



March 2020



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I hope that you and your family are safe and well during this difficult time that we are all facing. As we all struggle to come to grips with the new rules of social interaction necessitated by the COVID-19 outbreak and we have no clear direction on when things may return to normal, the 579 Board of Directors met last week (via teleconference) to share ideas on running Chapter 579, a largely social organization, during a time when social distancing offers the best chance of staying safe and slowing down the spread.

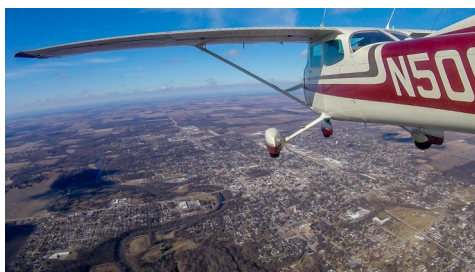
For this reason we cancelled our March Chapter Gathering and will not meet in person for our April event. We will closely monitor and follow the recommendations of the CDC and local authorities as we make decisions about our future Chapter Gatherings, Young Eagle Rallies, Fly Outs and Field Trips.

Rather than going on complete hiatus until things return to normal, we are going to try something new. Instead of our traditional Chapter Gathering scheduled for April 23rd, we are going to try to conduct a Virtual Chapter Gathering using an online video service such as Zoom or Skype to enable everyone to connect online from the safety of their homes. I will be sending out additional details as plans progress.

In the meantime, please stay safe, stay healthy and enjoy this month's edition of Propwash.

Here's hoping for blue skies ahead.

Mike



## CHAPTER 579 2020 MONTHLY CHAPTER GATHERING SCHEDULE

**January 23**

**February 27**

**March 26**

**April 23** (Virtual)

**May 28**

**June 25**



**July** (Gone To Oshkosh)

**August 27**

**September 24**

**October 22**

**November 19**

**December 17**

## Aviation Website of the Month



### This is Flight

<http://thisisflight.net/>

This is Flight is your one stop for global airshow coverage.

It includes sections on Airshow News, Airshow Reviews, Feature Articles, Documentaries, Airshow Calendars and much more.

According to their current count, they have reviewed over 80 airshows in over 14 countries.

Their free high-quality videos give you a front row seat to airshows all over the world providing the rare opportunity to see airshow acts that never appear in the U.S.

They also offer longer videos on their YouTube channel:

<https://www.youtube.com/c/thisisflight>

This is Flight is like a candy store for anyone who loves aviation.

Just be sure you have an hour or ten to spend glued to your screen.



Follow us on  
**Facebook**

Be sure to follow [EAA Chapter 579](#) on Facebook to get the latest updates on all of our activities.



## Chapter 579

Sharing the Magic of Aviation  
Aurora, IL - Home Airport: Aurora Municipal (KARR)

Check out our chapter website at [EAA579.org](http://EAA579.org) for detailed information about our Chapter





# CESSNA

OWNER MAGAZINE

April 2020

*Skylark*  
Higher-powered 'Hawk

Perfect Panel for  
**True IFR**

#660811000493# EXPIRES JAN 2023 1550E  
\*\*\*\*\*ALTO\*\*\*\*\*ORIGIN MIXED ADC 380

**CHAPTER MEMBER  
MEDIA ALERT**

## Member Activity - Member Photos



### David Montgomery 1976 Cessna 177

What are your top three tips for people who own or are considering buying this model?

1. Have a prebuy inspection performed by a mechanic familiar with Cessna Cardinals — they're different.
2. Join Cardinal Flyers Online
3. Have at least one annual inspection performed at Aviation Plus at KENW.

Bob Russell knows Cardinals like no one else. And he's a good guy, too.

What was your most recent upgrade? How did it go?

Installing ADS-B — it went well. I have an all-Garmin panel, so I went with the Garmin 345.

What is the biggest ongoing challenge with this airplane?

Potentially the cantilevered wing. It's 43 years old — stuff breaks/wears out/corrodes. The issues are the same as any '70s vintage airplane.

What is the best reason to fly this airplane?

Roomy cabin, faster than a 172, great visibility with cabin placement ahead of the wing leading edge and no wing struts — it's beautiful.

What is your advice to someone considering buying this model?

Get to know Bob Russell at Aviation Plus at KENW. He can save you money.



# Looking Ahead to AirVenture 2020

By Jack J. Pelton, EAA CEO and Chairman of the Board (edited for space)



**March 26, 2020** - My fellow EAAers, I'm writing this to address the status of AirVenture Oshkosh 2020. Today we are still planning on having the event beginning July 20, 2020. In that context, I wanted to let people know how we're approaching the planning process for AirVenture, and to help people understand the timetable as we sort through the ever-changing world events.

On a daily basis over the past several weeks, I have had countless calls, emails, and teleconferences with EAA members, volunteers, AirVenture exhibitors, sponsors, aviation manufacturers, our board of directors, and EAA employees. This is in addition to assessing the daily influx of CDC data and daily health guidance recommendations from local, state, and federal government.

We are also closely following and assessing many of the larger closures of world events. In the case of the Olympics, the world's athletes have already lost crucial training time because of restrictions imposed in response to the viral outbreak. It also is a completely international event. This meant the organizers were forced to make their "go/no go/go later" decision early on. The same holds true with the Democratic National Convention being held in Milwaukee, as they too look at every contingency, including allowing time for preparations to host the proceedings online if need be.

As we look at AirVenture, with our own similarly complex but also radically different set of circumstances, we have the rare luxury of making our decisions just a little bit later. While AirVenture 2020 planning began in earnest at the end of AirVenture 2019, the real onsite preparation work for our annual convention doesn't happen until May. That is when many of our dedicated volunteer work parties arrive in force and start the serious work to prepare the convention grounds. We have already identified those tasks that could be deferred until June, while still enabling us to have a safe and successful event in late July.

Currently our timetable for our next major decision point is not until May. In the meantime, we are continually preparing and in planning mode, which includes a variety of "what-if" scenarios. The choices are stay the course, delay, or cancel. Of course, the ability to delay would be dependent on volunteer support and exhibitor commitment and probably could not be later than late August. Again, it is important to consider all options, but it is also possible that even as I gather and digest incoming relevant information, I may not have any significant updates over the next couple of weeks. We will understand a lot more when we get to the end of April. That is the time most stay-at-home mandates could expire.

I want to ensure you that as our AirVenture planning continues, I will keep you posted. I want to thank everyone for their patience as we weather the "storm before the calm." Frustrating as it is, we're in a holding pattern right now. The best thing we can do is keep a watchful eye on the conditions and make the best decisions as factual information comes in, to ensure the health and safety of everyone attending our event. As aviators, we know that this, like all storms, will pass, and whatever transpires over the next couple of months, EAAers will see it through with the mutual support and fellowship that have been the cornerstone of our organization for the past 67 years.



## CHAPTER 579 2020 YOUNG EAGLE RALLY SCHEDULE



### Rally Dates

May 17

Jun 28

Aug 23

Sep 27

Oct 25

### Rain Dates

May 31

Jul 12

Aug 30

Oct 04

Nov 01

Launched in 1992, the Young Eagles program has dedicated more than 25 years to giving youth ages 8–17 their first free ride in an airplane.

It's the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation.

Today, more than 2.2 million young people have enjoyed a free introductory flight through the Young Eagles program.

Join us in offering each child, tween and teen the opportunity to experience the Spirit of Aviation by becoming a Young Eagles volunteer today!



1  
  
Young Eagles Flight

2  
  
EAA Student Membership

3  
  
Sporty's Learn to Fly Course

4  
  
First Flight Lesson

5  
  
Scholarships

The EAA  Flight Plan

Your route from Young Eagle to licensed pilot.



### Young Eagle Questions?

Ask our Young Eagle Coordinator Sebastian Saavedra

[youngeagles579@gmail.com](mailto:youngeagles579@gmail.com)





# How I Got Into Aviation



*By Mike Baer*

My love of aviation began when I was in 1st grade. My maternal grandmother lived with us and twice each year she would fly down to Texas to spend time with her son's (my Uncle's) family. Those trips to O'Hare to see her off and welcome her home were my first real exposure to the world of aviation. In those days (long before 911) families could see their loved ones off and greet them right at the gate. We would get to the air-



port hours before the flight so that I could enjoy the greatest show on earth. I was mesmerized by the choreography taking place on the ramp. Planes moving in and out, fueling trucks, baggage and food handlers moving in and out with deft precision. It was during one of those early visits that I decided that when I grew up I wanted to have the greatest job of all. Not a pilot, nor a flight engineer, an aircraft mechanic nor an air traffic controller... I wanted to become an Aircraft Marshaller! The power... The responsibility... For much of my youth the thought of using two wands to safely guide aircraft on the surface of the airport was my dream job.

My aviation interests evolved in what would seem to be a rather natural progression as a child. I started creating Lego airplanes (back when the bricks were only squares or rectangles), moved on to building and painting plastic model airplanes, discovered and had a blast with control line planes and eventually got into radio controlled flight.

During the first semester of my freshman year at Northern Illinois University I saw a post on a bulletin board inviting students to attend a meeting of the university's aviation club called the Flying Huskies (NIU's mascot). From that first meeting I was hooked. Growing up without any aviators in my family I had no aviation role models. This club introduced me to a whole new world.

Withing a month I was working part time at the DeKalb Airport (KDKB). My job was to open the airport 3 days a week (on those mornings when I had scheduled a late start for my classes), fuel and reposition the planes, and man the UNICOM. The airport was pretty quiet on weekday mornings so more often than not I found myself spending my shifts doing homework or strolling through the large community hangar dreaming one day of flying one of the planes tightly packed into what became my private air museum.



Working at the airport gave me plenty of opportunities to meet pilots, airport bums and of course, flight instructors. So it wasn't long before I started taking lessons. As an employee I got a discount but as a starving college student I was only able to go up every couple of weeks and I did not fly at all during the summers as I was keeping my flying exploits on the DL at home. At graduation I had about 40 hours and was preparing for the check ride.

I met Tena (the love of my life) during freshman year and found her ability to feign interest in my endless aviation stories endearing (I still do). We got married in the fall after we graduated and I moved my flying activities to the back burner to focus on family, career and additional schooling.



After a 17 year hiatus from flying, at Tena's insistence, I made up my mind to finish my license with a great old guy named Murry Shane at DuPage Airport (KDPA). It's hard to believe that was 20 years ago.

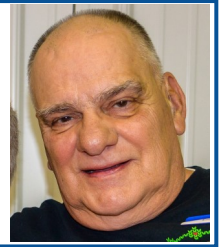
So many of my fondest memories revolve around aviation. From my early days of watching the ground operations at O'Hare to learning to fly, from flying my boys to Sunday morning breakfasts when they were my little co-pilots, to visiting my boys at their new homes in Indianapolis and Minneapolis now they are grown. From my flying adventures with Tena to introducing the next generation of aviators through Young Eagles flights.

After 15 trips to Oshkosh dating back to 1983, countless visits to aviation museums and airshows, and all of those wonderful flights with family, friends and aviation enthusiasts, I feel truly fortunate to have experienced the magic of flight. Thank you Wilbur & Orville, Otto and Alberto, Glen and Clyde and all the others that made this possible. What a wonderful journey it has been.



# Beat Billy

By: Bill Cameron



## February Solution:



It seems the re-emergence of BEAT BILLY stumped all of you.

You are looking at the tail tie down on a Convair F2Y Sea Dart.

The Sea Dart was a seaplane fighter made in San Diego CA. in 1952,

Its first flight was in 1953.

5 were made, 1 crashed, the last 2 never flew.

Last month's Beat Billy picture on the left was taken at the Florida Air Museum in Lakeland.

You can see the other survivors at, Wings of Freedom, NAS Willow Grove and the San Diego Air and Space Museum. The Smithsonian has one waiting restoration because they dropped it taking it off the truck when they received it!

The first prototype was featured on the pilot episode of TV series SEA HUNT.

The Sea Dart is the only seaplane to fly faster than sound.

Till next month, stay clean and wash your hands!

Billy



## March Challenge:



For you mental pleasure this month, we have a name that plane and also where might you be able to see one, right now, today?

Also for this month, aeronautically speaking, what is the significance of April 13, 1844?

Just to round things off try this one on, during a 2010 minute flight, how many power strokes will a 985 make?

Till next month, don't forget to wash your hands after you read this!

Send your best guesses to [mikebaer150@gmail.com](mailto:mikebaer150@gmail.com) and we will announce the winners (or some of the best guesses) next month.





## FAA News & Views

The U.S. Civil Airmen Statistics is an annual study that compiles information about airmen, both pilot and nonpilot, obtained from the official airmen certification records maintained at FAA's Aeronautical Center in Oklahoma City.

In looking through the Propwash archives, I came across an early issue dating back 40 years ago that included the 1976 U.S. Civil Airman Statistics.

When you line up the 1976 numbers against the 2018 numbers (the last year currently available) some stark differences send a clear message about the aviation industry and the need to encourage young people to pursue aviation.

	2018	1976	Change
Total Pilots	633,317	744,246	-15%
Student Pilots	167,804	188,801	-11%
Sport (only)	6,246	0	N/A
Private	163,695	309,005	-47%
Commercial	99,880	187,801	-47%
ATP	162,145	45,072	+260%
Instrument	311,017	211,634	+47%
Flight Instructor	108,564	46,236	+135%

The total number of student pilots, private pilots and commercial pilots have all decreased over the past 40 years. With Private and Commercial pilots decreasing by almost 50% during that period. The severity of this decline becomes alarming when considering that the number of ATP rated pilots, typically those flying for the airlines, increased by over 250% during that same period. As these pilots reach retirement age the statistics above highlight the severe shortage the airlines will face trying to backfill these positions. For any young adults who are considering which career field is likely to offer significant employment opportunities into the future, Aviation seems to hold a lot of promise.



### CHAPTER INFORMATION

EAA Chapter 579 is a 501(c)(3) non-profit organization formed for educational purposes and is incorporated in accordance with the State of Illinois Not For Profit Corporation Act.

### MONTHLY MEETINGS

The Chapter meets on the fourth Thursday of the month, January through October and the third Thursday in November and December at the Chapter's headquarters at SimplyFly at the Aurora Municipal Airport, starting at 7:30 pm. Please check our Facebook page for schedule updates. Family members and guests are always welcome.

### MEMBERSHIP INFORMATION

Membership dues for EAA Chapter 579 are only \$20 per year and are due on the first of January for the upcoming year.

579 Chapter members are to be current members of the EAA, Oshkosh, WI.

Individual membership to the EAA is \$40 per year. Family memberships are available for an additional \$10 per year. Both include a twelve month subscription to *Sport Aviation* magazine.

A 579 Chapter Membership Form is included as the last page of this newsletter.

### ADVERTISING IN PROPWASH

If you would like to support Chapter 579's educational mission by advertising in Propwash, please contact:

**mikebaer150@gmail.com**

<u>Size (Page %)</u>	<u>Monthly</u>	<u>Annually</u>
10% (business card)		\$50
25%	\$10	\$110
50%	\$20	\$200
100%	\$30	\$275
Classified Ads	Free for members	



## EAA Chapter 579 Membership Application

Today's Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ EAA Member #: \_\_\_\_\_ New Applicant: \_\_\_\_ Renewal: \_\_\_\_

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: (\_\_\_\_) \_\_\_\_\_ Cell Phone: (\_\_\_\_) \_\_\_\_\_

Email Address: \_\_\_\_\_ Birthday (MM/DD): \_\_\_\_/\_\_\_\_

Emergency Contact Name: \_\_\_\_\_ Phone: (\_\_\_\_) \_\_\_\_\_

I would be able to help in the following area(s):

Advertising \_\_\_\_ Chapter Meeting Presentation \_\_\_\_ Finance \_\_\_\_ Fund Raising \_\_\_\_

Hospitality \_\_\_\_ Membership \_\_\_\_ Newsletter \_\_\_\_ Photography \_\_\_\_ Scholarships \_\_\_\_

Social Media \_\_\_\_ Speakers \_\_\_\_ Videography \_\_\_\_ Web Site \_\_\_\_ Young Eagle Rallies \_\_\_\_

Other \_\_\_\_\_

<u>Membership Category</u>	<u>Annual Dues</u>
Regular (Individual)	\$20
Regular (Family)	\$35
Youth (Under 18)	\$15
Life	\$500

Please complete this form, attach check payable to EAA Chapter 579 and mail to:

EAA Chapter 579  
422 Clinton Ave.  
Oak Park, IL 60302