PROP WASH

AURORA EAA 579 www.EAA579.org ILLINOIS

April 2020

EAA CHAPTERS GOLD EAA 2019

Baer✈Mail

John Lennon may have said it best when he said "*Nobody told me there'd be days like these — Strange Days Indeed.*"

The image above was taken from FlightrRadar24 at the Aurora Airport on a sunny weekend day in April. One lonely plane in the pattern, nobody in the run up areas, nobody taxiing in anticipation of launching on an adventure to a pancake breakfast, BBQ or fly-in.

The COVID-19 pandemic has changed everyone's life. As we all work hard to minimize the spread through social distancing, I anxiously look forward to the day when we can return to our passion of flying and connecting with friends.

Our inability to get together in person didn't stop us from getting together virtually as we held our first ever 579 Online Virtual Gathering last Thursday evening. It was great to hear and see 24 Chapter Members as we held our March meeting via Webex videoconference.

With the stay at home directive extending throughout May, we will be holding our next gathering online as well. Please plan to attend on May 28th at 7:30 pm as I am working on a number of ideas including an online group trivia game as part of the meeting— it should be a blast. Details coming soon.

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

Mike

CHAPTER OFFICERS

President & Newsletter Editor
Mike Baer
mikebaer150@gmail.com

Vice President, Web Editor & Ray Aviation Scholarship Coordinator
Chuck Newell
cmnewell@sbcglobal.net

Secretary
Pam Toleikis
pamtoleikis@hotmail.com

Treasurer
Dave Montgomery
dav.montgomery@gmail.com

CHAPTER DIRECTORS

Mike Bowers
aeromike21@hotmail.com

Bill Cameron
MEC515@sbcglobal.net

Tim Green
lsa.midwest@gmail.com

Kathy Spano
paperairplane333@gmail.com

Phil Toleikis
toleikis@juno.com

CHAPTER 579
2020 MONTHLY CHAPTER GATHERING SCHEDULE

~~January 23~~

~~February 27~~

~~March 26~~

~~April 23~~ (Virtual)

May 28 (Virtual)

June 25

July (Gone To Oshkosh)

August 27

September 24

October 22

November 19

December 17

Aviation Website of the Month

FlightRadar24

https://www.flightradar24.com/

FlightRadar24 is a global flight tracking service that provides real-time information about thousands of aircraft around the world.

The service is available online and for iOS (iPhone, iPad, iPod Touch) or Android devices.

FlightRadar24 started as a hobby project in 2006 when two Swedish aviation geeks decided to build a network of ADS-B receivers in Northern and Central Europe. In 2009 they opened up the network, and made it possible for anyone with an ADS-B receiver to upload data to the network.

A number of the images in this month's Propwash were taken from FlightRadar24

Follow us on Facebook

Be sure to follow ***EAA Chapter 579*** 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
2020 YOUNG EAGLE RALLY SCHEDULE

Rally Dates	Rain Dates
~~May 17 (Cancelled)~~	~~May 31 (Cancelled)~~
Jun 28	Jul 12
Aug 23	Aug 30
Sep 27	Oct 04
Oct 25	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!

Young Eagle Questions?

Ask our Young Eagle Coordinator Sebastian Saavedra

youngeagles579@gmail.com

How I Got Into Aviation

By Dave Montgomery

I come from an aviation family. My dad was a pilot in WWII and an aerospace engineer for Bell Aircraft (they built the X-1 rocket plane that Chuck Yeager flew faster than the speed of sound). I remember being about 3 years old and my dad taking us for a ride in his J-5 Cub. The J-5 had a bench seat behind the pilot… room enough for my 8 year old brother and I to squeeze in. We flew out of a grass strip on the south side of Buffalo NY called Buffalo Air Park. It no longer exists. My older brother learned to fly in grad school. He's a past president of the Princeton Flying Club. His predecessor as president was a guy named Mike Bush, the well known A&P mechanic, author and speaker. When I was in high school my bother flew my younger brother and sister and I over Niagara Falls. That was my first experience flying right seat. I'd flown in airliners before, but the perspective from the front seat, especially when landing, was quite memorable.

I grew up with bad eyesight. My vision wasn't correctable until later in my life, and I missed the window to learn to fly when I was young. Like so many others, I lived aviation vicariously through others. My son took a Young Eagles flight at KARR around 1995. My wife knew how much I loved aviation and she'd give me model airplanes for birthdays and Christmas, as kind of a joke. I'd joke back that these were the only airplanes I'd ever own.

Then, really out of the blue, she bought me an intro flight and 10 hours of instruction for my birthday in 1998. She became the enabler for by aviation addiction.

I started flying at Lumanair at KARR. After the intro flight, I was hooked. I don't think she had any idea how this would change our lives. I got my Private and later my instrument rating. Our first family flight was to Lake Lawn Lodge. When my mother died in 2000, I flew a 172 RG back to Buffalo for the funeral. My kids played travel baseball and softball. We flew to tournaments all over the Midwest.. Cleveland, Kansas City, Minneapolis, Cincinnati, Madison, Detroit. And the numerous boring drives we had taken to visit family out east became much more interesting flights. And when my son was in high school we rented a Piper J-3 Cub at Poplar Grove on Sunday mornings and flew around to many grass strips in Northern Illinois and Southern Wisconsin. Both my kids like to tell people they flew an airplane before they drove a car. My wife didn't like to just fly to go for a $100 hamburger. But if we were really going to go somewhere, she was all in. And, as a lawyer and Federal judge, she knew how to use flying as a negotiating tool.

In 2010, she'd been talking about going on a cruise to Alaska for about 3 years. I'm not a fan of cruises. I kept putting her off. One day she said, " What if we do this… We fly to Anchorage and tour Denali, then take a cruise from Seward to Vancouver... then we spend 5 days in Seattle and you can get you seaplane license…" I said " Sign me up !" And it was a great cruise, and a great experience flying seaplanes at Kenmore Air !

I've had really the total life-cycle experience with aircraft ownership. I started as a renter, then joined a flying club, to buying into a 3 person partnership in a Piper Warrior with Russ Danwin, who you all knew briefly before his untimely passing earlier this year. We were in that partnership for 12 years. My wife's health was deteriorating and she was no longer able to climb up on the wing and into the Warrior. So I decided to look for a plane with easier access. I found the Cardinal I own now.

I fly Young Eagles. Many of you know that I love long cross country flights. I try to do some each year, out to the east coast to visit my son and his family in Boston, my brother in New Jersey, friends and family in Western New York and Northeast Ohio. I fly to Minnesota for an annual Seaplane Pilots safety weekend. I fly to Oshkosh with the Cesnas2 Oshkosh group. I try to fly to St Simons Island Georgia and Myrtle Beach in the spring (but not this year, unfortunately). I love flying over the Appalachians. And my trip last January to Arizona and the Grand Canyon.

One truly memorable flight was in October 2015. My wife passed away in May of that year, and I felt the need to reconnect with memories, and friends and family out east. My two kids agreed to meet me for my birthday weekend in New York City. My daughter came in from Los Angeles and my son took the train down from Boston. We had a fun weekend touring the City. And then we all flew together to Boston to take my son home. We hadn't flown together since they were young kids. We had a blast, dodging snow squalls up over Connecticut into Boston.

I have a long list of places I'd like to go. I'd like to fly the old airmail route, now V6 airway, out to San Francisco. I've never been to Sun N Fun. I'd like to go to the Bahamas. I'd like to go to Catalina Island off Los Angeles and down the Baja peninsula to Cabo San Lucas. And then, a trip to Alaska would be great too! We'll see how much of that I can squeeze in before my flying days are over….

What's Happening Here?

Even if you are new to Flight Radar 24, it is pretty obvious what the common aircraft symbols mean. The images above are clearly (from L to R) a single engine aircraft, a twin engine aircraft, a large jet and a helicopter. But take a look at the image on the left. It looks like there may be a party going on just east of campus at Western Illinois University as indicated by the bright yellow balloon.

Clicking on the image I was taken to a page that identified the icon with the identifier of HBAL0396, Altitude 70,300', Ground Speed 7kts.

This was my first spotting of one of Google's Project Loon balloons.

Loon LLC is an Alphabet Inc. (Google) subsidiary working on providing Internet access to rural and remote areas. The company uses high-altitude balloons in the stratosphere at an altitude of 11 miles to 16 miles to create an aerial wireless network with up to 4G-LTE speeds. A reference to the balloons used, Project Loon began as a research and development project by X (formerly Google X), but later spun out into a separate company in July 2018.

The balloons are maneuvered by adjusting their altitude in the stratosphere to float to a wind layer after identifying the wind layer with the desired speed and direction using wind data from the National Oceanic and Atmospheric Administration (NOAA). Users of the service connect to the balloon network using a special Internet antenna attached to their building. The signal travels through the balloon network from balloon to balloon, then to a ground-based station connected to an Internet service provider (ISP), then into the global Internet. The system aims to bring Internet access to remote and rural areas poorly served by existing provisions, and to improve communication during natural disasters to affected regions.

The balloons use patch antennas – which are directional antennas – to transmit signals to ground stations or LTE users. Some smartphones with Google SIM cards can use Google Internet services. The whole infrastructure is based on LTE; the eNodeB component (the equivalent of the "base station" that talks directly to handsets) is carried in the balloon.

The aircraft are superpressure balloons filled with helium, standing 49 ft across and 39 ft tall when fully inflated. Each balloon's electronics are powered by an array of solar panels that sit between the envelope and the hardware. In full sun, the panels produce 100 watts of power, which is sufficient to keep the unit running while also charging a battery for use at night. A parachute is attached to the top of the envelope and allows for a controlled descent, landing and payload recovery when a balloon is ready to be taken out of service.. The balloons typically have a maximum life of about 100 days, although Google claims that its tweaked design can enable them to stay aloft for closer to 200 days.

The balloons are equipped with ADS-B and so can be publicly tracked (along with other balloons) with the call-sign "HBAL".

Federal Aviation Administration
Air Traffic Organization
Terminal Services
Aurora Air Traffic Control Tower

Memorandum

Date: 29 April 2020

To: Aurora Airport, Law Enforcement, FBOs, Flight schools, Aurora AT and TO

From: Katrina Smith, Air Traffic Manager, Aurora (ARR) Air Traffic Control Tower

Subject: Facility Operating Hour Adjustments

Background: To ensure the continued resiliency of the air traffic control system amid the COVID-19 public health emergency, the FAA is planning to temporarily adjust the operating hours at approximately 100 control towers nationwide. These facilities have seen a significant reduction in flights, especially during the evening and nighttime hours, since the pandemic began. Adjusting the operating hours will further protect our employees and reduce the possibility of temporary tower closures from COVID-19 exposures by ensuring enough controllers are available to staff the facilities during peak hours. It also will enable us to allocate difficult-to-source supplies where they are most needed.

Most of the facilities are historically closed at night, during which time the radar facility with oversight assumes the airspace. The FAA expects the adjustments will not have any operational effects. The agency plans to begin adjusting facility hours later this month. The FAA will continue to monitor traffic volume at all of these facilities and may make future adjustments to operating hours as appropriate.

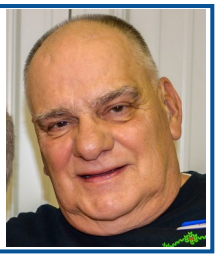
Aurora (ARR) Air Traffic Control Tower (ATCT) will be adjusting hours beginning on Sunday, 03 May 2020. ARR ATCT will be open from 0800-1800 Sunday through Saturday of every week for COVID-19. Temporary adjustments to operating hours, during this COVID-19 public health emergency, are not intended to be made permanent.

The FAA will continually assess the operating environment throughout the National Airspace System (NAS). The FAA will ensure there is adequate staffing to meet traffic needs. As operational traffic counts and our resource factors associated with COVID-19 change, the FAA will make appropriate adjustments consistent with the agency's mandate to operate the NAS safely and efficiently.

"Our mission is to provide the safest, most efficient aerospace system in the world."

Beat Billy

By: Bill Cameron



March Solution:

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?

The aircraft is a Miles M.38 Messenger British Army liaison. Right now, today, you can see it in the opening scene of the movie "633 Squadron" starring Cliff Robertson.

The photo of this plane which appeared in March's newsletter, was taken by me when we were on a tandem bicycle trip in Scotland in 1984.

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

On April 13, 1844, New York Sun writer, Edgar Allen Poe, created a sensation when he wrote a fictitious story about the first "flying machine" to cross the Atlantic Ocean. A large crowd gathered at the New York Sun offices to buy copies of the paper, 83 years prior to Charles Lindbergh's 1927 crossing of the Atlantic.

April Challenge:

Billy has an addendum/correction from March's Beat Billy:

One of March's questions was missing a key element of the equation. Here is the corrected version for this month:

1. During a 2010 minute flight, how many power strokes will a 985 make while turning 1800 RPM's?
2. When was the first time that more than 200 people were flown in a single flying machine? Where did it happen? What type of machine?
3. Name this plane which made its first flight 61 years ago this month

Till next month, this is Billy. Stay safe and wash your hands!

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

A Few Words From The FAA

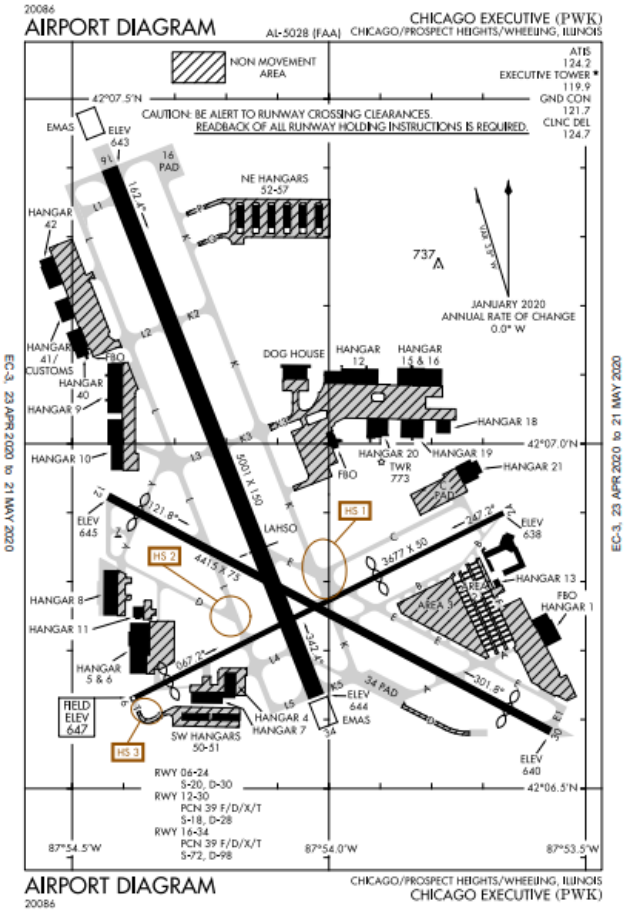
Hot Spots

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training.

Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

While KARR currently has no FAA identified hot spots, Chicago Executive (KPWK) has 3 as depicted below. Always check the Airport Diagram of your destination airport as part of your preflight planning.



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 _____

Membership Category	Annual Dues
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