



September/October 2022



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Chapter 579
Sharing the Magic of Aviation
Aurora, IL - Home Airport: Aurora Municipal (KARR)

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

CHAPTER OFFICERS

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Baer → Mail



As October draws to a close, we happily anticipate the upcoming holiday season, but for me, it is also accompanied by a little sadness as it reminds me that our Young Eagles season is wrapped up for another year. This month's cover photo captures 9 of the 37 amazing volunteers both air and ground crew that made this year's Young Eagles rallies such an amazing success. This year we hosted 5 rallies and shared the magic of flight with 470 young aviators bringing the Chapter total to 19,773 Young Eagle flights... more than any other Chapter worldwide. This means that Chapter 579 should cross the 20,000 flights milestone during our June or August rallies next year!

Our last rally of 2022 was held on Sunday, October 16th, where we shared the sky with 97 Young Eagles. Pages 4 and 5 include a small sample of the smiling faces from our October rally and page 7 highlights some of the milestones our Young Eagle pilots crossed this year.

Last Thursday we held our October Chapter Gathering. We were joined by Chris Thomsen and Coyle Schwab who shared stories, photos and videos highlighting the fascinating history of the Cessna 195 Businessliner. As Cessna 195 owners, Chris and Coyle provided us with their insights and personal experiences of owning and flying this beautiful aircraft. We also held our nominations for our 2023-24 Officers and Directors. Elections will be held during our November meeting so there is still time to nominate yourself or someone you think would be willing and able to help the chapter by serving on the Chapter 579 Board of Directors. Please send any additional nominations to me at mikebaer150@gmail.com by November 10th.

I hope you enjoy this issue of Propwash and I look forward to seeing you in November.

Mike



CHAPTER 579 2022 MONTHLY CHAPTER GATHERING SCHEDULE

January 27

February 24

March 24

April 28

May 26

June 23



Gone to Oshkosh

August 25

September 22

October 27

November 17

December 15*

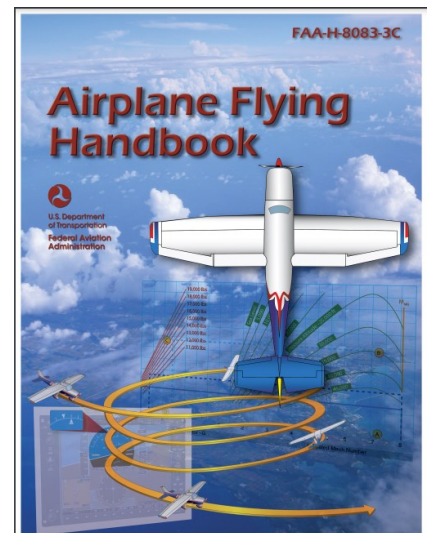
(* Tentative)



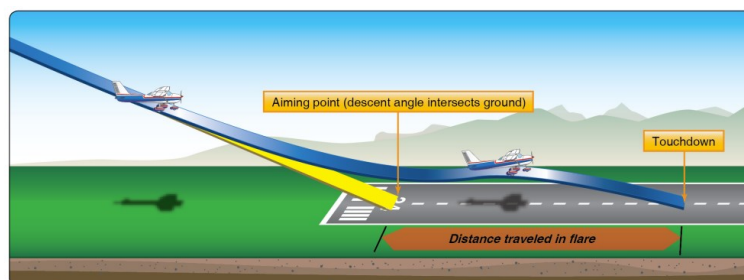
Federal Aviation
Administration

Airplane Flying Handbook

The Airplane Flying Handbook (FAA-H-8083-3C) provides basic knowledge that is essential for pilots and is available free online at this [link](#). This handbook introduces basic pilot skills and knowledge that are essential for piloting airplanes. It provides information on transition to other airplanes and the operation of various airplane systems. It is developed by the Flight Standards Service, Airman Testing Standards Branch, in cooperation with various aviation educators and industry. This handbook is developed to assist student pilots learning to fly airplanes. It is also beneficial to pilots who wish to improve their flying proficiency and aeronautical knowledge, those pilots preparing for additional certificates or ratings, and flight instructors engaged in the instruction of both student and certificated pilots. It introduces the future pilot to the realm of flight and provides information and guidance in the performance of procedures and maneuvers required for pilot certification. It is essential for persons using this handbook to become familiar with and apply the pertinent parts of 14 CFR and the Aeronautical Information Manual (AIM). The AIM is also available online at www.faa.gov.



The current Flight Standards Service airman training and testing material can be obtained from www.faa.gov. This handbook supersedes FAA-H-8083-3B, Airplane Flying Handbook, dated 2016.



CHAPTER 579 TENTATIVE 2023 YOUNG EAGLE RALLY SCHEDULE



May 21
Jun 25
Aug 27
Sep 24
Oct 15



**ONLINE
REGISTRATION**

We will once again be using Online Registration for our Young Eagle Rallies. Registration will open up approximately ten days before each rally. Be sure to follow our Facebook page for details!



**EAA Chapter 579's
18,000th Young Eagle**



Launched in 1992, the Young Eagles program has dedicated 30 years to giving youth ages 8–17 their first free flight 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, almost 2.3 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.

Send your Young Eagles Questions to
mikebaer150@gmail.com



579 Young Eagles Rally

October 16, 2022

Please see the full photo album on our [Facebook Page](#)





579 Young Eagles Rally

October 16, 2022

Please see the full photo album on our [Facebook Page](#)





News From HQ

EPA's Proposed Endangerment Finding: What It Means for GA's Use of Leaded Avgas Now and in the Future

On Friday, October 7, the Environmental Protection Agency (EPA) released its long-awaited proposed finding of endangerment regarding lead emissions from piston aircraft. This was not unexpected and is the first step in a multi-year, multi-step regulatory process that will most likely conclude with the eventual removal of lead from avgas.

The general aviation community remains committed to removing lead from aviation gasoline by the end of 2030, without compromising the safe and efficient operation of the fleet and the economic health of the general aviation community. Therefore our industry has joined with the Federal Aviation Administration (FAA) in the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative, which provides for an orderly and safe transition to a lead-free avgas future.

Near Term Impacts

The EPA notice does not change the current production, distribution, sale, or use of 100 low-lead (100LL) fuel. A primary tenet of EAGLE is to ensure that 100LL remains available for the safe operation of the current fleet as the community transitions to unleaded fuel.

General aviation's continued use of leaded avgas through the transition period will likely attract opposition and result in growing pressure on airports and operators at the state and local levels. In addition, more airports face challenges from local anti-airport activists looking to close or significantly reduce operations. The EPA announcement will undoubtedly be used by those groups.

Fortunately, EAA members and chapters have a remarkable history of bridging the gap between airports and their surrounding communities. Events such as Young Eagles, fly-ins, and open houses, most of which welcome the public, have formed strong bonds between pilots and locals. Airport managers, pilots, and aircraft owners will rely on these long-standing relationships to educate communities about plans to transition to unleaded fuels by 2030. Our goal is to avoid a patchwork of airport-specific requirements leading to inconsistent fuel availability. That could create a situation where aircraft could be mis-fueled, leading to safety and operational concerns.

Next Steps

The EPA, FAA, and aviation community are ultimately working toward the same goal: a fleet-wide transition to an unleaded fuel by the end of 2030. There are already promising steps taken in that direction and more to come in the near future.

With something as complex and safety-related as changing the fuel for the entire general aviation fleet, the FAA and industry will move cautiously and methodically toward a safe and effective transition to any unleaded replacement.

Currently, the FAA does not regulate avgas because the FAA has no authority to regulate fuels. Standards for the refining, blending, and distribution of avgas are developed and administered by the petroleum and aviation industries through consensus standards administered by organizations such as ASTM International. Ultimately, the "ban" on leaded avgas might take the form of an operating rule under Part 91 for instance, simply stating that on a particular date, no aircraft may use fuels containing lead.

It's important to note that lead cannot be removed or "banned" from avgas by the EPA or FAA until all of these regulatory steps prescribed under the Clean Air Act are taken - likely not for a number of years.

On September 1, the FAA issued supplemental type certificates to allow General Aviation Modifications Inc.'s (GAMI) 100-octane unleaded fuel (G100UL) to be reportedly used in every spark-ignition engine and every airframe powered by those engines. The deployment of this fuel and its adoption by general aviation will help guide the EPA and FAA's regulatory efforts.

In addition to GAMI, three high-octane unleaded fuels continue to be evaluated. Swift Fuels is working through the FAA Supplemental Type Certification process while Afton/Phillips 66 and Lyondell/VP Racing are using the EAGLE fleet authorization process. The outcomes of these efforts will also be considered in the EPA and FAA rulemaking activities and any unleaded fuel transition.

Rulemaking Steps

Step 1: EPA's Endangerment Finding. Under the Clean Air Act, the EPA has the authority to find that a particular air pollutant emitted from aircraft engines "causes, or contributes to, air pollution which may reasonably be anticipated to endanger public health or welfare." This process involves studying the pollutant in question, its sources and quantities, then publishing a proposed finding (which is where we are currently), followed by public comment and a potential final finding of endangerment.

As stated on EPA's website, "After evaluating comments on the proposal, we plan to issue any final endangerment finding in 2023." It should be noted that a final finding could be either endangerment or non-endangerment. Assuming the final finding in 2023 concludes that lead emissions from piston engine aircraft does cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare (otherwise known as a *positive endangerment finding*), EPA then moves to a regulatory action in step 2a below.

On the cusp of EPA's positive endangerment finding the FAA has an obligation to "prescribe standards for the composition or chemical or physical properties of an aircraft fuel or fuel additive" as described in step 2b below. The EPA and FAA steps outlined in 2a and 2b below will most likely occur concurrently.

Step 2a: EPA's Aircraft Emissions Standards. Once the EPA determines that a pollutant endangers public health or welfare, it triggers a statutory requirement under the Clean Air Act to propose engine emission standards to address the issue. The EPA must consult with the FAA to consider technology, safety, and noise when establishing aircraft engine emission standards. The development of these standards will entail another proposed and final rulemaking allowing for public comment and input. It is reasonable to expect this process to take approximately two years as there are no lead emission standards currently in place.

It is also important for the aviation community to understand, that per the Federal code as passed by Congress, EPA's aircraft emission standards cannot "adversely affect safety."

Step 2b: FAA's Fuel Standards. Following a positive endangerment finding by the EPA for lead emissions from aircraft piston engines, the FAA is obligated to regulate it both as a fuel component and as a fuel additive. Generally, this would be another rulemaking process that would take the usual rulemaking steps lasting approximately two years.

Step 3: FAA's Certification Standards. Once EPA has promulgated lead emissions standards for piston-engine aircraft, the FAA is responsible for enforcing EPA regulations. This is yet another multi-year process involving proposed rulemaking, public comment, and internal government coordination. The publication of a final rule does not in and of itself implement an immediate "ban" on the use of leaded avgas.

EAA's primary mission through all of this is to ensure a smart and safe transition to an unleaded fuel that preserves the utility of the existing general aviation fleet and maintains a stable and cost-effective supply of fuel now and into the future.

YOUNG EAGLES CENTURY FLIGHT MILESTONES ACHIEVED IN 2022

Please see the full photo album on our [Facebook Page](#)



AVIATION NEWS



General aviation may get a new voice at the FAA



The FAA may soon have a new position designed just for general aviation.

U.S. Representative Sam Graves (R-Missouri) said that he will “seek creation of an FAA position that is specific to addressing GA issues and fostering that segment of the industry.”

“We also must do a better job of getting young folks involved in aviation,” he added. “Whether it’s to be a pilot, mechanic or technician, training takes commitment and it takes money. I know the industry is looking at some very innovative ways of bringing workforce in and helping to foster that but we really do need to be thinking outside the box.”

Graves made the announcement during the No Plane, No Gain Breakfast during the 2022 National Business Aviation Association Convention in Orlando, Florida.

Graves, an avid general aviation pilot and aircraft owner, is the ranking member of the U.S. House Committee on Transportation and Infrastructure and co-chair of the House General Aviation (GA) Caucus.

During the breakfast, another lawmaker, Representative Rick Larsen (D-Washington), noted that the committee is spooling up for the upcoming debate over FAA reauthorization in 2023.

“We have opportunities to make sure we take care of the ‘classic hits’ — safety, certification, air service, and other issues — as well as the next ‘Top 40,’” he said. “Those are the things on the horizon, including new entrants to the airspace, commercial space, and looking at the aviation workforce.”

Larsen, who chairs the House Transportation and Infrastructure Committee, noted that “includes not only fostering a new and diverse field of aircraft pilots, maintainers and others, but also ensuring the FAA’s own workforce is up to the task of fulfilling its mandates to ensure aviation safety and certify new aircraft.”

*Source: *General Aviation News*



579 Chapter Gathering

October 27, 2022



Chris Thomsen shares the joys and challenges of flying the Cessna 195



Chris' 195 "Bonnie" on the ramp at Joliet Regional




Coyle's 195 in Kankakee



Coyle Schwab describing the history of the Cessna 195

Overall Specifications

- About 1,200 built
- Produced 1947 - 1954
- 3,350 # gross weight (normal category)
- >1,000 # useful load
- Pilot + four passengers
- 130 - 145 knots cruising speed
- 13 - 16 GPH
- 76 U.S. gallons useable (100 gallons optional)
- 5 U.S. gallons of oil
- All metal construction
- Hamilton-Standard 2B20 constant speed prop
- Wittman landing gear with "straight" or crosswind wheels



The Cessna 195 by the numbers

Becoming a 195 Pilot

- Tail wheel endorsement
- High-performance endorsement
- Good transition training
 - 195-proficient CFI
- Prior experience
 - C-120/140
 - C-170
 - Citabria
- Insurance will require several hours in type
- It takes awhile to become comfortable with crosswinds
- Visibility is an acquired taste



What does it take to become a 195 Pilot?

Ken's Aviation Museum of the Month

By: Ken Kwiatkowski



Houston, Texas

Lone Star Flight Museum is located at Ellington Airport, Houston. It has been there since 2017. Prior to that it was based in Galveston Texas, and sustained damage from Hurricane Ike in 2008 along with damage from prior and subsequent hurricanes. All the flyable aircraft were flown out prior to Ike, but much of the museum sustained heavy water damage. After that plans were made to find a new safer home base.

Lone Star is relatively unique in that most of the 24 aircraft in their collection are flyable. Lone Star aircraft are frequent participants in airshows across the country especially at the Commemorative Air Force (CAF) Wings Over Houston show each October.



Aircraft in the collection include a Grumman Albatross, Beechcraft Honeybee, Vultee BT-13, Piper L-4 Grasshopper, Cessna O-1A Bird Dog, Douglas DC 3 along with a number of flyable warbirds that include a B-25 Mitchell, SBD Dauntless, F4U Corsair and TBM Avenger.

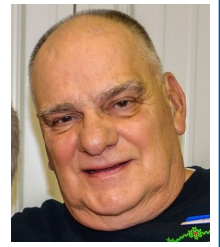
Lone Star is the home of the Texas Aviation Hall of Fame, and static displays include exhibits on Sept 11, and the Women Air Force Service Pilots (WASP). There is a gift shop and an Italian Coffee Cafe in the main building

The museum is open daily from Memorial Day to Labor day, and Tues-Sun the remainder of the year.



Beat Billy

By: Bill Cameron



September/October Question:

For this month you need to not only identify the aircraft, but also the car, their connection to each other and who were their owners. Have fun!

See you next time.

BILLY, 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.

We will reveal the correct answers in the next issue of Propwash.



Aviation Images

By: Bill Cameron

Tilbury Flash racer that was made in Bloomington that now hangs in the Bloomington Normal airport



Gone West



Kermit Kirby

Long time chapter member Kermit Kirby flew west on October 8th. Kermit was a kind-hearted and very generous man who was very proud of his rural roots in Kentucky and Tennessee where he spent his childhood. He was a graduate of the University of Louisville. Kermit spent the majority of his working career in the battery industry including many years as a Plant Manager in Geneva. He was a well respected businessman who was on several boards and also served as the Geneva school board president. He was an avid and well renowned pilot introducing aviation to 591 kids through the Young Eagles program. Kermit especially loved spending time with his many grandchildren



He will be missed by our Chapter and his many friends and family.





planeperfect.us

At Plane Perfect we have a passion for airplanes and couldn't find products to suit our detailing needs. Everything on the market either didn't work very well or was decades old formulas that could be improved for higher polish and more durability. We created a catalog of modern, safe products that work on metal, fiberglass or fabric and provide a level of quality just not achievable with older formulas. They are superior on cars, boats and RV's too!



Use offer code EAA579 at checkout and get 10% off your entire order!



Please join us at our next

VMC Club Meeting

Thursday, November 3rd

7:30 pm @ SimplyFly



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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 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:
Regular (Individual)	\$20	
Regular (Family)	\$35	
Youth (Under 18)	\$12	
Life	\$400	
*Annual chapter dues are due on January 1st. New members joining after June 30th receive a 50% discount for first year dues		