



November 2020



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On Thursday (11/19) we held our November Virtual Chapter Gathering.

Our own Tony Kennedy took us on his journey to convert his Transport Canada pilot license to his US FAA pilot license. Tony shared the similarities and differences between the Canadian and US regulatory bodies and flight rules. It was a very interesting and informative evening.

We also held our 2021/2022 elections selecting our officers and directors for the next two years. The results are listed on page 11 and we will provide pictures and bios of our newly elected officers and board members in our December issue of Propwash.

In this month's issue we have Part II of the three part **Warbirds** series by Craig Payne, along with our monthly favorites: **Aviation News**, **Website of the Month**, our movie review **Aisle Seat**, our aviation trivia game **Beat Billy** and much more.

Your membership dues for 2021 can be sent directly to our Treasurer using the Membership Form on the last page of this newsletter.

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.

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)~~

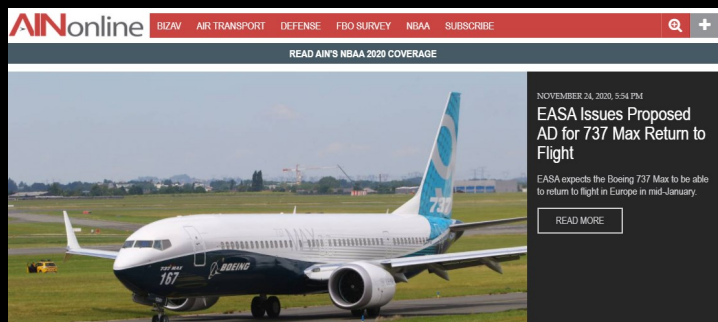
~~September 24 (Virtual)~~

~~October 22 (Virtual)~~

~~November 19 (Virtual)~~

~~December 17~~

Aviation Website of the Month



<https://www.ainonline.com/>

AINonline ranks as one of the leading websites for all types of aviation news worldwide. At AINonline.com journalists from around the world cover all sectors of the aviation industry, from business aviation to air transport to defense and unmanned aerial vehicles. It's a great resource to stay up to date on the latest happenings in the aviation industry.



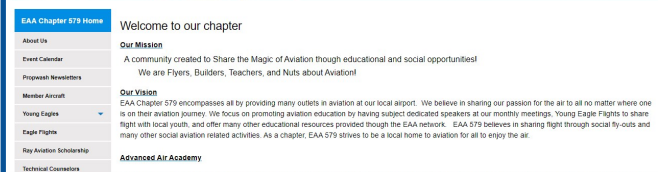
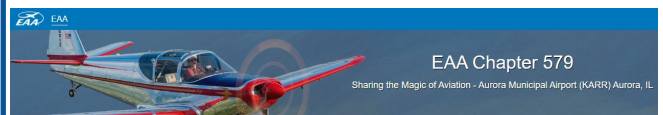
Be sure to follow [EAA Chapter 579](#) on Facebook to get the latest updates on all of our activities.



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





CHAPTER 579 2020 YOUNG EAGLE RALLY UPDATE



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

youngeagles579@gmail.com



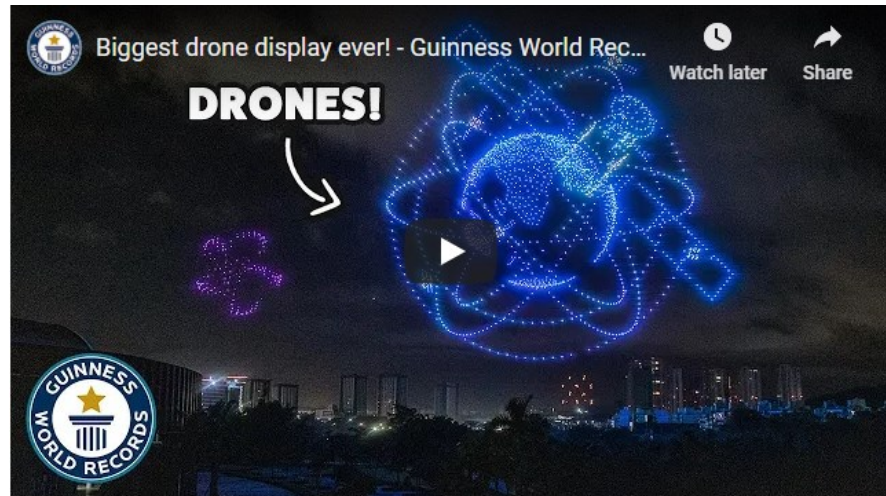
Chinese drone show breaks records

NOVEMBER 23, 2020 BY **GENERAL AVIATION NEWS**

Guinness World Records recently posted a video on YouTube of a new record: The most drones airborne simultaneously. The incredible light show included 3,051 drones, handily beating the former world record of 2,066 drones.

The record was broken by Shenzhen Damoda Intelligent Control Technology Co., Ltd. in Zhuhai, Guangdong, China.

Check out the video below, which includes not only the light show, but crowd reactions, a bit of the planning process, and lots of drones awaiting takeoff.



A video of the record breaking event is available at: <https://youtu.be/44KvHwRHb3A>



American Warbirds

By Craig Payne

Everyone has a favorite Warbird, for many, the P-51 Mustang, others, the Corsair, or perhaps the F-86 Sabre. Remember the “Freedom Flight” in 1995, hosted by the City of Aurora with Chapter 579 and airport people? For us, it was an exhausting effort with crowds numbering over 100,000 for the 4-day event. I still have the Orange EAA T-shirt and recall barely making it to the parking bus on my tired legs in the evening. Yet, I still remember one complaint, a guy wanted to know where all the P-38’s, P-47’s, Hellcats and Corsairs were. When I told him that all that was left were in museums or perhaps in his household pots and pans, he gave me a look of disbelief. Within 3 years after WW-II ended in 1945, thousands of combat aircraft were sold as scrap to meet the need for metals used in civilian goods.

Since those days Big Iron value has soared and so has their status as collectibles. What we see now in shows are formations of trainers flying above while a few fighters and bombers work show center. Just a short walk away from my hangar at Lakeland, Neel Aviation is a worldwide shipper of aircraft. When I asked about T-28’s queued up for disassembly, the owner told me that the Warbird market remains strong through the pandemic and he has seen no letup in overseas shipments.

Below is an overview of single engine L-Birds and 2-4 seat trainers. Many Utility aircraft were also operated by the armed services but because of their civilian uses, they are priced out of consideration. For example, a Fairchild UC-61A is currently advertised for \$140,000, but in civilian colors, markets as an antique. The De Havilland DHC-2 “Beaver” was used by the US Military but commands a high value given its ability as a bush plane workhorse.

The WW-II “Grasshoppers” were simple liaison, tandem 2-place light aircraft used for artillery spotting, ambulance or VIP transport to forward bases. Today, there are still some authentic L-Birds flying as well as many more replica conversion from the civilian version. L-Birds make great projects as long as all of the pieces are there. Tube and fabric skills are readily found within the EAA family. The end product is cheap flying with a historic connection.

Stinson Vigilant L-1: 3 on US registry

Taylorcraft L-2: 16 on registry, 10 are L-2M’s

Aeronca L-3 (Champ): 11 on FAA registry

Piper L-4 (Cub): 37 on registry and 430 PA-11’s, some converted to L-4 look plus additional homebuilt versions such as offered by Wag Aero. Read about one man’s L-4 restoration in the November Sport Aviation. I’ll bet there are more L-4’s hidden in J-3 civilian clothes.

Stinson L-5: 122 on registry, 516 Model 108-3 on registry.

Interstate L-6: 5 on registry.

Authentic L-Birds, especially with combat history, are treasured and preserved as stock as reasonable. Many of the civilian conversions have STC upgrades with more power to be useable as everyday flyers. Keep in mind that the average WW-II recruit, having grown up in the great depression, was lighter than the 170 lb FAA standard. Today’s average pilot size is much heavier and larger so not all L-Birds can fit the pilot. Still, even with an engine upgrade they are 70 to 90 knot cruisers, but most can be flown by a Sport Pilot. The larger, 165 to 185 hp Franklin engine **Stinson L-5** can haul more and cruise up to 105 knots. In WW-II they were favored in the China-Burma-India theater because their 15,000+ foot ceiling could cross some mountain passes. During 2 weeks before Christmas 1944, the 25th Liaison Squadron of L-5’s supplied 397,000 pounds of material, flying 1250 sorties, to support the 6000 men of the 11th Airborne Division in the Philippine highlands. Those deliveries also included a 300-bed field hospital.

WW-II L-Birds are the cheapest way to get into warbirds and might even be the most fun. My picks in this category would be a **Wag Aero L-4 replica**, registered "Experimental", **Taylorcraft L-2M** with pressure cowl, fitted with a C-85 or C-90 electric start or the **Stinson L-5**.



Piper L-4 photo by Jay Selmon



Fairchild PT-26 photo by Jay Selmon



Fairchild PT-19 photo by Jay Selmon



CAF L5 photo by Jay Selmon

Korean/Vietnam L-Birds

Aeronca L-16: 8 on registry. Some L-16's have been refitted with C-90 or O-200 Continentals and offer 87 knot cruise speeds but cannot be flown Sport Pilot. Used throughout the 1950's by the CAP and clubs, few exist today. As I write, an authentic L-16 is listed on BARNSTOMERS for \$35,000.

Stinson L-5: in ambulance and spotter configurations. The Stinsons proved their worth in two major wars. The Navy/Marine **OY2**, 24-volt version was used during the Korean War. Univair carries plenty of Stinson common parts.

Piper L-4: A small number of L-4's/HE-1/AE-1's served in Korea before the L-19 became available.

Cessna 305/L-19/O-1 Bird Dog provided FAC support in Korea and Vietnam. 283 examples are in the US registry and others in foreign counties as well. Current asking prices range from \$150 to half of that. Higher prices do not always mean a better airplane. These Bird Dogs will remain iconic of the Vietnam War and desirable for many years to come. Speed is no greater than the L-5 but visibility is top-notch. The nature of FAC duty and artillery spotting kept L-19 pilots over hostile territory and losses were among the highest in country, 469 aircraft were written off as lost. Clandestine units like the "Ravens" operated in Laos and Cambodia, running targeting during the secret war on the Ho Chi Minh trail.

North American/Navion L-17: 10 on registry, 371 civilian Ryan Navions.

Web site: www.l-17.org

Total 249 made for military use

Total "Navions" were 2634 with subsequent companies upgrading through 1962. A few Twin Navions were also built. Later Rangemasters were built as "G" models up through 1976.

Large 4-seat cabin with huge sliding canopy. 1930 lbs empty, 2850 gross. 260 hp "G" version will cruise at 170 mph. 40 gallons fuel for most but tip tanks were added to many.

L-17's were also used as station hacks and FAC airplanes in Korean war

Many non-military versions are done up in military paint and fly at airshows. Vref list early L-17's at \$37K needing upgrades and later 260 hp "G" models up to \$60K 285 hp models at \$70K. I feel that Navions make a good choice for getting into formation flying warbirds. Lower powered models can fly with the L-Birds and higher-powered models with the other retracts. The Navion in warbird paint is a great family flyer that can be taken to a formation clinic and flown in a show, or sit on static display show front. The pilot will not be forced to park with Pipers, and Cessna's.

Primary trainers: Good examples of PT's are the PT-13/PT-17's. They are a step up in cost, maintenance and pilot skill but many exist on the FAA registry. Other than these Biplanes, getting a 4-ship together for formation practice is difficult due to the lack of similar types. Not many monoplane PT's are left on the registry. Those that are tend to be pricey, suitable for collectors but not really for regular flyers. Still, they are an important part of history and are treated as such. None of these trainers were expected to last beyond the war, and many did not. For the Biplane trainers, asking prices seem to be in the same range as RV-8's and RV-7's.

- **Boeing PT-13 Kaydet:** 33 on registry
- **Boeing PT-17 Stearman:** 809 on registry. Thousands were sold as surplus post-war, and many became crop dusters and working airplanes. Plenty were wrecked during war-time student training, "washing out" numerous students. Hence the nickname: "Yellow Peril".
- **Fairchild PT-19 Cornell:** 7 on registry. The Army Air Corps felt that the Fairchild series of trainer was a step up from the more forgiving biplane trainers and a good lead-in to the Basic Trainers. Equipped with a Ranger 440 inverted 6, they have a sleek look.
- **Ryan PT-16A/20/20A/21/22 Recruit:** 10 on registry. Over 14,000 pilots were trained by Ryan contract schools to support the war effort. Their safety record was good, but only in Ryan owned operations. Numerous civilian Ryan ST's remain on the registry too.
- **Fairchild PT-23:** 33 on registry, the radial engine version of the PT-19
- **Fairchild PT-26:** 6 on U.S. registry, but more in Canada where Fairchild sold 670 full canopy versions of the PT-19 during WW-II. Ply-wood wings on the Fairchild's are one reason why more are not around today. Many did not last through wartime training.
- **Meyers OTW:** 51 on registry, the Meyers served also in the Pre-war Civilian Pilot Training program. With a reputation for good landing gear handling on turf, it is notable that few AD's were issued against this model. Many also remain on the Canadian registry.



Boeing Stearman photo by Jay Selman



Vultee Valiant BT-13 photo by Brian Silcox

Basic Trainers: Single engine types

- **Vultee Valiant BT-13:** 83 on registry. This fixed gear, 450 hp model ranges in price from \$100,000 to \$140,000 for an in-annual example. What I like about them is all of the space inside and how the side panels open up for inspection and maintenance. Pratt R-985's are regarded as bullet-proof in the radial engine world.
- **Naval Aircraft Factory N3N-3:** 139 on FAA registry, including foreign-based

WW-II Basic trainers were designed to meet an immediate need. Many models like the BT-13 were put together with wooden components mixed in with metal to deal with shortages. Those are all gone now but underscores that no one expected these aircraft to remain flying 75 years later. As trainers, some BT's and PT's had some handling quirks that taught the students some hard lessons that they would need in handling some of the tactical warplanes of the time. The BT-13's stall/spin out of a skidding turn was well known, but manageable for the

Advanced Trainers: Single engine aircraft like the Texan AT-6, Harvard or SNJ are not starter Warbirds but are excellent choices if you plan on upgrading to a WW-II fighter or just want a big thundering beast. Watching T-6's landing at AirVenture, I saw one ground loop and was amazed by how fast that happened. I have heard of insurance companies requiring 25-50 hours of flight time before issuing coverage for most pilots.

I have not considered the T-28 Trojan due to complexity and maintenance cost. They consume more maintenance resources and parts than many foreign trainer jets.

- **North American Texan/Harvard T-6:** 380 on registry, including Canadian-made Harvards. Not only did the T-6 serve in WW-II as an advanced trainer but also in Korea as "Mosquitos" acting in the FAC and station hack role. From the AeroShell team to Reno Racers, these models are truly iconic and have become the definition of what a Warbird is.
- **North American SNJ:** 258 on registry. Tailhook Navy version of the T-6 that was corrosion proofed at the factory.
- **Beech Mentor T-34:** 167 on registry, including 2 Fuji's and excluding turbine T-34C model. Recent history has not been kind to the fleet. A pair of Airworthiness Directives on the spars and attachment cost most owners at least \$50,000. What is sad is that the few that failed, with fatalities, suffered high-time G-load abuse while the rest of the fleet did not. Transition training from the Bonanza helps the check-out process. This makes the T-34 a natural choice for GA pilots who want to fly Warbirds. This is a plane that could be in a partnership, especially Bonanza pilots. Find one with the Baron spar replacement for the AD fix.



Beech T-34 and Navion photo by Jay Selman



T-6 and Nanchang CJ-6 photo from Chris Davis

Winners and Losers: There are no real "losers" for any historic American warbird, even a Brewster Buffalo, withdrawn from combat after the Battle of Midway, would be well received anywhere you went. If you have a real L-Bird that saw service, or a Primary Trainer, treasure it for what it represents. That said, certain models will be less of a challenge to maintain and operate.

The real winner is the T-6, even though the market is up and down. And then there are what I call "Data Plate" aircraft. With only a data plate, a lot of work and money, you could rebuild from the data plate out. The Stearman comes close to that by virtue of tube and fabric construction and surviving parts from the thousands that have been slowly dwindling. Most L-Birds meet the Data Plate criteria too.

Navions also are proven winners with strong structures and few AD's over the years. They also are good family flyers, just not as efficient as more modern makes. Due to their tube fuselages, BT-13's and T-6's come apart fairly quickly for access to internals. By virtue of abundant numbers, they will always be present. T-34's have recovered their value as most have had wing spar AD's done. With large quantities of Bonanzas around, transition training and some common parts are available.



Author: Craig Payne

The Aisle Seat

By: Tim Green



Blue Angels A Year in the Life - Becoming Blue

I have always been fascinated by precision flying and the pinnacle of that has to be THE BLUE ANGLES. I found this documentary "Blue Angels A Year in the Life - Becoming Blue" outstanding and I hope you enjoy it .

Video: <https://youtu.be/osPWwQxMEJA>

If anyone has an aviation video that they would like to share with the Chapter, please send your recommendations to: mikebaer150@gmail.com

Beat Billy

By: Bill Cameron



October Answers:

- Q1** I am a CAR, a FOOD and a AIRPLANE. What am I, Who made me and what person of note operated me, in air or on ground or both?
- A1** You should have at least gotten two out of the three. I am the Glorious FORD PINTO, I am the famous PINTO BEAN and I am the MOWHAWK PINTO MLV light plane (A.T.C. #95) from 1928. Charles Lindbergh once flew ... A PINTO!
- Q2** 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?
- A2** I am none other than Walter Beech's incomparable Model D17, the STAGERWING. My accomplishments were exceeded by one of AL Mooney's wonderful creations the 1989 Mooney TLS.
-

November Challenge:

Well my Thanksgiving dinner fattened brethren are you ready to have your brains teased and challenged by another Episode of BEAT BILLY!? If so, here we go. If not you get it anyway!

For November try this on for size. We will start out small and easy, since you will still be a little lethargic after all that turkey:

- Q1** How did the sport of Bicycle racing influence early aviation?

Now that you are all awake try this one on for size, this one is a little harder:

- Q2** What took place on March 1, 1912 in St Louis Mo.?

Here is your last Thanksgiving stumper. This one should be an easy one:

- Q3** What is the smallest hangar ever built for a Navy aircraft?

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.



2021 / 2022



ELECTION RESULTS

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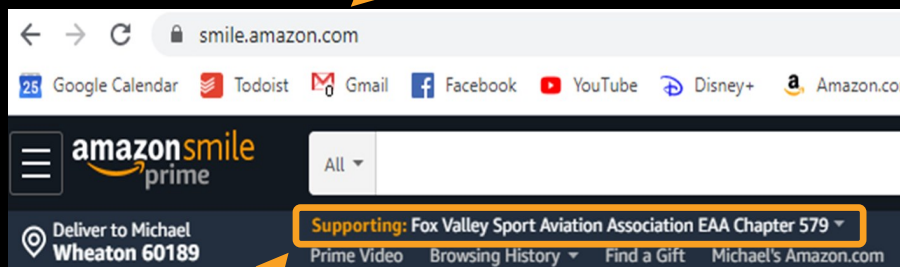


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Select **Fox Valley Sport Aviation Association EAA Chapter 579** as the organization you are supporting, and that's it!

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	

BD-5 PROJECT FOR SALE



- **Fuselage 90% done**
- **Wing parts includes original and new airfoil ribs, wing skins, all sheet metal parts**
- **Landing gear, original instruments with BD logo, canopy, all molded plastic and fiberglass parts**
- **Honda Civic Turbo engine with intake, mount, radiator, belts/pulleys/ring gear/drive shaft/prop/bearings**
- **All prints and updates, original 1970s shipping documents, controls, and much more.**

**Interested? Contact Todd Ashcraft
akrotodd@yahoo.com**



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:

EAA Chapter 579
422 Clinton Ave.
Oak Park, IL 60302