



March 2021



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This month's cover photo was from our March Chapter Gathering where we were all taken back to Guam 1967 by our own Neal Ament. During the Vietnam War, Neal was a Staff Sergeant and served on Guam as a Munitions Maintenance Specialist in the United States Air Force Strategic Air Command loading B-52s. Neal provided us with an evening of fascinating stories and photos from his time in the service. Don't miss page 5 of this issue of Propwash to see a few of the photos that Neal shared.

Our 2021 Young Eagle calendar is listed on page 3. With the current progress of COVID-19 vaccines, it looks like they will be available in Illinois to all adults who would like them by the end of April. If this is the case, we may be able to hold our first rally as scheduled in May provided we have enough volunteers who are willing and able to help. I will be sending out a survey in the coming weeks to try to get a better feel for everyone's comfort levels in conducting our 2021 Young Eagle rallies.

If you are not currently a member or your membership has expired, please join us. You can find the membership application/renewal on the last page.

Take care, stay safe and have fun!

Mike



CHAPTER 579 2021 MONTHLY CHAPTER GATHERING SCHEDULE

January 28
February 25
March 25
April 22
May 27
June 24



July 22
August 26
September 23
October 28
November 18
December 16

Aviation Museum of the Month



Pima Air & Space Museum

The Pima Air & Space Museum, located in Tucson, Arizona, is one of the world's largest non-government funded aerospace museums. Featuring about 400 historic aircraft, from a Wright Flyer to a 787 Dreamliner. Sitting on 80 acres the museum opened its doors to the public in May of 1976. Over the past forty-five years, the museum has grown immensely and today encompasses six indoor exhibit hangars (three dedicated to WWII).



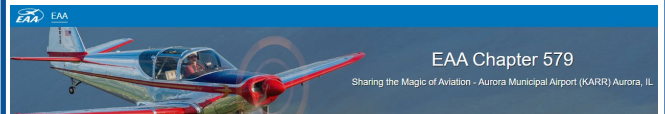
Be sure to follow [EAA Chapter 579](#) on Facebook to get the latest updates on all of our activities.



Chapter 579

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

Check out our chapter website at EAA579.org for detailed information about our Chapter



EAA Chapter 579 Home	Welcome to our chapter
About Us	
Event Calendar	Our Mission A community created to Share the Magic of Aviation through educational and social opportunities! We are Flyers, Builders, Teachers, and Nuts about Aviation!
Propose a Newsletter	
Member Aircraft	Our Vision 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 in 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.
Young Eagles	
Ray Aviation Scholarship	Advanced Air Academy Each year EAA Chapter 579 sponsors a girl or boy to spend a week attending EAA's Air Academy in Colton, WI in the summer where they interact with others...
Technical Counselors	



CHAPTER 579 2021 YOUNG EAGLE RALLY UPDATE

Due to the health risks associated with COVID-19, we decided to cancel our 2020 Young Eagles Rallies. As we look ahead to 2021 we have established our Young Eagle Rally Calendar with the hope that the recently approved vaccines will allow us to resume our Young Eagle rallies. We will continue to keep a close eye on the recommendations from the EAA as well as federal, state and local health agencies. Our top priority when flying Young Eagles is and always has been safety.



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

2021 Young Eagle Rally Schedule

May 16	Aug 15
Jun 20	Sep 19
Jul 18	Oct 17

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 2 3 4 5

Young Eagles Flight EAA Student Membership Sporty's Learn to Fly Course First Flight Lesson 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



Federal Aviation Administration News & Updates

Laser Strikes Increase Even with Fewer Planes Flying

Laser strikes against pilots increased in 2020 even with the overall decrease in air traffic operations. In 2020, pilots reported 6,852 laser strikes to the FAA. This is an increase from 6,136 laser strikes reported in 2019 and is the highest number reported to the agency since 2016.

The FAA remains vigilant in raising awareness about misuse of lasers when they are pointed towards aircraft. Intentionally aiming lasers at an aircraft poses a safety threat to pilots and violates federal law. Many high-powered lasers can incapacitate pilots flying aircraft that may be carrying hundreds of passengers.



The FAA works closely with federal, state and local law enforcement agencies to pursue civil and criminal penalties against people who purposely aim a laser at an aircraft. The agency takes enforcement action against people who violate Federal Aviation Regulations by shining lasers at aircraft and can impose civil penalties of up to \$11,000 per violation. The FAA has imposed civil penalties up to \$30,800 against people for multiple laser incidents.

Reporting a Laser Incident

In cooperation with federal, state and local law enforcement agencies, the FAA needs everyone's help in reporting laser incidents. If you are the victim of a laser incident or you witness a laser incident, please report it to the FAA. Here's how:

Pilots

Per [FAA Advisory Circular \(AC\) 70-2A, Reporting of laser illumination of aircraft](#), all pilots and crewmembers are requested to immediately report incidents of unauthorized laser illumination by radio to the appropriate ATC controlling facility.

Upon arrival at destination, all pilots and crewmembers affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

Complete the short version [FAA Laser Beam Exposure Questionnaire](#) on your mobile device. The FAA will then email the full questionnaire for you to complete and return with additional information.

- or -

You can download and complete the [FAA Laser Beam Exposure Questionnaire](#) (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network.

Public

If you're a member of the public who witnessed an individual aiming a laser at an aircraft, send an e-mail to laserreports@faa.gov and include the following information:

- Your name and contact information
- Date and time you witnessed the laser incident
- Location and description of the incident

After the FAA has received your e-mail, FAA staff or the appropriate law enforcement agency may decide to contact you if additional information or clarification is needed.

Photos from March Chapter Gathering

Guam 5/67 - 11/68

Neal Ament



Ask Professor Green

By: Tim Green



Question:

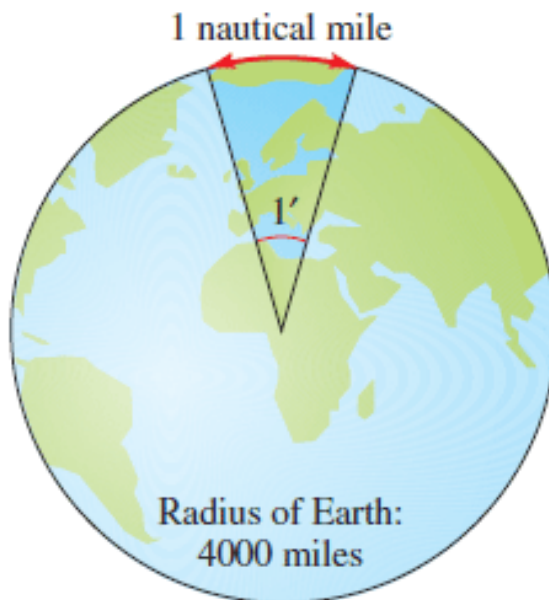
Why do they use nautical miles in aviation?



Answer:

Apart from pilots and sea captains, most of us use either the imperial or metric system when calculating how far we need to go to get to where we are going. However, aviation navigation has adopted the ways of its marine counterpart, as it also travels across distances great enough to cross several latitude lines. Not to mention it saves air traffic control a great deal of potential confusion when communicating with international pilots.

A nautical mile is a unit of measurement defined as 1,852 meters or 1.852 kilometers, is based on the circumference of the earth and is equal to one minute of latitude.





Chicago Midway Airport Class C Redesign

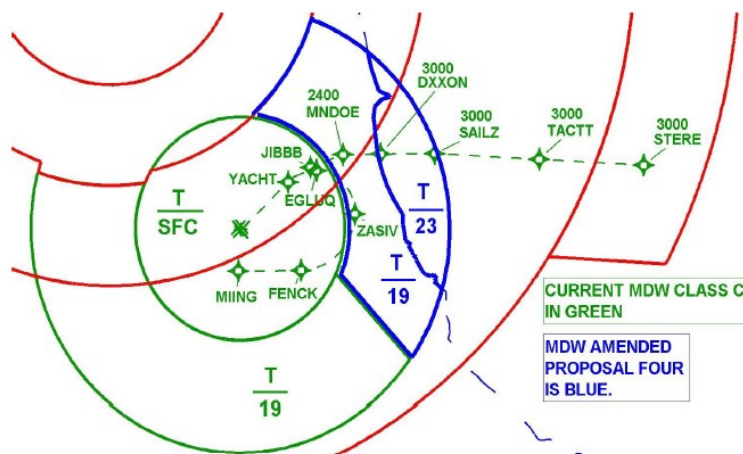
The following information is from Mark Zakula / Ad Hoc Chairman, Midway Class C Redesign Committee

The Chicago Midway Airport Class C Redesign Ad Hoc Committee was formed for the purpose of safety, with the primary goal being to protect the airspace being utilized for the recently implemented MDW Rwy 22L RNAV approach and to prevent Resolution Advisories (RA's) to the traffic utilizing that approach. The safety issue at hand is the VFR traffic utilizing the Lake Michigan lakeshore to transition below the Chicago O'Hare Class B airspace. It has been shown that VFR pilots prefer a physical landmark for transitional airspaces which is why the shoreline is to be utilized. The current Class B airspace in this area has a base of 3600' MSL. Aircraft on the MDW Rwy 22L approach descend in this area to a mandatory crossing altitude of 3000' at SAILZ and DXXON.

The Ad Hoc Committee was given an FAA Staff Study written on May 18, 2018 by Al Qualiardi as a starting point for our discussions. The issues at hand are: What will the Class C airspace look like (boundaries etc.), and what altitudes will be implemented in each sector. After two meetings we agreed upon two designs as described below.

Class C Airspace connected to Class B

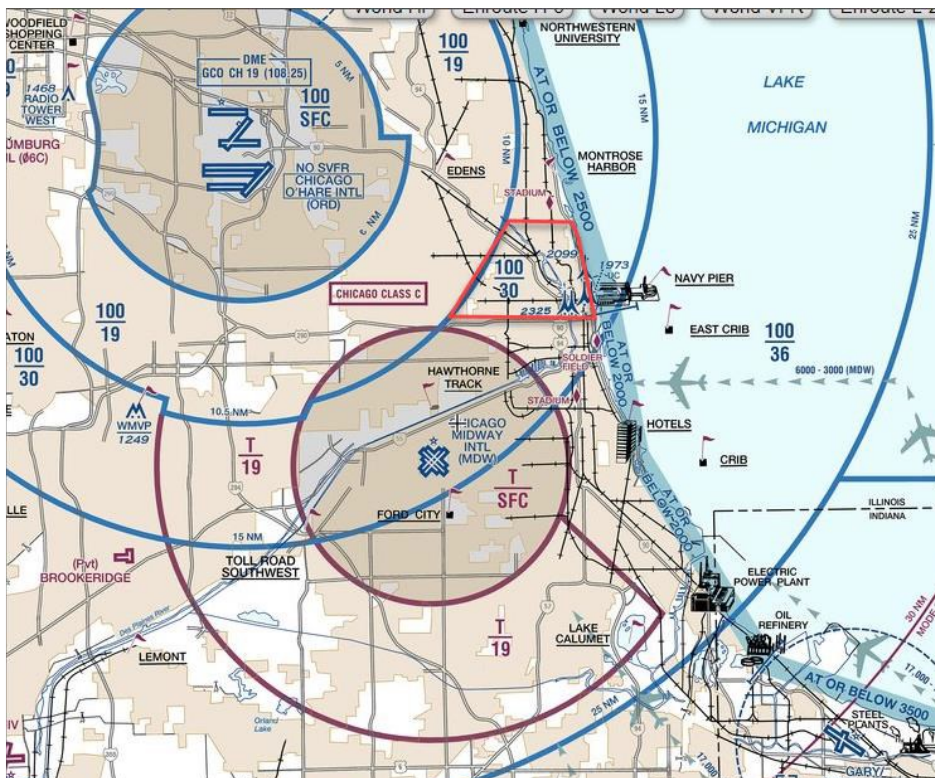
The design shown below utilizes the Lake Michigan shoreline as a dividing line between tier 2 and 3, with the 3rd tier having a base of 2300'. The 10-mile ring arcs to join the ORD 1900' ring.



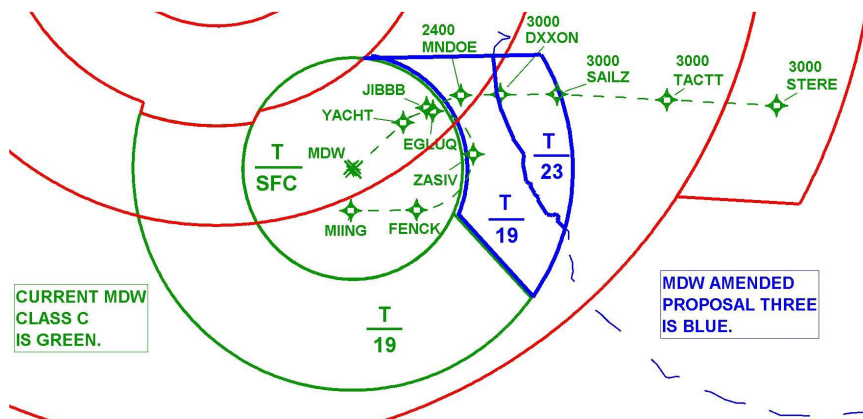
Class C Airspace Utilizing Interstate 290 (Eisenhower Expressway) as a Northern Boundary

After the second meeting, I was called by one participant about utilizing this design based on an area North of Interstate 290 used for sightseeing operations. This solution was discussed in both meetings and at the time we were not sure if it mattered where the North boundary was located. After speaking with the FAA and realizing that this airspace has no real effect on the RNAV Rwy 22L or traffic up and down the lake, I was told that I am allowed to re-present this proposal as an option. It still utilizes the shoreline for the division between tier 2 and 3 with the same altitude of 2300 in tier 3.

The first figure below shows the area in red where the aerial sightseeing operations take place. The second figure shows the prospective design. As was stated before, VFR pilots prefer physical landmarks for airspace transition. The Interstate 290 boundary will help pilots avoid MDW airspace and allow aerial sightseeing operations to continue.



Design Utilizing Interstate 290 as Northern Boundary



Conclusion

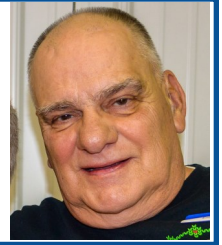
After having received input on the sightseeing operations, preference would be to lean toward the second design. In addition to the design, we also request the following:

1. Update the VFR Flyway chart to reflect the status of the RNAV Rwy 22L approach until the new TAC chart is published
2. Anytime an aircraft arriving from the east is allowed to visually fly to Rwy 22L, we request, if possible, that the tower inform the traffic to maintain 3000' to the shoreline or DXXON Intersection.
3. When Rwy 22L is not being utilized and traffic allows, have MDW tower/C90 TRACON to allow aircraft to fly through the Class C airspace east of the shoreline.
4. Work with the agency that produces the Oshkosh Airshow NOTAM to include detailed instructions to fly through this airspace.
5. Try to utilize a single frequency for operations down the shoreline in the MDW airspace. It is understood that there is currently a staffing issue to do this now but consider it for the chart publication.

I thank you for the opportunity to run this committee and want to thank everyone that participated.

Beat Billy

By: Bill Cameron



February Answers:

Hope you all had fun figuring this one out!

You are looking at a ARROW "SPORT", A2-60, A.T.C #115. The SPORT received its Type Cert. in February 1929 and was manufactured in Havelock, Nebraska by the Arrow Airplane & Motors Corp. The prototype version of the Sport was built in 1926 based on a design by Swen S. Swanson. Both wings were fully Cantilever, the bottom one bolted directly to the bottom of the fuselage



and the top one to the fuselage using a couple of center section struts. The plane came with no N type wing struts or flying/landing wires because they were not needed. Although no struts and wires gave the plane a fast pursuit ship appearance their absence was greeted with some skepticism, just like what Anthony Fokker found when he built the D-7 and DR-1, so they were listed as an option on the Sport. The Sport was a 2 place side by side plane that was very popular.

About 100 or so Sports were built and some of them hung around until 1939 or 1940.

March Questions:

How are all my chapter comrades doing this month?

I hope you all had fun with last month's offering. This month we are taking another trip into my antique archives.

What is this lovely aircraft and why did I pick it out?



Send your best guesses to mikebaer150@gmail.com for your opportunity to be added to our list of trivia experts who have Beat Billy.

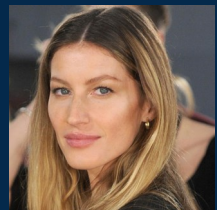


Plane & Pilot

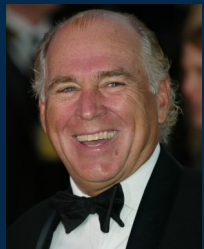
Answers to February's "match the pilots to their planes quiz"



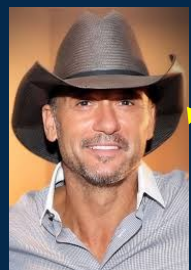
A. John Travolta



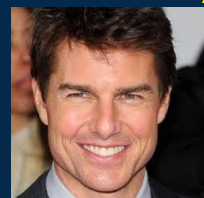
B. Gisele Bündchen



C. Jimmy Buffett



D. Tim McGraw



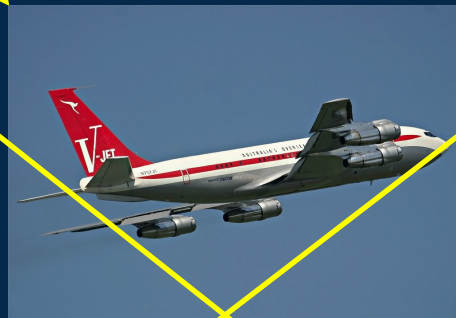
E. Tom Cruise



1. Cirrus SR-22



2. North American P-51 Mustang



3. Boeing 707



4. Robinson R-44



5. Grumman HU-16 Albatross

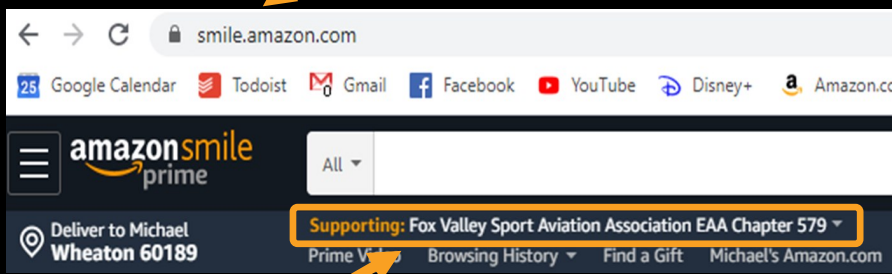


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Thank You for your Support !!



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.

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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>	Please complete this form, attach check payable to EAA Chapter 579 and mail to: EAA Chapter 579 422 Clinton Ave. Oak Park, IL 60302
Regular (Individual)	\$20	
Regular (Family)	\$35	
Youth (Under 18)	\$15	
Life	\$500	