy Spano, Director – [pkabo2000@yahoo.com](mailto: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](mailto: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,

Another AirVenture is in the record books. I had a great show! How was yours? I attended a Young Eagles Leadership session on Wednesday morning. Here are some of the ideas/information floated out there:

- Get a sponsor to provide lunch at the rallies.
- Offer the Aviation Merit Badge.
- Fly boisterous groups in separate planes, i.e., split the group up.
- Destroy personal records of the children (name retention is OK).
- Sean Tucker flies a Young Eagle and a volunteer at each of his tour stops. Oracle will continue to support Sean flying Young Eagles for at least another year.
- The plane donated by Icon will be used by EAA to fly Young Eagles for a year and then auctioned off.
- EAA is starting up a youth protection program: the goal is to keep kids safe; YE participants (pilots and perhaps all volunteers) will need to undergo training; training will begin for some chapters this Fall with the rest beginning this Spring; background checks will be required by a third party at no cost to the participants; and there may be ongoing training required.
- The session was concluded by a free box lunch.

Later in the day I attended the Young Eagles Awards banquet at the museum. Our chapter almost filled three tables. It was nice to get together with 25 of your closest chapter members for a nice sit down meal. Immediately afterward, we all posed for a group picture. Unfortunately, a few snuck out early for the night air show and missed the picture taking.

Thursday night, Tim Green hosted a chapter cookout at his motor home in Camp Scholler. We had another good turnout as Tim grilled up brats, hot dogs, beans and chips. He had a couple coolers of cold beer to wash it down with. More sides and deserts also appeased the hearty appetites. Thank you Tim!

Between the planes and forums, I spent some time selling Young Eagle Raffle tickets. From day one sales were up this year. And, it was soon clear that attendance was up for the convention and people were spending money. (Vendors were receiving special shipments during the week to replenish their stock.) And, by the end of the week, over 1300 raffle tickets were sold. A record since the ticket prices went up to \$100 each!

Speaking of Young Eagles, I was hoping to be reporting the approximate head count from our rally on Sunday. Unfortunately, the poor weather forecast for Sunday was cause for me cancelling the rally. Our weather committee reviewed the Sunday TAF weather data Saturday evening. Based on the collective reports, I made the call to cancel. We put the notice up on our Facebook page, but were unable to update the web site. I drove out to the airport Sunday morning in case some families didn't get the word. Between 8 AM and 10 AM, when the weather was the worst (700 ft ceilings and mist/rain), about 10 families showed up. Some said they checked the web site; others had not checked. Usually, about that many show up before 8 AM, even during bad weather. Maybe the Facebook page posting kept them home. The rotating beacon stopped at about 11 AM. But winds were rather strong and gusting out of the West. I think we avoided a replay of our May rally from earlier in the year.

See you at the meeting Thursday,

Don

## Minutes of July 16 Chapter Meeting

- Meeting called to order by President Don Horacek at 7:40 PM.
- 13 members in attendance and 1 guest.
- Minutes accepted as published in newsletter.
- Treasurer's report by Larry Shaw: membership is 92. All bills paid. Report accepted.
- Larry Shaw announced that he will retire as treasurer as of December.
- The trip to the Bally Bomber was very successful.
- Application for B-17 submitted for 2016.
- Don went over the emails between him and Mike Lumen about the 2014 and 2015 B-17 stops.
- \$500 of Young Eagles credits has been donated to EAA for Air Academy scholarship.
- 6/28 Young Eagle Rally went very well, using the new procedures.
- Thank you note received from Bob Retels family regarding the donation from EAA579 in his memory.
- Propwash (newsletters) found from 1996. They will be scanned in and posted on the web site.
- Committee formed to work on a program for Boy Scout Aviation Merit Badge.
- AirVenture 2015: Young Eagles Banquet is Wednesday. Young Eagles Raffle still looking for volunteers. Cookout Thursday night at Tim Green's RV. Send top 10 pictures from AirVenture to Mike Baer for posting.

## Break for Refreshments

- Discussion about planning for AirVenture, including the NOTAM

Submitted by: Joe McBride, Secretary

## AirVenture 2015 – on two wheels

Anyone who was in Oshkosh for AirVenture this year knows that the weather was almost perfect. I took advantage of the forecast and rode up on my Harley. I left early Monday morning using back roads. I headed up 47 into Wisconsin and then wound my way up to US41 and into Fond du Lac. I have been staying at Marian University there for a number of years. (Thanks Mike Bowers for getting me in there over 9 years ago.) They let me check in early and then I headed up to Oshkosh. In the past I had always driven through Fond du Lac to get back to US41. In my search for better bike routes I decided to try US45 (Lakeshore Drive) which follows the shore of Lake Winnebago up to Oshkosh. I turned left onto Fisk Ave. back to the frontage road along US41 to the entrance of AirVenture. It was a beautiful ride and I actually got to Oshkosh faster than taking US41. I paid my parking fee and was directed to motorcycle parking, which is right up by the bus loop, almost across the road from the main entrance to AirVenture -- not bad.

I had a great day at AirVenture on Monday -- mostly taking in an overview of what was there this year. I stayed for part of the Dierks Bentley concert and headed back to Fond du Lac.



The evening ride along the lake was beautiful. After the ride up and the day at AirVenture, I was tired, had a quick dinner and hit the bed early. Tuesday

morning I had an early forum that I wanted to get to.

I headed up early Tuesday morning. What a great ride along the lake early in the morning and there was no traffic on the way up-- until I got to Oshkosh and got in line with everyone else slowly inching forward to park for an early arrival. If you have never ridden a big motorcycle in a sloooow, stop-and-go line, let me tell you that it is a pain-- your left hand gets cramped by being on and off the clutch and it is HOT with no breeze to move the heat from the air-cooled engine away from the rider. But I got through it, got my great parking spot and, barely, made it to the forum. I spent another good day at AirVenture. During the day I met some folks who were local and told them about the ride up LakeShore Drive. They agreed that it was a better route up from Fond du Lac and suggested that I stop at Wendt's on the Lake for dinner. Their specialty is fresh Lake Perch. On the way back to Fond du Lac that evening I stopped at Wendt's. I can give a first person recommendation for their Perch -- a delicious meal.

Wednesday morning was a repeat of Tuesday morning trying to get to another early forum. I made it to the forum and saw more of the sights of AirVenture. Wednesday evening was the Young Eagles dinner and I had a chance to connect with other members of EAA579 as well as other Young Eagles volunteers. Don, I am sorry to say that I am one of those who missed the photo



session after the dinner as I cut out to get to the night airshow. I decided to skip the line for the bus ride back and walk it. As I started walking from behind the Museum a very nice young lady driving a golf cart asked me if I wanted a ride over to the main area-- of course I did. I stayed for part of the night airshow and left a little early to miss the traffic, riding back to Fond du Lac in the dark and hearing the fireworks behind me as I rode.

Thursday morning I was scheduled to sell Young Eagles Raffle tickets early with Don Horacek. I wanted to be sure that I got there on time, so I left earlier than the previous days. Now, each time I rode along Fisk Ave. I passed Knapp Street as I went passed the south end of runway 18. I knew that Knapp went into the AirVenture grounds, but I figured that I would be stopped somewhere and wouldn't be able to get to motorcycle parking. This morning I was running early, so I decided to turn down Knapp and see what happens. Sure enough, I got to a spot with a sign saying I couldn't go any further without the right pass and there was a security person there. He saw my motorcycle and pointed to an area behind the Ultralight barn and said, "Bike parking is over there." I parked the bike with no wait, no heat, no clutch cramp, and no parking fee and walked into AirVenture through a small gate at the Ultralight barn. The shuttles were already running so I hopped on one to the Vintage area where I was going to be selling raffle tickets. I actually got there a half hour early. Wow, that was easy.

That evening I had planned on going to Tim Green's RV for his gathering, but I got a text from my middle son. He was able to clear his Thursday afternoon and Friday at State Farm in Bloomington and planned to ride his bike up. We agreed to meet at Marian in Fond du Lac about 6:30 PM, so I sent an email to Tim that I wouldn't be there-- sorry to have missed it. I rode back to Fond du Lac to meet my son. He showed up right on schedule. We got a nice dinner and went to bed early. Friday morning we both parked at the Ultralight Barn, he got his day-pass bracelet and we went into the grounds. We took advantage of the shuttles to give him a quick overview of the



show. When we got to the war bird area he was in heaven. It turns out that he loves war birds-- especially helicopters. He realizes that he will never fly a

war bird helicopter, but we spent the day looking at several that he could fly if he wanted to get into it. We also went over to Pioneer and took a ride over the grounds in the helicopter. Kevin had a great time and I think he will be back next year. The day went quickly and we headed for home about 6:00 PM. We rode down US41 to 151. At Waupun we split up- he continuing down 151 to I-39 to get back to Bloomington. I followed route 26 south to 12 to 47 and was home a little after 10, including a gas stop and a stop for dinner.



Would I do it again? Oshkosh- hell yes! On my bike-- in a heartbeat; although I sure would like to have the weather cooperate as it did this year. I have rain gear and have ridden in the rain before, but it is much nicer in the clear.

Joe McBride

### Third Class Medical

As an AOPA member, I received an email from Mark Baker on this subject. Like all of his emails on this subject it contained a plea to donate to the PAC, but this one contained a lot of information of substance, so I am including excerpts below (all of the emphasis is his):

Every day of the week I'm receiving letters from members like you asking where we stand in the battle for Third Class Medical reform. Some members are concerned about the process moving too slowly. Others are concerned that we might never achieve this needed reform.

I'm writing to – hopefully – answer your questions. My goal today is to tell you exactly where we've been, where things stand right now, and where we're going next.

**And let me say first that I'm 100% committed to getting this done!**

Yes, it's been a long process. More than three years have gone by since AOPA and EAA first petitioned the FAA to change these outdated, burdensome, and expensive requirements.

Last year we got tired of waiting, and urged our friends in Congress to introduce legislation to require FAA to move forward with reform. By the end of 2014 more than 180 members of Congress had signed on as co-sponsors to this legislation. Not only that, but the FAA responded as well – by drafting a reform proposal of its own.

However, this FAA proposal has never been seen by the public and has been stalled for "review" at the Department of Transportation for more than a year. Why? Because the Obama Administration has made a decision that Third Class reform does not fit into their agenda.

But we're not waiting around. Instead, we're focusing all of our efforts on our legislative options.

This year, in the new 114th Congress, we urged our friends in Congress to reintroduce Third Class Medical reform in both the U.S. House and the Senate. These new bills – H.R. 1062 and S. 571 – are commonly known as the "Pilot's Bill of Rights 2." Already more than 125 U.S. House members have signed on as co-sponsors, and more than half the members of U.S. Senate have signed on as co-sponsors as well.

These bills essentially expand the successful, decade-old, sport pilot rule with no recurring medical requirement to a much larger group of GA pilots. The bills include VFR and IFR flights up to 18,000 MSL, in aircraft up to 6,000 pounds MTOW, at 250 knots or less, and carrying not more than 5 passengers plus the pilot-in-command.

**Passing this legislation is AOPA's #1 legislative priority and our legislative team continues to work tirelessly to enact the Pilot's Bill of Rights into law.**

Whether we pass medical reform by bringing this legislation directly to the House and Senate floors, or as an amendment to another piece of legislation, is unimportant – as long as we get the job done.

For example, earlier this summer, we tried to attach an amendment to the Senate highway bill – a common practice with "must-pass" legislation, and a move that was strongly supported by more than a dozen aviation organizations and associations.

We're also seeking to include Third Class reform in the upcoming FAA reauthorization debate that will begin when the Congress returns from its August recess after Labor Day. Again, it's unclear exactly when this bill will come up for a vote, but when it does, we'll be there with a full-court press to have medical reform included in this critical FAA funding bill.

And of course, we'll continue to build support in Congress for our stand-alone Pilot's Bill of Rights legislation – and move these bills to the House and Senate floors the moment we get the chance.

The bottom line is that the legislative process is unpredictable. It's a winding road. It takes a huge effort to educate members of Congress about an issue and get them on board. And there are always twists and turns in the political process that are beyond AOPA's control.

**But one thing is for certain – we'll use every available means to pass Third Class Medical reform into law. We will urge our friends in Congress to attach it to FAA reauthorization or any other bill that's moving through Congress. And we'll also continue to work to pass this reform on its own. But we'll NEVER give up!**

**And your efforts today can play a huge role in keeping Third Class Medical reform on the table and moving forward in Washington.**

Last month, we asked AOPA members like you to get in touch with your Senators and urge them to co-sponsor the Pilot's Bill of Rights 2. Almost overnight, 19 Senators added their names to the Pilot's Bill of Rights and now more than half of the United States Senate is co-sponsoring the bill. Yes, your voice does make a difference.

So PLEASE, keep calling and writing your elected officials! If they've already co-sponsored Third Class reform, let them know you appreciate their support. If not, ask them to get on board.

Sometimes all it takes is a handful of voters speaking out on an issue to get an elected official to sit up and take notice. Every call and every letter matters.

And the other action you can take ...(*usual pitch to donate to the PAC*)

Thank you for your immediate response and for taking a stand in this critical fight for our fellow pilots and our freedom to fly! I look forward to the day when a lot more of America's pilots can fly without the hassle and expense of a medical process that is badly in need of reform, and I look forward to celebrating a huge victory with you when we finally cross the finish line.

Thanks again for being part of our team.



Mark R. Baker  
AOPA President & CEO

[This link](#) will take you to an EAA page where you can send a letter of support to our Senators.

Kirk is already a co-sponsor. Durbin is not. The response I got back from Durbin (I'm sure it was a form mail) said "I will keep your thought in mind should this bill be considered by the full senate." I responded to him requesting that he add his name to the list of co-sponsors. I got no response from that request.

Baker's comments suggest that this push for medical reform has been going on for 3 years. Interestingly, in the 1996 EAA 579 Newsletters which we recently found (see minutes of last meeting) there is a reference to 3<sup>rd</sup> class medical reforms being considered. That was almost 20 years ago.

[This link](#) (for the House Bill) and [this link](#) (for the Senate Bill) will take you to a web page that provides a lot of details about the Bill and actually allows you to sign up to receive alerts when something changes. Both pages show the complete text and allow you to see a list of current co-sponsors (56 in the Senate and 126 in the House). Both pages also give a prognosis—that is, a percentage chance on being enacted. These pages have that prognosis as better than an average bill, but still quite low.

**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](http://www.eaa932.org)



[www.eaa95.org](http://www.eaa95.org)



[www.eaa153.com](http://www.eaa153.com)



[790.eaachapter.org](http://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](http://1414.eaachapter.org)



[www.eaa579.org](http://www.eaa579.org)



[www.eaa241.org](http://www.eaa241.org)



[www.eaa461.org](http://www.eaa461.org)



**Visit the chapter websites for more information about each event.**