



October 2020



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Last Thursday (10/22) we held our October Virtual Chapter Gathering.

Our own Tony Kennedy provided us with a fantastic overview and assessment of Microsoft's 2020 version of Flight Simulator. Tony not only highlighted all of the cool features and beautiful imagery built into this remarkable aviation tool, but also provided 15 reasons why pilots and flight enthusiasts should use a flight simulator beyond the fact that they are just "plane" fun.

In this month's issue we are introducing two new monthly columns. *Aviation News*, which will highlight an interesting aviation story hot off the presses and Tim Green's *Aisle Seat* which will highlight a must see aviation movie or video. We have another wonderful *Chapter Member Adventure* story from our resident adventurer Dave Montgomery who shares photos and accounts of his recent flight to Duluth and Madeline Island. If you ever considered getting into warbirds you are going to love Part I of a fantastic three part series by Craig Payne—*Getting Started in Warbirds* and of course we have another installment of our aviation trivia game *Beat Billy* and our Website of the month.

If you have any comments on this month's Prop Wash or suggestions for future issues, I'd love to hear from you at [mikebaer150@gmail.com](mailto:mikebaer150@gmail.com).

Please be safe, stay healthy and enjoy this month's issue of Propwash.

Mike



## CHAPTER 579 2020 MONTHLY CHAPTER GATHERING SCHEDULE

~~January 23~~

~~February 27~~

~~March 26~~

~~April 23 (Virtual)~~

~~May 28 (Virtual)~~

~~June 25 (Virtual)~~



~~July~~

~~August 27 (Virtual)~~

~~September 24 (Virtual)~~

~~October 22 (Virtual)~~

~~November 19~~

~~December 17~~

## Aviation Website of the Month



Smithsonian  
National Air and Space Museum



<https://airandspace.si.edu/>

Official website of The Smithsonian's National Air and Space Museum. This is the online place to go to experience the museum that maintains the world's largest and most significant collection of aviation and space artifacts, encompassing all aspects of human flight, as well as related works of art and archival materials. Smithsonian operates two landmark facilities that, together, welcome more than eight million visitors a year, making it the most visited museum in the country.



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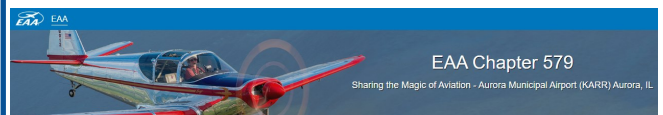
Be sure to follow [EAA Chapter 579](#) on Facebook to get the latest updates on all of our activities.



### 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



<b>EAA Chapter 579 Home</b>	Welcome to our chapter
<b>About Us</b>	
<b>Event Calendar</b>	<b>Our Mission</b>
<b>Proposed Newsletters</b>	A community created to Share the Magic of Aviation through educational and social opportunities!
<b>Member Aircraft</b>	We are Flyers, Builders, Teachers, and Nuts about Aviation!
<b>Young Eagles</b>	<b>Our Vision</b>
<b>Eagle Flights</b>	EAA Chapter 579 encompasses all by providing many outlets in aviation at our local airport. We believe in sharing our passion for the air to all no matter where one is on their aviation journey. We focus on promoting aviation education by having subject dedicated speakers at our monthly meetings. Young Eagle Flights to share flight with local youth, and offer many other educational resources provided through the EAA network. EAA 579 believes in sharing flight through social fly-outs and many other social aviation related activities. As a chapter, EAA 579 strives to be a local home to aviation for all to enjoy the air.
<b>Ray Aviation Scholarship</b>	<b>Advanced Air Academy</b>
<b>Technical Connections</b>	Each year EAA Chapter 579 sponsors a girl or boy to spend a week attending EAA's Air Academy in Olathe, KS, in the summer where they interact with others.





## CHAPTER 579 2020 YOUNG EAGLE RALLY SCHEDULE



Due to the health risks associated with COVID-19, we decided the most prudent decision would be to cancel our 2020 Young Eagles Rallies. We kept a close eye on the recommendations from federal, state and local health agencies hoping we could host a rally as things improved, but unfortunately conditions did not improve.

Our top priority when flying Young Eagles is and always has been safety. We believe that the risk of contracting a virus that sadly has taken so many lives is simply too high to potentially expose our guests and their families as well as our pilots and ground support volunteers in order to conduct Young Eagle flights. Please know that as soon as we feel we can safely resume our Young Eagle rallies, we will be back in the air.

Please be sure to follow us on Facebook (EAA Chapter 579) for up to the minute rally updates.

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**

**[youneagles579@gmail.com](mailto:youneagles579@gmail.com)**

# AVIATION NEWS



## First Flight: The AirCar

OCTOBER 29, 2020 BY **GENERAL AVIATION NEWS**

NITRA, Slovakia — A flying car has successfully completed its first flights.

The fifth generation AirCar designed by Professor Stefan Klein completed two 1,500 foot AGL flights at Piestany Airport in Slovakia Oct. 27, 2020. The AirCar safely achieved two full airport patterns, including two takeoffs and landings, according to officials with Klein Vision.

The two-seat model weighs 2,425 pounds and can carry an additional load of 440 pounds per flight.



Powered by a BMW 1.6l engine, the flying car has an effective power output of 140 hp, according to company officials. Estimated travel range of AirCar is 621 miles.

“The key flight parameters confirmed all theoretical concepts and calculations that the development of the AirCar was based on. Following the completion of all required flight tests in compliance with EASA regulations, we will deliver a model with a certified ADEPT, 300-hp engine within the next six next months,” said Professor Stefan Klein, Klein Vision’s CTO and test pilot.

A video of the flight is available at this link: <https://www.youtube.com/watch?v=QAnljwwzupI>





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# Getting Started in Warbirds

## Part 1

By Craig Payne

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When based in Aurora, I went to the Reno air races every year I could. My mom and brother lived there so I had free lodging. My brother was usually able to get me a Military Comp pass for the week and use of his old truck. What pilot could not love the sight of rows of shiny T-6's and Jet Racers? Of course, the Unlimited racers are the stars. During the week, one pit corner was occupied by a big-name modified P-51 Racer. Bounded by rope on three sides and large Prevost motor home, under a huge awning that shaded the racer; the stage was set for the daily show.



CJ-6A at Eagles Nest photo by Chris Dille

That P-51 Unlimited sat gleaming with a small crew

buzzing about, usually one young lady per wing, polishing in a rhythmic fashion while rock music blared. Each dressed in matching halter top and silk hot pants, putting on a show for middle-aged fat guys like me. A strategic jiggle and a twerk or two kept up crowd interest. Reminded me of the car wash scene from Cool Hand Luke. An older lady sat in front at a table selling piles of T-shirts, and memorabilia. An old geezer in greasy coveralls was up on a ladder, bent over the big V-12. A couple of younger guys stood by the tool cart handing wrenches to the geezer.

While I munched an overpriced hot dog, the smell of steak wafted over from the motorhome grill. A tall guy stepped out of the motorhome and swaggered out in a custom flight suit, cuffs turned back to reveal a large Breitling Pilot watch. Looking like Steve Canyon from the comic strip, he walked over to the geezer and had a few words...it was then I wondered why I did not do a better job of picking my parents.

At some point in their flying career, a pilot may be ready to own a Warbird. The obvious attraction is historic interest and a desire to own one. Once that "itch" starts, a number of hard truths must be faced.

**Design:** Training Warbirds are designed to meet a specification based on a training syllabus. Built strong for aerobatics and hard landings, accessible for maintenance, with good handling. Some are dual purpose, basic training and weapons training also. The result is a heavier aircraft than a civilian sibling, with more drag, less fuel capacity and slower too. Notably, not a line was laid down by the styling department. No swept tail to resemble a jet; instead, some have extra fins to aid in spin recovery or to compensate for an ordinance load.

**Budget:** We know that airplanes are not cheap; but have you priced a new pickup truck lately? With warbirds, the purchase price and sales tax are just the beginning. Some ex-military trainers have life-limited parts. Parts for some models may be scarce and insurance companies may decline full coverage. I'll cover specific models in the next two installments. Most ex-U.S. military aircraft are in the Certified category but that's not a bad thing for holding value.

**WW-II U.S. L-Birds:** \$20,000 to \$45,000 average. Projects are cheaper, just make sure parts are all there. Recently, an L-4 with metal spar upgrade sold for \$25,000. Another L-4J is offered for \$45,900 as a fresh restoration; C-85 with 0-200 crankshaft. A fair number of experimental Wag-Aero replicas are also on the market.

**Post-war U.S. L-Birds:** \$40,000 to \$150,000. later models bring a premium, some have combat histories, boosting values.

**U.S. Primary and Basic Trainers:** \$60,000 to \$150,000, some higher, projects less, parts are always the issue.

**U.S. Advanced Trainers:** \$75,000 to over \$500,000. Condition counts.

**Foreign Trainers:** \$40,000 to \$200,000. The most bang for the buck group. Stick with the herd on these and stay away from models where parts are scarce. The newest \$200,000 trainer on the market is the ex-French Airforce Socata TB-30 Epsilon. 300HP Lycoming AEIO-540 and 200 knot cruise speed. The Breitling L-39 jet team acquired a batch of these for maintaining proficiency.

**The Market:** In 1966 I earned about \$10,000 which was above average for a household; also the going price for a P-51 Mustang. Per the Bureau of Labor Statistics, \$49,764 was the 2019 average household income. Courtesy Aircraft in Rockford has a P-51D listed for \$2.5 million. That's a bit more than 50 times the average 2019 income. Courtesy also has several T-6's listed from \$185K to \$529K. Even with market ups and downs, iconic warbirds keep appreciating. Also, on the Courtesy website is a T-28 for \$159,000. Elsewhere, you can buy a pair of MiG-21's on a pallet for less than a good Cessna C-150. Money-pits are not hard to find!



Early P-40 photo by author



BT-13 photo by Jay Selmon

**Insurance:** In 2020, insurance coverage is expensive, especially for high-performance Homebuilts and Warbirds alike. That P-51 will likely cost \$60,000+ a year for coverage. Most WW-II and Korean era warbirds are taildraggers and underwriters demand extensive training and experience before granting coverage. Getting good information on which make/models are easier to insure is problematic. EAA Warbirds of America does sponsor an insurance program but getting affordable coverage is limited to models with good accident records and ready parts sourcing.

**Training:** Your favorite CFI might not have the background or aerobatic “chops” to provide adequate training. Insurance companies spell out what experience a CFI must possess to grant a signoff that will not be contested if a claim is made. Generally, this means getting yourself, the airplane and qualified CFI at a place where a checkout can be done. In my circumstance, the 15-hour checkout in Ramona, California was only enough training to get me back to Aurora without hurting myself or the airplane.

**Maintenance:** The good news is that military manuals are extensive. Service and routine repairs were performed by enlisted personnel who relied on specific task cards and checklists to do their job. The bad news is finding an A&P with in-type experience, especially with radial engines and pneumatic systems.

**Ownership:** During the days when I averaged 10 airshows per year, I justified sole ownership. That got old and I cut back shows and flying to the point I traded down and saved a bunch of money. Over the years I have been in partnerships, one was great, one not so much. Joint ownership makes sense for those who find it difficult to fly a warbird on a regular basis. My thought is that it works best for certified airplanes where modification choices are limited.



Close Trail photo by Ken White from my back seat

**Owner Resources:** Fortunately, there are type-club organizations where expertise and training can be found. The North American Trainer Association (NATA) is an umbrella group for T-6's, T-28's, B-25's and they also host Boeing Stearman formation training. The T-34 association actively supports training and continuing airworthiness information dissemination. I am a founding member of the Red Star Pilot's Association (RPA) and we not only support Nanchang's and Yakovlev's, but other foreign imports as well, including jets. More than a few T-6 and T-34 pilots train with the RPA too. Liaison aircraft owners have the International Liaison Pilots and Aircraft Association (ILPA). The ILPA is about the only place where high-wing aircraft pilots can get Formation Certification. Several museums are also FAST signatories but offer limited training opportunities outside of Texas and California.

In a 3-part series for Prop Wash, I will review the Warbird world for affordable choices, sticking to single engine L-Birds and Trainers, both U.S. and Foreign. In the Warbird Trainer world, rarity is **not** a virtue unless you are looking for a one-of-a-kind museum piece. I will feature models where 25 or more can be found in the US registry. Just in case that Mustang looks like a buy, also consider budgeting for the Mandatory Divorce that goes with the sale and the cost of maintaining the Trophy Wife issued with the P-51



# The Aisle Seat

By: Tim Green



## **Author Brian Shul on piloting the SR-71**

Major Brian Shul (ret) was one of only 85 SR-71, Mach 3+, Blackbird pilots. After college he joined the Air Force and flew 212 close air support missions in Vietnam, he was shot down in his T-28 near the Cambodian border, and spent over a year in the hospital - he was told he would never fly again. Two days after being released from the hospital he was back in the air. You have probably heard his story of upstaging all the local LA pilots who were asking for a speed check (if not you will hear it at the end of his talk).

Video: <https://youtu.be/6nuAZfKSvvq>





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# Chapter Member Adventure

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## Duluth and Madeline Island

By: Dave Montgomery

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I have a friend, Rogers, who has a goal to land at all the island airports in the Great Lakes. He has three to go, and asked me to join him on the flight to complete his goal. The remaining three were Washington Island off Door County and Madeline Island, part of the Apostle Islands chain in Wisconsin, then Duluth Sky Harbor airport in Minnesota.

We met through Cessnas2Oshkosh and have flown in formation several times together. He flies a Cardinal RG which is about 20 KTS faster than my fixed gear Cardinal. The plan was for me to fly lead and he would throttle back and be my wingman. Rogers was accompanied by our friend Madeleine, a flight instructor and long time member in The 99s, a women's flying group founded by Amelia Earhart.

I flew over to Chicago Executive Airport to meet up with them. We took off on runway 24. I was lead so I lined up on the upwind side, the left. This runway is being closed by the Airport board so they can build more hangars. It was a long messy process and the Chicago Executive Pilots Association fought it, but both Village Boards of Prospect Heights and Wheeling, the owners of the airport, voted to close the runway. The FAA isn't fighting the closure.

We headed northwest on about a 330 heading, direct to Duluth Sky Harbor.

We had flight following all the way. Rogers handled the radios and changed positions between Chalk 2 (left wingman position) and Chalk 3 (right wingman position) from time to time. We also talked to each other on 122.75, a commonly used air to air frequency. It was a very hazy day through most of Southern Wisconsin. As we got north of Wausau, we had to fly over a cloud layer. When we reached the far side of the cloud layer, about 30 miles south of Duluth, the skies cleared considerably.

We noticed that there was a TFR around Duluth International and downtown Duluth. But the ring stopped just west of Sky Harbor. We had no TFR to contend with.

The controller thought we were going to Duluth International and issued all sorts of instructions for landing there. Rogers pointed out we were going to Sky Harbor and he told us to let us know when we wanted to switch to advisory frequency.

We cancelled flight following and started our descent from 5500 at 20 miles south of Sky Harbor. The runway is short and narrow, so we decided against landing in formation. I went in first. Rogers broke off to the north and put some space between us.

It's a new runway and very smooth. I landed uneventfully and taxied to the fuel pumps and started topping off the tanks. Rogers came in behind me.

A couple of locals came over to admire our Cardinals. They asked a lot of questions about looking for Cardinals to buy and ownership. They seemed like nice guys and seemed appreciative for the information we shared. Then we taxied out and took off headed about directly east to Madeline Island.

No formation flying. Rogers took the lead and, being faster, led the whole way. Madeleine rode with me. She really liked the comfort in CardiB.



Cardinals at the fuel pump at Duluth Sky Harbor



Major Gilbert Airport (4R5) on Madeline Island

We landed on Madeleine Island and hoped for a crew car or taxi to take us close to the water. There were none to be had. But there was a picnic table right outside the airport office, so we decided to eat there. Madeleine packed a great lunch. We were stuffed.

We knew that weather was a factor trying to go to Washington Island to complete Rogers goal of landing on all the island airports in the Great Lakes. There were thunderstorms west of, and covering, Door County all day. So after checking the current state, we decided to head straight back home. Because we foresaw the need to dodge clouds while flying VFR, and we were going to separate airports, we decided against formation flying on the way back. Flying VFR, we expected to be able to see and avoid the weather. We were both aware of the limits of ADS-B weather, with updates to the feed lagging what we could see out the window by as much as 15 minutes.

Heading south at 5500 feet we were talking to Minneapolis Center and among ourselves on 122.75. Our flight paths diverged a bit as Rogers headed to PWK and I headed to ARR. Near Wausau, Rogers called me and said he saw weather about 100 miles south and we should be prepared to maneuver around it.



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I expanded the view on the ForeFlight map and saw what he was talking about. We started seeing build ups and the bases started coming down. Rogers descended to 3500 and I went to 4500. Our paths diverged further. At one point Center was trying to reach Rogers and couldn't raise him. I relayed to Rogers on air-to-air that Center was looking for him and what frequency. He heard me and immediately checked in with Center who talked with him about maneuvering around some weather. Since his plane is faster than mine, he was about 40 miles ahead of me at this point.



About 50 miles north of Madison, the weather began to close in on me too. It turned out to be a great collaboration with the various center and approach controllers. They would tell me where they saw moderate and heavy precipitation ahead on my route of flight and suggest vectors to avoid it. I'd tell him what I was seeing out the window and either accept their suggestion or suggest an alternative based on what I was seeing. Finally I reached a solid line of moderate to severe precipitation that we couldn't see a way through. The controller suggested a 250 degree heading to go around it to the west. I agreed and flew toward the Dells VOR (DLL). 10 miles north of DLL I saw a hole and told the controller I was turning to a 180 degree heading to get through. He said he was painting moderate precipitation where I was. I said I had 4 drops on my windscreen and I saw blue skies on the other side. He told me to go for it. I suspect that the rain was falling higher up but evaporating before it reached my altitude. I made it through easily and was in blue skies and told the controller I was heading direct to ARR. He cleared me through the Madison class Charley airspace. I flew directly over the Wisconsin State Capitol.

As I was flying over Morey Field (C29) in Middleton Wisconsin, Rogers called me air to air asking if I'd made it through the weather. I told him where I was and that I was in the clear. He said he just brushed the eastern end of it but he was through too.

I flew on to ARR and landed uneventfully. It was a fun day of flying with good friends, going new places and collaborating with great air traffic controllers.

A fun day all around!



# Beat Billy

By: Bill Cameron



## September Solution:

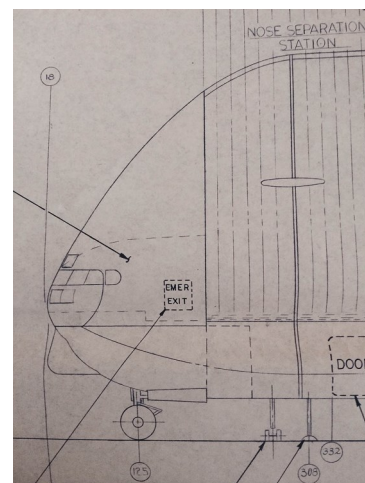
The answers to September's challenge are:

Q: The image at the right is a segment of the blueprints for what airplane?—>

A: [B377PG Pregnant Guppy](#)

Q: How is this airplane related to JFK?

A: When President Kennedy declared the goal of reaching the moon before 1970, the Pregnant Guppy 377PG and Super Guppy 377SGT-F helped to make it possible. California-based Aero Spacelines met the requirement with the Guppy, developed in 1962. Aero Spacelines flew over two million miles in support of NASA's Gemini, Apollo and Skylab programs, airlifting mammoth yet delicate components and equipment.



## October Challenge:

Q1 I am a CAR, a FOOD and an AIRPLANE. What am I?

Q2 Who made me and what person of note operated me, in the air or on the ground or both?

Q3 I am a child of the 30's with an operating ratio of 3.35 to 1 and my speed range was/is 52 to about 174 knots. This Level of efficiency and operational ratio was not be exceeded until 1989! That is not too bad considering the technological advances that took place during that 50 year time span. What am I and more importantly what took my place?

Until next month stay healthy, stay warm and remember, Save the last dance for me!

BILLY

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







## Help bring joy this season

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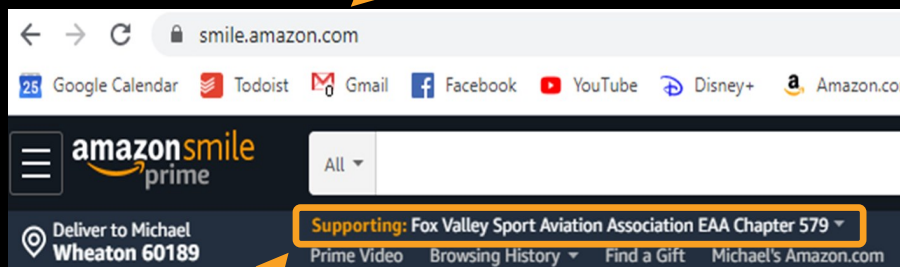


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It couldn't be easier!

# Thank You for your Support !!



## 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:

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422 Clinton Ave.  
Oak Park, IL 60302