



January 2021



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Chuck Newell
(Scholarship Chair & Web Editor)

Ed Ramos

Kathy Spano

Phil Toleikis

Baer → Mail



On Thursday, January 28th we held our first Virtual Chapter Gathering of 2021. We were joined by Gold Seal and Master CFI Larry Bothe who shared tips and tricks for making flying easier, safer, cheaper and more fun. We had a great turn-out and everyone walked away with at least a few new techniques they will try the next time they go up.

We are officially a month into the new year and that means you should have sent in your 2021 membership renewal by now. With all of the activities competing for our attention around the holidays, I know this is something that is easy to forget. For those who have not done so yet, please fill out your renewal form (see the last page of this newsletter) and send it to Dave Montgomery at the address listed on the form. We are evaluating online renewal options and hopefully will have these in place for next year.

As an extra incentive for our paid members, beginning in February, we will be sending invitations to our monthly chapter gatherings and other chapter outings only to our paid members.

I am looking forward to warmer weather, pandemic eradication, and a time in the not too distant future when we can all get together in-person for Young Eagle rallies, Fly-Outs, and Chapter Gatherings once more.

In the meantime, please take care and stay safe!

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



www.freemanarmyairfieldmuseum.org

The mission of the Freeman Army Airfield Museum is to educate the public about and preserve the history of Freeman Army Airfield as a military training facility and foreign aircraft evaluation center. To preserve and honor the memory of the World War II veterans who trained and served there, as well as the civilians who helped the base function during the war.



Freeman Municipal Airport
1025 A Ave, Seymour, IN 47274

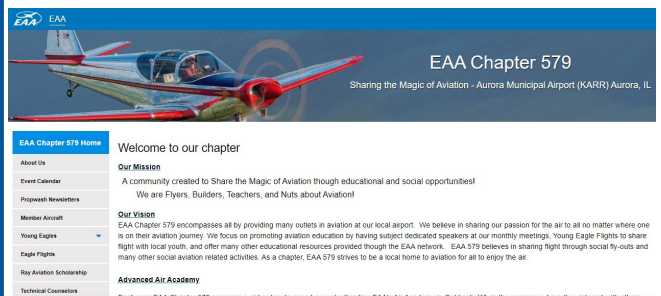


Be sure to follow [EAAC Chapter 579](https://www.facebook.com/EAAC579) on Facebook to get the latest updates on all of our activities.



EAA THE SPIRIT OF AVIATION **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





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 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

Meet The 2021 Board



Mike Baer - President

I have been with Chapter 579 for 7 years. I have been flying since 1980 when I took my first lesson in DeKalb, IL during my freshman year at NIU. I now fly my C-172M whenever I can and love to go to all of the airports on the fly-out breakfast & lunch circuit. My greatest aviation passion is sharing the magic of flight with others... my co-pilot Tena, family, friends and especially kids which is why I am so committed to the Young Eagles program.



Tony Kennedy - Vice President

I live in Elburn IL with my beautiful Wife Amanda and Daughter Aria. I immigrated to Chicagoland from Canada officially in 2018. I come from a strong aviation family and flying is in my blood. I have been a pilot since 1998 and currently hold Private Pilot, Glider Pilot and Part 107 UAS certificates. My past volunteering experience has been with Canadian Air Search and Rescue Niagara and Spotter Eastern Shore Ground Search and Rescue.



Dave Montgomery - Treasurer

I am a retired businessman. I started flying in 1998 at KARR. I have ASEL, ASES, and an instrument rating. I enjoy long cross country flights to places like Chatham, Bedford, Norwood Mass. Niagara Falls NY, Myrtle Beach SC, Jekyll Island Georgia, and the Grand Canyon. I was a partner in a Cherokee - N3054L for 12 years and have owned a Cardinal N177BL since 2016.



Pam Toleikis - Secretary

I have had a fascination with aviation for a long time. I was only 4 when I took my first commercial flight with my mom, grandmother and sister from Chicago to San Francisco. My next flight wouldn't be until I graduated college and needed to fly for my job. My corporate career kept me flying several times a month all over the country and some international destinations. My interest in EAA and AirVenture is due to my husband Phil and several friends who own private aircraft. I love going up, looking out the window and feeling like I am part of the sky! It never gets old. It wasn't until I early retired that I had time to join Phil in EAA 579 activities. I enjoy the Chapter Gatherings, the YE rallies, and the camaraderie of this amazing group.



Bill Cameron - Director

My first plane ride was in 1958 in a new 172 with some new best friends and dad flying, I was hooked. I was in the Army from 1964 -1969, deployed to 'NAM from 1965-1968. I was a Crew Chief on UH-1s in Special Forces and had 3 non-mechanically induced off airport landings while deployed. I've been with EAA 579 since 1992. I hold a Private-SEL, A&P-I.A and own a 1957 Tri-Pacer.

Meet The 2021 Board



Tim Green - Director

I began flying while attending U of A in Tucson in 1961, I didn't restart until 2009 and received my Sport Pilot License on 4/21/11. I joined EAA579 in 2012 and became a director a couple of years later. I retired at the end of December after 55 years of semiconductor sales to the telecom industry. Linde and I will celebrate our 52nd anniversary on 2/14/21, we have two daughters, five grandchildren and one great grandson.



Chuck Newell - Director

I am a private pilot that works as a mechanical engineer to pay for it. I have been flying since 1994 and with EAA since 2004. I have been with Chapter 579 since 2011. My interest in aviation goes back to my childhood. My father was a fighter pilot in the United States Air Force for 25 years. I want to build a plane, but I wanted to fly more than build, so I bought a C-182P.



Ed Ramos - Director

I became an EAA Member about 5 years ago. This is when I started my journey to getting my pilots license. I first met our group members when we were meeting at the Fire House down the street from where we are now. I enjoy the short trips for the \$200 hamburgers, and the flyouts that we do during the warm months. I finally got my wife flying again this summer.



Kathy Spano - Director

I have been around EAA since 1984 and part of Chapter 579 for approximately 10 years. I am co-owner of SimplyFLY Flight School with my husband David. David and I are also building a Velocity aircraft for - well let's just say a while now. I enjoy aviation photography and humbled to say I have won a few awards over the years.



Phil Toleikis - Director

I am a retired industrial arts teacher after 30 years. I love the outdoors. Camping, skiing, fishing, canoeing, kayaking, photography, wood working, traveling are a few of my hobbies beside aviation. I have been married for 41 years to Pam who also enjoys most of the same hobbies that I do. I began flying as a passenger in the late 70's with friends that had their own planes. I really was hooked into aviation in the early 80's after a few of them invited Pam and I to camp under the wing in the north forty at Oshkosh. I started my flight instruction at Clow International and logged a bunch of training hours and then we had the opportunity to remodel our home, so my flying was on hold for a while. Years later I decided to earn my Sport Pilot license. Covid-19 raised a road block but I feel there is light at the end of this tunnel and would like to start up again this spring and complete my Sport Pilot license.



Transition flying car cleared for takeoff

JANUARY 28, 2021

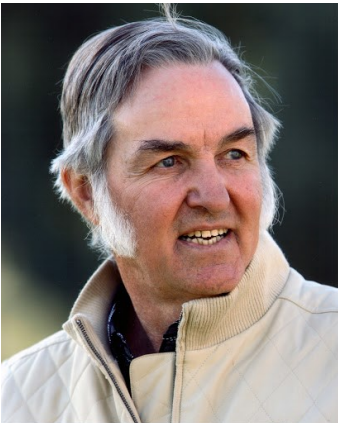
The vehicle that received the FAA Special Light-Sport Aircraft (SLSA) airworthiness certificate is legal only for flight and represents the initial version of the Transition roadable aircraft.

Terrafugia will produce and sell additional flight-only versions as it evolves the driving portion of the Transition design, with the goal of being legal both in the sky and on roads in 2022.



AOPA to Honor Aviation Pioneers with 5th Annual R.A. “Bob” Hoover Trophy Award (Virtual Presentation)

JANUARY 25, 2021



The Aircraft Owners and Pilots Association will honor several pioneers in aviation and aviation safety during its virtual fifth-annual AOPA R.A. “Bob” Hoover Trophy Award presentation on February 3. The celebration will take place virtually this year.

The awards presentation will start at 8 p.m. Eastern on Wednesday, February 3, 2021, and will last about 1 hour. Set a reminder to watch the [livestream](#).

Famed aerodynamicist Burt Rutan, who designed Voyager, the first aircraft to make a nonstop, non-refueled circumnavigation in 1986, and SpaceShipOne, which made three successful suborbital spaceflights in 2004, will be honored with the prestigious R. A. “Bob” Hoover Trophy Award. Rutan has designed 49 manned aircraft, 25 of which the public can view in museums worldwide; 17 are still flying. The first trophy was presented to Hoover himself in 2016, Sean D. Tucker in 2017, Harrison Ford in 2018, and Clay Lacy in 2019.

AOPA will also present the inaugural Brigadier General Charles E. McGee Aviation Inspiration Award to retired Brig. Gen. Charles McGee, a member of the Tuskegee Airmen. In addition to honoring McGee with the first award, AOPA will also present it to its second recipient, U.S. Air Force Maj. Kenyatta Ruffin, an F-16 pilot and commander of the 71st Operations Support Squadron. Ruffin founded the nonprofit Legacy Flight Academy, which helps youth discover their passion for aviation careers and hosts programs that draw upon the legacy of the Tuskegee Airmen.

AOPA Air Safety Institute will present the GA Safety Award to Boris Popov, founder of BRS Aerospace. The company’s whole-aircraft parachute rescue system has saved more than 400 lives; more than 35,000 systems have been installed on experimental, sport, certified, and military aircraft. The award honors those who “have delivered exceptional performance in safety to benefit the entire general aviation industry.”

Tune into the livestream at 8 p.m. Eastern on February 3, 2021, at this link <https://www.youtube.com/c/aopalive/live>

Tale of the Dragon

By Craig Payne



Author at the Palace on the Ganjiang River

In November of 2019, I joined a group of Red Star Pilots Association (RPA) Nanchang CJ-6 owners in China for a 4-day meeting and tours in Nanchang. As reference, Nanchang is 200 miles SE of Wuhan, where Covid-19 was detected, while I was there. Hongdu Aviation paid for most of the trip and offered discounted touring for extra days. As a long-time CJ-6 owner, writer of technical articles and vendor of modifications, I gave two presentations for the meeting. One on technical modifications and the other on

marketing. Hongdu wanted to know what kind of mods we did and why. We were there because they wanted to offer a civilian version of the CJ-6 for the Western Sportsman market, based on success with Cirrus. The short version is that \$400,000 works for the Cirrus but not the CJ-6.

This article is about what I saw and experienced. Until recently, the Chinese Defense industry was entirely owned and operated by the Military. Today these businesses are encouraged to seek out opportunity in the world market, bringing in hard currency. Hongdu Aerospace makes missiles, military drones, combat jets, and on occasion, a batch of basic trainers. The deal between Russia and China for a common trainer fell through a few years ago. At the same time, the Air Force needed more trainers. What's Old is New Again and a batch of 30 new CJ-6A's went into limited production using jigs, and form blocks dating to 1960.



We, with RPA Aussies and Kiwis got to tour their factory, as in crawl all over everything we could see, attend an Airshow, and do some touring as guests. Amazing is that all the old jigs, fixtures and templates were used. We salivated over all the piles of pristine assemblies. The only upgrades were in the panel and wiring, which saved a few hundred pounds. No need for armored wire harness and vacuum tube avionics. What really was interesting was that the new twin-engine, supersonic L-15B light attack/trainer jets were being built the same way as the CJ-6, by hand. CNC sub-assemblies were shipped in, I did not see any modern machinery. The fan-jet engines come from



the Ukraine. I watched a guy hand forming a CJ tail cone in a steel and wooden jig, using lots of muscle, a lever and leather mallet. Unfortunately, no pics allowed.

Production was scheduled to be moved to a nearby airbase. The old one has lots of “character”; employees live upstairs as is the custom over the years. Their bicycles, motor scooters and a few cars were parked under a metal awning and fenced in next to the factory. One end of airstrip is next to the building, in the middle of an industrial area, hence the move to the new airfield. It was only used for takeoffs.

As a VIP at the airshow, I had a reserved seat at a long table, with water, goodie bag with sunglasses, snacks and a fancy name plate. Several new fighters were flown, looking a lot like USA hardware. The aerobatic acts were European guys we knew, who flew Yaks, Extras and Sukhoi’s. We got to chat a bit after the show in a reception area where the press interviewed us. What really knocked me out was a Formation of 22 powered parachutes in two strings of 11 that flew like two snakes standing up and moving in a mating dance.



Powered parachutes in airshow

We were housed in a Hongdu company hotel for military officers, employees and vendors, nice rooms and huge buffet for eats. It is gated, inside an electric fence and tree lined, workers live in separate buildings. Loved the steamed sticky buns and noodle bar for breakfast, mango juice is served warm, and coffee is 50/50 with milk. Bacon and eggs on request too. You can’t find it on Google maps but it is there. Guards stand at every entrance. Spotted Ukrainians staying there too.

Our tour also included a visit to an aviation academy in the local university. Two of our party gave presentations to an assembled group. The speakers were greeted by big banners over the building entrance with their names. They were well received, one of our female pilots owns M-14P.com and she chronicled her days as a pilot, mechanic, airshow wing-walker and now an engine overhaul shop owner in Arizona. Our other speaker retired from both the Air Force and airlines, building a jet warbird ferry service, crossing oceans and continents.



While touring the training lab, I saw students in white pilot shirts with epaulets who have *Never flown* an airplane, but after graduation, they would travel to US and Australia for flight school and ratings. They are on an airline pilot program, not military. Simulators were static Cessna 172RG’s and also PC’s. Also featured a program for flight attendants and we got served lunch in the Culinary School. It was good. If it swam, crawled, slithered, flew or galloped, the Chinese eat it. I draw the line at critters that I either spray or set traps for.

Random Observations:

- Over the East Siberian sea in the Arctic, I saw large leads of open water; global warming.
- At night from 41,000 ft, I spotted many bright lights in the Yellow Sea. On the North Korean side, they stopped at an invisible line, with fewer on the China side. Coming into Shanghai, I saw that they were huge factory trawlers.
- Only two out of 10 days could I see the sun clearly, smog spread over the thousand miles I saw riding on high-speed trains. 1 to 10 miles visibility.
- “Ghost Cities” cover the countryside. Clusters of empty high-rises built to sustain the economy and jobs. Commercial buildings haven’t had windows installed, these are cities with potential for 15,000 people or more.
- Major streets in big cities get washed at least once a day to remove polluting dust.
- A thriving Eastern European presence in Nanchang. Don’t know what they do but I went to a store featuring top-notch vodkas and Russian delicacies; on the cheap.
- Huge investment in high-tech industrial parks for multi-national companies, but not USA. That’s what the airshow was, a celebration of a 40-Billion-dollar trade agreement in Shanghai.
- Tech workers drive foreign cars, while frontage roads are full of factory workers on electric motor scooters rigged with fabric weather blankets in front.
- At the American Bar in Beijing, I dined on US hamburger (they claimed) and Goose Island beer with French fries, it was a treat, nearby was the Donkey Burger. Hmmm.
- There are very few GA airports. I met a guy who owned a mile-long strip with flight school. The SeaRey is common, making up for the lack of GA airfields. One of his tenants had an Extra 300, a condo in LA., and spoke American English. The resident party boss seemed to know who he was. Hmmm again.
- Out West in Xian, where the Terra Cotta warriors are, I discovered Hot Pot restaurants that are the rage there. Your table buys their choice of noodles and thin-sliced meats and puts them in a common pot, set to boil with spices in the center of the table. Visit the sauces bar, pick your poison and assemble in a bowl.

GA in China: I believe that flying is an expression of our American freedoms. China is very different, civilian GA infrastructure is in its infancy. The military still holds most airspace and your degree of Freedom has a lot to do with your political and social status in China. Our group did meet with local pilots, all learned to fly in the military and now are members of a flying club.



CJ-6 in Military Team colors

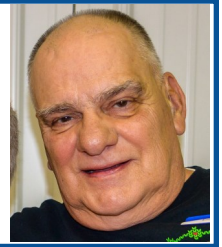


Club SeaRey in Nanchang

My CJ-6 came out of a military officer’s flying club. We were told that more people are learning to fly in civilian flight schools and clubs, but as we observed at the aviation academy, airline pilots-in-training must travel to Western countries to get their ratings.

Beat Billy

By: Bill Cameron

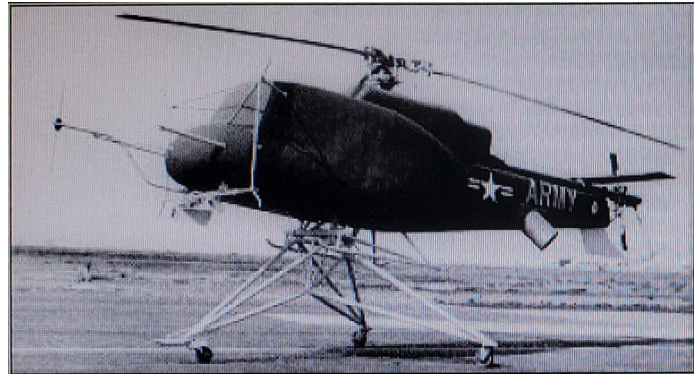


December Answers:

Name this aircraft and its function:

You were looking at a Del Mar DH-2C WHIRLYMITE that was designed in 1960 and flown in 1963.

The WHIRLYMITE was a turbine powered, low-cost, minimum-size destructible helicopter target drone that was fitted with a 7/16th Scale BELL 205 (HUEY!) replica fuselage. You noticed that they applied US ARMY marking on that sucker! I wonder if DEL MAR sold any of these to buyers in SE ASIA?



Hello my Aviation brethren, I hope you all had a semi sober and fulfilling New Year celebration.

Here is your question for January, I'll try to keep it simple this month.

Name this plane and who was it developed for?

Till next month, have fun and stay warm,



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

We will reveal the correct answers in next month's Propwash.



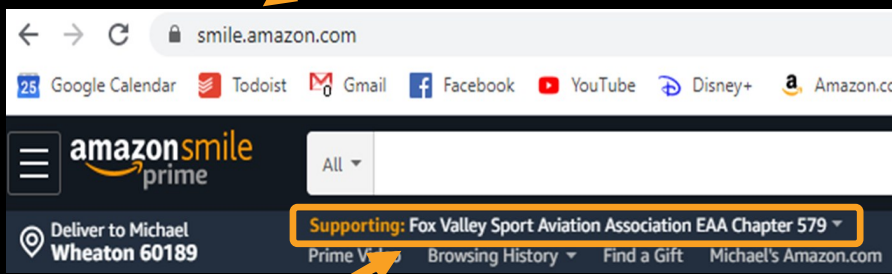


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There is no mark-up on any item you purchase, and the Chapter will earn .5% on all of your purchases.

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>	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	