



August 2020



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Last Thursday (8/27) we held our August Virtual Chapter Gathering.

Our second Ray Aviation Scholarship recipient, Sara S. (pictured above), gave us an update on her progress toward her private pilots license. She has recently completed her night flights and dual cross-countries and is looking forward to scheduling a solo cross-country very soon. We are all very impressed with Sara's dedication and progress.

This month we will be introducing a new regular column in Propwash called **Chapter Member Adventure**. Each month this column will highlight a recent aviation experience as told by our chapter members. We are kicking off the column this month with two different adventures. A grandfather's flight to meet his first granddaughter and a fly-out to a unique island airport in the middle of the Mississippi river.

If you have any comments on this month's Propwash or suggestions for future issues, I'd love to hear from you at mikebaer150@gmail.com.

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

Mike



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Bill Cameron

Tim Green

Ed Ramos

Kathy Spano

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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

October 22

November 19

December 17

Aviation Website of the Month



<http://www.airnav.com/>

AirNav.com has been around since 1996. It is a fantastic resource for pilots and aviation enthusiasts.

The site publishes aeronautical and airport information released by the FAA such as runway distances, airfield traffic patterns, airport frequencies (CTAF, tower, ground, ATIS/AWOS/ASOS, ILS/ASOS, ILS, approach and departure, center, clearance delivery, emergency, FSS and FBO frequencies), airport operations, facilities and services, chart location, navigational coordinates and locations, radio aids, ownership information and other pertinent information that all pilots need when traveling into or out of an airport or around the United States National Airspace System.

Airnav.com also provides METAR/TAFs, a distance calculator, times of morning and evening civil twilight and sunset/sunrise to aid the pilot for decision-making purposes airport management remarks, NOTAMs, distances to popular landmarks and attractions, hotels, cities, closest airports and more!



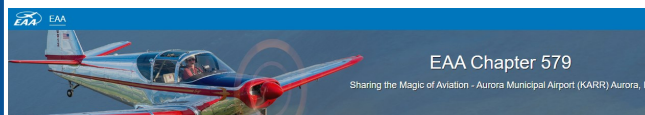
Be sure to follow [EAA Chapter 579](#) on Facebook to get the latest updates on all of our activities.



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
Proposed Newsletters	A community created to Share the Magic of Aviation through educational and social opportunities!
Member Aircraft	We are Flyers, Builders, Teachers, and Nuts about Aviation!
Young Eagles	Our Vision
Eagle Flights	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 Eagles 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.
Ray Aviation Scholarship	Advanced Air Academy
Technical Connections	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 ongoing health risks associated with COVID-19, our May, June and August Young Eagles Rallies were cancelled.

Our top priority when flying Young Eagles is and always has been safety. Chapter 579 will follow the guidelines of the CDC as well as State and Local officials in determining when and how we will resume our Young Eagle flights. Be sure to follow us on Facebook (EAA Chapter 579) for up to the minute rally updates. Please stay safe and we will see you soon.

Rally Dates

~~May 17 (Cancelled)~~

~~Jun 28 (Cancelled)~~

~~Aug 23 (Cancelled)~~

Sep 27

Oct 25

Rain Dates

~~May 31 (Cancelled)~~

~~Jul 12 (Cancelled)~~

~~Aug 30 (Cancelled)~~

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

youneagles579@gmail.com

Chapter Member Adventure

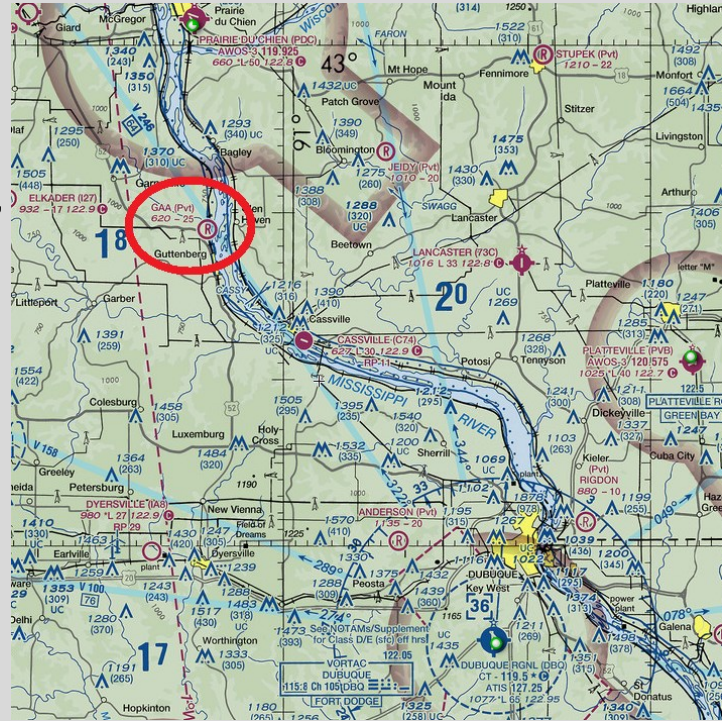
Abel Island Fly-In

By: Tim Green & Mark D'Ambrosio

A few years ago I discovered the annual fly-in at Abel Island (IA23), a small grass strip nestled in the Mississippi, part of an aviation- and boating-centric neighborhood, and it's been a highlight of the summer to return each year. The fly-in, located in Guttenberg, a few miles north of Dubuque, typically draws upwards of 70 aircraft from throughout the four-state region with pilots bringing food to grill and a local host cooking in his backyard, set a few yards off the runway.

The neighborhood itself has a unique layout with each home having access to the runway and water: the homes on the east side of the island are on the river with the strong current, and the homes on the west side are in what the locals call "the lake" as the road to the island blocks any river flow which presents better fishing. The fly-in and food aspects were officially cancelled this year, but the invitation was still open for aircraft to arrive for a socially-distant visit.

One last Saturday morning check of the TAFs showed clear skies and a light southerly breeze at 9kts all day. What better excuse to spend an August summer day flying out to the Mississippi with my grandson, Mark?



Our plan was to depart Aurora in our Remos G3/600 (N133LS), stop in Platteville (PVB) to avoid a TFR over Hazel Green and stretch our legs, arrive at Abel Island a little after noon and meet up with my friend Jim Sweeny, also a light sport pilot based in Savannah, IL (KSFY). The clear skies over Aurora were encouraging, but Jim expressed concern that a storm system over central Iowa looked ominous, potentially bringing 18kt gusts and heavy rain. Nevertheless, a final check of the TFR at Dubuque still showed clear skies and light winds all day. So Mark and I were wheels-up (and doors off) from KARR by 10:30am, picking up flight-following from Rockford at about 4,500' over DeKalb. An hour later we arrived in Platteville and once Jim arrived 15 min later in his red American Champion Champ 7EC (N680PS), the pop-up storms were skirting to the south of Guttenberg and dissipating well west of the river, so we decided to continue to Abel Island low and slow over the hills at about 800' AGL.

At such a low altitude, the airstrip doesn't present itself until just a few miles out as it's not only hidden by the ~300' bluffs, but also obscured by the summer skud over the river. The descent into Abel island is steep to avoid the bluffs and on base for runway 17, we were pointed directly at one about 2000' ahead with the GPS warning us to "Pull up! Pull up!" We landed and were greeted by a friendly voice on the radio welcoming us to the island and directing us to parking. There were a few other aircraft already there and the voice on the radio introduced himself with a smile and invited us over to his home where he treated us as old friends, giving a tour, offering water, and telling stories of 20 years of volunteering at AirVenture. We talked for a few hours with a handful of neighbors, clearly excited that a few pilots had decided to fly out. Our visit ended abruptly around 3:00pm when our phones unexpectedly buzzed with a notification of "Heavy rain beginning in 25 minutes!" With the doors off the Remos, we hurried back to preflight and depart ASAP, making it out safely before any rain began. Lesson learned: bring a phone charger and don't let your guard down when stopped!



A quick check of the weather before departure showed that the storms were ending at the river so we decided to fly to Rochelle (KRPJ) for dinner and to watch the jumpers. The hour-long flight was uneventful. With few airports and towns, the cornfields were interrupted only by sections of crops blown sideways and damaged from the storms a few weeks ago. The food at Flight Deck Bar & Grill was good as always (you should try The Otter - a hamburger, topped with pulled pork & gouda cheese).

We made it back to Aurora by 7:00pm, just as the sun was starting to paint the sky, and did a few touch and gos.

Overall, it was disappointing that the fly-in BBQ/potluck was cancelled, reducing the number of planes from a normal of 75+ to just 8 of us, but a day of flying with Mark and adding 4.1 hours to the logbook was still great!



Chapter Member Adventure

Weather Decisions

(Part 1)

By: Dave Montgomery



Recently I flew from Chicago Aurora to Chatham, MA, on Cape Cod. The purpose was to meet my first grandchild. She was born in March, but the pandemic prevented travel sooner.

My original plan was to fly from Chicago Aurora (ARR) to Lock Haven, PA (LHV), stop for fuel, then direct Falmouth, MA (FMH), direct Chatham, MA (CQX). There was low pressure and a stationary front to the south. It was forecast to stay south and not be a factor on my flight out. I woke up in the morning and things had changed.

The front had moved north and now there were Airmets for IFR and mountain obscuration along my route. I have a hard and fast rule against flying, through or over the mountains, in IFR conditions, for safety reasons. But also, let's be honest, who wants to fly over scenic country through or above the clouds? The destination is important, but having the experience I want on the journey is more important. In the morning, I re-planned the flight, planning Peotone (EON) to Port Clinton, OH (PCW), over Burke Lakefront (BKL) in Cleveland to Erie, PA (ERI) for a fuel stop. Then I planned Erie direct Falmouth, MA (FMH) direct Chatham (CQX). The

forecasts at 7 AM were for mostly VFR but some areas of IMC in Northern Indiana and around Toledo with low ceilings. I filed IFR for 7000 feet because I wanted to be higher as I flew over southern Lake Erie from Port Clinton to Burke Lakefront airport. And I put on my Personal Flotation Device, in case I needed to take a swim. I left about 2 hours later than I had planned.

I was above the clouds, a broken layer, as I flew into Erie. The ATIS said expect the visual approach to Runway 6. I was surprised when the controller gave me direct to the initial approach fix for the ILS. I asked for the visual. I saw the airport about 12 miles out and landed uneventfully.

On the ground, I checked the weather again. It looked like there was a lot of weather in North East PA, my planned route, so I planned to fly north east from Erie to the Jamestown NY VOR, then to Falmouth and into Chatham, staying north of the weather. I filed IFR at 7000 again, just to be high over the mountains in the Southern Tiers of New York State. They can get up to around 3000 feet, and I like a safety margin.



I took off from Erie headed northeast. I immediately saw a cell 60 miles away directly north of the Jamestown airport. On Foreflight it painted purple, red and yellow. I watched it as I flew toward it. I tried to switch on my autopilot so I could start looking at my options. I have an STEC30 autopilot with altitude hold. The control head is part of the turn coordinator. There is a button on the turn coordinator you push to change modes. One button push moves to straight and level mode and you can turn the knob to turn the plane right or left. Another button push should change the mode to Heading mode, where it flies to heading set on the heading bug on the Directional Gyro. In this mode, I can press a separate button for GPS Steer (GPSS) and the autopilot will steer the flight plan loaded in the Garmin 430 WAAS GPS. I pushed the button to move to Heading mode. The button stuck. The mode didn't change. I pressed again and the autopilot moved back to ready mode. I tried it several times. The mode didn't change. I turned off the autopilot and hand flew. I flew the canyons of clouds in visual conditions. I went through a few clouds and there were strong updrafts in the cumulus build ups.



About 40 miles from the Jamestown VOR I called the controller and said ADS/B weather painted a cell about 40 miles ahead on my route of flight and asked if I could deviate to avoid it. He said there was a cell of heavy to severe precip just north of the Jamestown Airport and I could maneuver either north or south to avoid it.

I chose poorly. I chose south. I turned 10 degrees south east, I saw more build ups. I maneuvered around those trying to head back north. As I looked around, I was looking at cumulus growing like the genie let out of the bottle. The controller told me if I flew a 070 heading, I could get past the precip he was painting. I couldn't see a way around the build ups. I would have to go through them. My display was painting yellow and red in all directions except south. No Bueno! I was task saturated and didn't want to fly through rapidly growing towering cumulus. I told the controller I didn't like what I was seeing and wanted to divert to the nearest airport. They vectored me to Bradford, PA (BFD) and I landed uneventfully.

In the FBO, I ate some granola bars and tried to plan a way out. I'd much rather plan a flight on the ground than from the air, especially when I don't have a functional autopilot. I couldn't find a way to Cape Cod through the weather, using ForeFlight. So I called flight service.



Put In Bay, Ohio, the island in the distance



Crossing the Hudson River

I explained to the weather briefer what happened and what I was seeing...He listened carefully. He launched into his briefing, and as he talked through the conditions he suggested that I should try to get north of the weather by flying northeast from Bradford (BFD) to Dansville NY (DSV), Direct Worcester, MA (ORH), direct Chatham, MA. He said I could do that VFR. Looking at the route in ForeFlight, it looked doable, and I would land right around sunset. I fueled up, and took off VFR. I called for flight following over Dansville and it was a beautiful late afternoon, early evening VFR flight across the Finger Lakes, north of the Catskills, over the Hudson and across Massachusetts to Cape Cod.

I landed at Chatham, 5 minutes after sunset.



I cleaned up the plane, took my overnight bag and walked a mile to my hotel. The next day I biked 10 miles in 100 degree heat to the house we rented in Brewster, MA, enjoying the company of my son, daughter-in-law, and delightful grand daughter... to be continued next month...

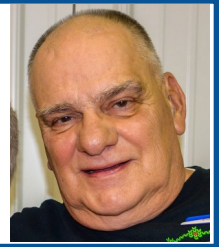
"Nathan texted me this morning stating he was going to do a fly by over our house during his flight training. About an hour later, sitting outside, I could hear a plane engine coming from the south. Sure enough it was the Remos coming in. He was able to use landmarks in our neighborhood to circle our house a few times before departing to the west. It was cool to watch. We are proud parents."

~ Greg Stonehocker



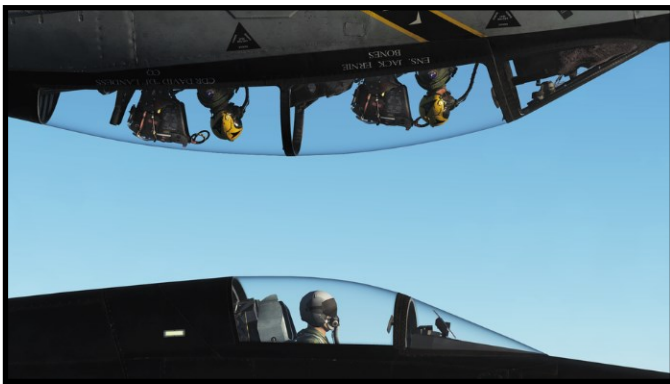
Beat Billy

By: Bill Cameron



June Solution:

The question for June, which should have been answered in July is now being answered in August, was: In the 1986 movie TOP GUN, Maverick rolls his F-14 inverted and 'flips off' the MIG pilot. Where did this scene come from?



On 17 December, 1944 Flt. Lieutenant Charles "FOOB" Fairbanks of Ithaca, NY was flying his Hawker Tempest on a fighter sweep to Rheine, Germany. Here is an extract from his combat report from that sorti. Foob has just destroyed 1 Bf 109 and spotted two others.

From the December 1944 combat report of Flight Lieutenant F/L David Charles "Foob" Fairbanks, Royal Canadian Air Force:

"I climbed again and with my section set course for Nijmegen. We passed near Emmerich and were just crossing the Rhine River when two Bf 109s passed my starboard side slightly below at 4000 -ft and flying in the opposite direction. One was being chased by another Tempest and I broke into the second one. The enemy aircraft continued straight and level just at the base of the cloud. I quickly closed the range from below to approximately 150-yds. I fired, but only my port cannons worked. After a few bursts I saw strikes on the enemy's starboard wing. He did only a very slight turn to starboard and continued on. I rolled onto him again and fired until my ammo ran out. I overhauled the enemy aircraft and came right up under his wing—the pilot was looking out the opposite side and did

not seem to have a clue! After several seconds, he finally became aware of my presence! I rolled inverted over top of him, held my aircraft steady, gave him the finger and came home!"

"Foob" Fairbanks was the only American to be awarded the British Distinguished Flying Cross, with 2 bars (3 awards). He was the highest scoring Tempest Ace, 13,5, and the types most decorated pilot.

August Challenge:

For this month we are both visually and mentally challenged.

First, name this plane.

Second, one word, HABAKKUK.

Third, The worlds first war bird, when and by whom were they purchased?

Fourth. Who were they used against and where?



Till next moth, stay safe, stay cool, and stay relatively sober!

BILLY

Send your guesses to mikebaer150@gmail.com and we will announce the winners next month.

Please Support Our Chapter

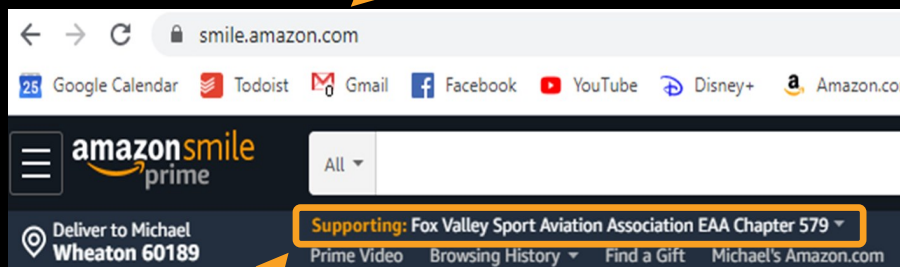


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There is no mark-up on any item you purchase, and the Chapter will earn .5% on all of your purchases.

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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Oak Park, IL 60302