



September 2020



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Last Thursday (9/24) we held our September Virtual Chapter Gathering.

We were joined by Craig Payne (pictured above) who provided us with an evening of fascinating stories and photos highlighting his life in the air and experiences flying his beautiful Nanchang CJ-6, his Bulldog and other memorable aircraft.

As a special bonus Craig wrote an article that appears in this month's Propwash where he shares his thoughts on performing in big air shows.

In this month's issue we also get Part II of Dave Montgomery's adventure to Chatham, MA to see his Granddaughter for the first time, we hear from Greg Stonehocker as he describes a visit to the Air Force Museum with his son Nate, we learn how Ed Ramos got into aviation and much more.

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



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

November 19

December 17

Aviation Website of the Month

FLYING

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



FLYING, is an aviation magazine published since 1927 and originally called Popular Aviation prior to 1942, as well as Aeronautics for a brief period.

It has the largest paid subscription, newsstand, and international circulation of any U.S.-based aviation magazine.

The Flying Mag website is a great source of articles on aircraft, avionics, gear, training, pilot proficiency, news, careers, photos, buyers guides and much more!



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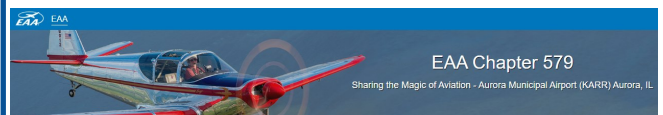
Be sure to follow [EAA Chapter 579](#) on Facebook to get the latest updates on all of our activities.



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	Our Mission A community created to Share the Magic of Aviation through educational and social opportunities! We are Flyers, Builders, Teachers, and Nuts about Aviation!
Event Calendar	Our Vision 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 Eagle 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.
Proposed Newsletters	Advanced Air Academy 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.
Member Aircraft	
Young Eagles	
Eagle Flights	
Ray Aviation Scholarship	
Technical Connections	



CHAPTER 579 2020 YOUNG EAGLE RALLY SCHEDULE



Due to the ongoing health risks associated with COVID-19, our May, June, August and September 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 can safely resume our Young Eagle flights. Please 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 (Cancelled)~~

Oct 25

Rain Dates

~~May 31 (Cancelled)~~

~~Jul 12 (Cancelled)~~

~~Aug 30 (Cancelled)~~

~~Oct 04 (Cancelled)~~

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

youngeagles579@gmail.com

Chapter Member Adventure

Weather Decisions

(Part 2)

See Part 1 in the August Issue of Propwash

By: Dave Montgomery



I planned my trip home from Chatham, MA (CQX) and it looked like a two leg flight home. Weather, again, looked like a factor as there was a stationery front across southern Ohio and Pennsylvania with IFR and low IFR conditions. When I looked at the weather the night before, the Prog Charts showed the weather staying south and ceilings staying high and VFR most of where I wanted to go. But given the uncertainty, I looked at three possible routes

Chatham (CQX) to Lock Haven, PA (LHV), Then Lock Haven (LHV) to Aurora (ARR). This was the reverse of the plan I wanted to fly out. I wanted to stop at Lock Haven for the history. It's where Taylorcraft and Piper Aircraft were founded, and is the home to several aircraft part manufacturers.

In case the weather moved north faster than expected, I planned Chatham (CQX) to Erie (ERI). This cut across southern New York State and Northern Pennsylvania fairly directly, Then Erie (ERI) to Aurora (ARR). This cut across the South Shore of Lake Erie and Northern Indiana. This looked quite do-able from the forecasts if the weather moved faster than expected.

Then, Just to be sure, I planned a very northerly route: Chatham (CQX) to Niagara Falls New York (IAG), then Niagara Falls (IAG) across southern Ontario to Aurora (ARR). This was much longer, but figured, worst case. I'd still make it home in a day. If I had to stay overnight somewhere, I liked Niagara Falls, as I have many old friends there who would buy me a beer, since I grew up in that area.

I woke up early the morning, and looked at the forecasts for 0600Z. It showed the weather had moved faster than expected. I didn't like my preferred southern route with a stop in Lock Haven as LHV was IFR with mountain obscuration AIRMET covering most of the route.

It looked like the weather wasn't moving fast enough to force me to go on the northerly route through Niagara Falls. The weather from CQX to ERI was good, with VFR forecast the entire route to ERI. I said good bye to my family, pre-flighted and launched around 7:30 AM local time.

Flying just off the southern coast of Cape Cod, climbing to 6500 feet, I called Boston approach for VFR flight following. The sector was pretty empty and the controller was chatty. We discussed the route of flight and it turns out he grew up in Southwestern New York State, not far from where I did. We had a nice discussion of local food preferences and area ski resorts. It was a fun conversation. I flew on over Providence and Hartford airports, across the Hudson River, over the Catskills and across the Southern Tier of New York State.



Crossing the Hudson over Kingston, NY

I kept watching the ADS/B weather and didn't like what I was seeing for my next leg. The ceiling became overcast and started to come down about 20 miles east of ERI, and I landed VFR on Runway 6.

At the FBO I bought gas and started to evaluate the route for the final leg. The weather on my direct route seemed like the worst, with low ceilings and moderate rain. I planned a route south, around Cleveland that looked like I'd be in clearing weather with some MVFR, and very little IFR reported. The forecast for cloud bases were pretty high- above 7000 feet most of the way. It was around noon time. I called a weather briefer and he focused on the direct route and started by saying VFR was not recommended. He was discouraging. I then asked him about my planned route south around Cleveland. He agreed that the weather was better there, less rain, but still said doing it VFR was not recommended due to low ceilings in some areas along the route.

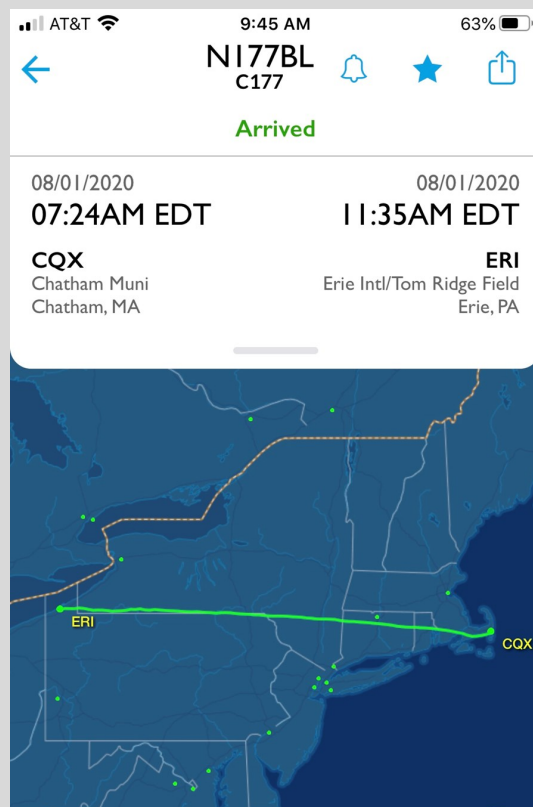
I was tired from flying the first leg of 3.5 hours that morning. My autopilot was non-functional. The thought of flying hard IFR for 4 hours was not appealing and I told the briefer that. He said, unfortunately, that this weather pattern was expected to stick around for a couple of days. The thought of staying two days in Erie was not appealing either.

It was an hour until the next TAFs were set to come out. I was hungry, borrowed a crew car and went to find something to eat.

When I returned to the FBO, I checked the latest TAFs. The rain seemed to be moving north and bases around 6000-8000 feet were forecast for most of my route. I filed an IFR flight plan to go around Cleveland to the south then to Fort Wayne, then Knox VOR (OXI), then Joliet VOR (JOT) into Aurora (ARR). I filed for 4000 feet, thinking I could stay below the clouds most of the flight. And I felt refreshed and invigorated after lunch and some coffee.

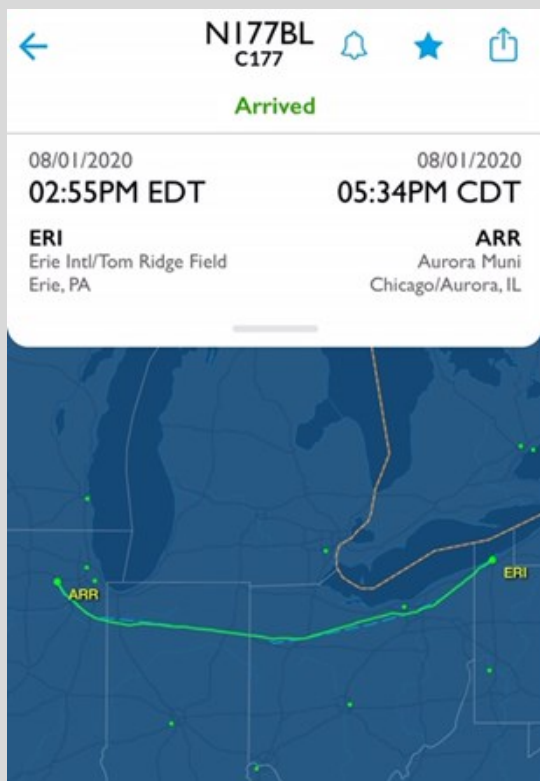


Crossing the Catskills



I launched from Runway 24 at ERI direct to Chardon VOR. Ceilings at ERI were reported at 6000 with light rain. Within two miles of the airport, I entered the clouds at 2500 feet and focused on the instruments. I also turned on the pitot heat and carb heat. Although it was early August, at 4000 feet my carb temperature was in the mid-30s. I'd experienced carb ice in IFR conditions before and didn't want to repeat that experience. The controller warned me of an area of moderate precipitation directly ahead 4 miles, extending for 4 miles. I really didn't want to make a lot of deviations from course without the autopilot as I've found that just adds to the work load. I said I'll continue on course and kept glancing out the window and it didn't seem more than light precip. Another 10 miles and the controller told me of another area of moderate precip ahead, extending about 20 miles. I continued on course, and again it didn't seem too bad.

My efforts to not deviate from course ended as I neared Cleveland. The controller started vectoring me to avoid traffic going into Cleveland Hopkins. That's happened to me before. It's aggravating.



She finally put me direct to my next waypoint, Mansfield (MFD) and told me there was moderate precip near MFD, but that she'd have direct Fort Wayne for me before I got there. About 10 minutes later she gave me direct Fort Wayne and I flew on through Toledo. When Toledo handed my off to Fort Wayne approach, the Fort Wayne controller told me he had a re-route for me. He gave me direct Peotone (EON), direct Joliet (JOT), direct ARR.

Looking at ADS/B weather, I could see this would keep me in precip and the clouds most of the rest of the way home. The cloud bases had been forecast to be 7000 feet and higher just past Fort Wayne. This was disappointing. But I felt good. I felt I was doing a good job on the gauges without autopilot help. I felt focused and alert. I accepted the clearance and turned direct to Peotone.

A bit south west of South Bend, looking at ADS/B weather, I saw an area of moderate precip (yellow on my screen) surround a small cell of heavy precip (red and purple on my screen) directly ahead about 30 miles. I asked South Bend approach if they were painting any precip between me and Peotone. He replied "negative". I thought maybe my ADS/B feed was slow to update and that it had dissipated.

South Bend turned me over to Chicago Center and I called in. The Center controller immediately told me of an area of moderate precip with embedded heavy and severe precip at my 12 o'clock and 20 miles. I told him I would deviate 20 degrees left.

Once past the cell, I turned back to Peotone and flew the rest of the route home, including the RNAV 33 approach into ARR. I broke out of the clouds at 2500 feet and landed.

Flight time was 4 hours exactly... and 3.5 hours of that was in IMC. After I landed and put the plane away, I felt exhausted. But I was happy to be home again.



Remembering the Big Shows

By Craig Payne

Remembering 24 years of participating in Warbirds of America (WOA) airshows at both Oshkosh and Lakeland Florida, I am looking towards the future even though 2020 was a bust. I had plenty of time to reflect. Basically, the Good Old Days are gone, when warbird shows lasted 90 minutes and there were Warbird lunch flyouts.

When I imported my Nanchang CJ-6A in 1995, the warbird years were at a peak. I soon began formation flying, civilian warbird training wasn't as scripted and documented as it is today but there was plenty of flying practice and people to help.



At today's airshows, no card, no fly. Not just a Formation Card but now a card for formation "Dynamic Maneuvers", often in addition to a solo Aerobatic card. Participation requires a lot of time, training, jumping through hoops, and money. The days of compensated appearance is restricted to the Airshow industry. Without a sponsor, it's a steep climb, especially with jet warbirds.

We still go to Oshkosh and Sun 'n Fun to fly, not just see the show. Starting days before each event, warbird groups meet nearby to practice, train and re-qualify. This is where the fun is, socializing. Each session begins with Ground School and each day starts with a safety brief, a schedule of who needs what and a plan to meet every one's needs. Then it's brief, fly, debrief and one-on-one instruction where needed. Take a break and do it again until the day-light fades into Happy Hour.



To help our Yak Pilots Club grow into today's Red Star Pilot's Association, I helped organize formation clinics in both Wisconsin and Southern Georgia. Based on our collective experience in other warbird groups, and with military pilot leadership, we forged our way into an FAA recognized Formation Signatory of FAST, providing training, evaluation and certification.



Right side of "Big Wing" rolling in over AirVenture - photo by Craig Payne



Left side of "Big Wing" forming up over Wisconsin – photo by Craig Payne.

Today's Airshows are more work than fun. Multiple briefings, from Air Boss to Group Commander, to Flight leaders. Paperwork inspection, multiple waivers, aircraft inspection, pre-flight and then stand by to stand by. Air Boss has a plan but plans change, especially when 100 airplanes are staged and waiting their turn either to launch or pass over show center. Leads maintain comm but everyone else stays off the mic unless there is an emergency. Then there are screwups, most often caused by lack of coordination for passing on those rapid changes.

The good part is getting it right over show center. Not so fun is up to an hour's hold in parade formation out over Lake Winnebago. Twice in my 57 AirVenture warbird recoveries, I landed in a 21-ship formation with rain and lightning close by. Once, in a 3-ship landing, Lead got too slow over the shore on 27 final and we dragged in on power, both me and the other wingman stalled just off the deck from Leads downwash. He cut power and touched down ahead of us. That was wrong, wingmen must touch first to gain runway control. Lucky for us, our wings dropped away from Lead's tail. The debrief was "instructive".



SOCATA Epsilon TB-30 from French Airforce – photo by Ron Malec

WOA airshows often start with a timed cross at different altitudes over show center. A ten second miss seems like forever when viewed from the ground. Each group Flight Leader must time the inbound run from the hold and not be caught halfway through a turn. Remember "Dougie", the smiling C-47? We waited on him for a full 10 MINUTES. No smiles for several formation groups positioning for the inbound call.



Airshow Ops: How do pilots who gather at AirVenture fly formation with others whom they have never met? Standards, everyone follows the same rules and flies to the same standard. Details like the wing bearing line, differ according to the aircraft being flown. T-6, T-28 and T-34 groups generally fly a 45° bearing line but the RPA uses 35° due to both Yaks and CJ's flying together with different wingspans.

Trending:

- Influx of foreign warbird trainers continue, from the 200 Knot, French Epsilon to surplus jets from all over the world. We love the Harvard/Texan T-6 but rebuilding these old birds keeps getting more expensive. The imports are cheaper to operate overall.
- The old fighters are so valuable that most owners let professionals do the airshow work. Even those pilots fly trainers to maintain formation proficiency.
- New pilots are buying warbirds, retiring from the airlines, often with military experience in Mid-East wars. They have the skills and discipline to excel in formation work.
- A new wave of FAA inspectors, often without any aviation background. They range from informed and supportive, to drooling-on-the-floor stupid. Now, I'm referring to administrators, adept at climbing the political ranks at the FAA, and may have performed well in their previous assignments but are suddenly out of their element. I know this personally from spending 90 minutes trying to explain the concept of two or more airplanes staging on a runway at the same time. We call it a "Formation Takeoff".
- Tight airshow budgets and high insurance premiums are a trend with no end in sight.
- Future warbird airshows will be more focused on historic aircraft in an effort to educate the public on the role played by each, tied in the theme of each show. A younger airshow crowd is not familiar with the old warbirds so these shows teach a little history.

Warbird Ownership: They were not designed for GA usage; they are aerobatic and routinely flown to higher G-loads, hence heavier structures. Fuel economy was not the highest design priority. Some systems are complex but most 'Birds were designed for field maintenance by enlisted ground crew. Most foreign warbirds are licensed as Experimental-Exhibition. More flight restrictions but FAA Certified parts are only required for certified installed equipment.

What I learned: I learned precision flying and situational awareness, especially as a Lead. After learning the airplane's unique pneumatic system and working on a variety of aircraft, I earned both my Commercial and A&P tickets. While formation flying is inherently risky, pilots work to mitigate risks by keeping themselves and their airplane in good condition. Systems knowledge and knowing emergency procedures is required. Exactly what the military teaches.



Author over the Okefenokee Swamp – photo by Kim Mills

Chapter Member Adventure

National Air Force Museum

By: Greg Stonehocker

Nate and I have talked about going to the National Air Force Museum in Dayton, OH for awhile. I saw a notice that the Air museum was opening up again on July 1, 2020. The museum had been shut down due to Covid-19 pandemic. After discussing with Nate and the boss (Wife) we decided to make plans to travel to the air museum. Of course we had to practice social distancing, face mask, and hand washing in our travels.



We got to the museum shortly after opening hours. Luckily we went on a Thursday and the crowds weren't too bad. Once we got out of the car we were greeted with a few planes on the tarmac including a C-17 and a F-15. After checking out the planes we headed inside.

The museum did have COVID protocols in place and were enforcing them (good thing). We proceeded to go thru the different galleries. The galleries were laid out in different hangars which included Early Years (included WWI), WWII, Korean War, Southeast Asia War, Cold War, Missile, Space, Research, Global Reach, and Presidential.



One of the things Nate and myself noticed right away was the sheer number of different planes they had in this museum and the pristine condition they were in. It was cool that not only did they have planes from US Air Force but also adversaries in the different wars (Germany, Japan, Russian, etc..) and allies (British, French, Australian, etc..).



Some of the planes we got up close to and realize just how big they are (B-36, B-52, XB-70). Nate's favorite planes were the XB-70, B-36, and the F-102A.

I am a WWII buff and really enjoyed the WWII gallery. We both really enjoyed the Memphis Belle exhibit. It was really nicely done.



The Presidential exhibit was also pretty cool. We got to see the plane FDR used and could see the modified wheel chair lift they installed towards the back of the plane. We were there for the majority of the day before heading back home.

If you have the chance to visit the museum we highly recommend going. Now we want to go see the Naval Air Museum in Pensacola, FL.





How I Got Into Aviation



By Ed Ramos

Many years ago in my early twenties, I took a discovery flight out of DuPage Airport and I loved it. The pilot let me do everything myself and it was great, I fell in love. I bought a second discovery flight for a month later and waited for my flight.

Before my flight came due, the airport had an incident and I had to reschedule my flight for a later date. That day never came...

Life got in the way of doing anything in flight for many, many years.

At one point, about 10 years ago, I discovered Microsoft Flight Simulator and started playing with it. At first it was just a game, I ran into buildings and trees and did not pay much attention to the realism.



About 7 years ago, when life started to settle down, I started to take the Sim a little more seriously. I set the realism levels to their highest setting and started taking the flying lessons that were presented in the Sim. I soon earned my first solo, and shortly after that I printed out my PRIVATE PILOT'S LICENSE issued by the Sim. I started to think, is that it, is it really that simple?

I started to do some research and found the EAA on the web. They suggested that a person wishing to know more, should locate and attend the nearest EAA chapter in their area and discuss flight training with them.

And that's what I did, I showed up at a Chapter 579 meeting one night, when they were held at the Sugar Grove Fire House.

I was greeted by a very friendly bunch of people and immediately realized that I had come to the right place. This has motivated me to make sure that I treat every new visitor very friendly and assure them that this is where they want to be! That evening, I was introduced to Dave Spano and began lessons that very weekend!

Two years later I earned my Sport Pilot Certificate and the rest is history. I now fly the Remos regularly from SimplyFly and the Evektors from Cushing Airport, and I have been training on the Cessna 172 with Sebastian out of JA.

My only regret is not having started down this road many years earlier.

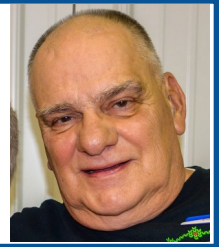
Future plans, possibly to go after the Private Pilot's License, but right now, I really love flying the Sport Planes.

So many new friends that aviation has brought...



Beat Billy

By: Bill Cameron



August Solution:

The answers to the August are:

First, name this plane —>

The KZ III was a private plane built in Denmark in 1944, this is number 2 of 64, built between 1937 and 1947. The KZ IV was a twin engine air ambulance built by the same company

Second, one word, HABAKKUK.

HABAKKUK was a British idea for an aircraft carrier made of ice in WW II! A 60 foot prototype was built in Canada on Lake Patricia in Jasper National park in 1944, the remains of which, non-ice, still resides on the bottom of the lake. The project was cancelled due to rising costs and advances in long range aircraft as well as the advent of the escort carrier. The project did prove that it could be done and it worked

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

The first war bird was the Bleriot XI. The Italians and the French military forces purchased some in 1910.

Fourth. Who were they used against and where?

The Italian Air Force used the Bleriot XI against the Turks in the Indo-Turkish war in 1911. At the beginning of the First World War the French had 8 squadrons of the Bleriot's and the Royal Flying Corps flew some in France. By my definition (The only one that counts, in the context of this discussion.) a war bird is a heavier than air winged flying machine.



CONGRATULATIONS — WE HAVE A WINNER!!!

Craig Payne answered questions 1 and 2 correctly and had legit answers for 3 and 4 but the judges only gave partial credit as the answer was not a heavier than air winged flying machine :^)

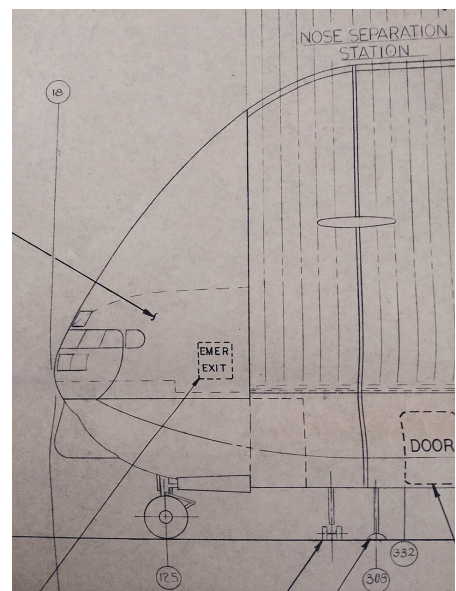
September Challenge:

1. The image at the right is a segment of the blueprints for what airplane?
2. How is this airplane related to JFK?

Until next month, stay safe and stay healthy.

BILLY

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



Please Support Our Chapter

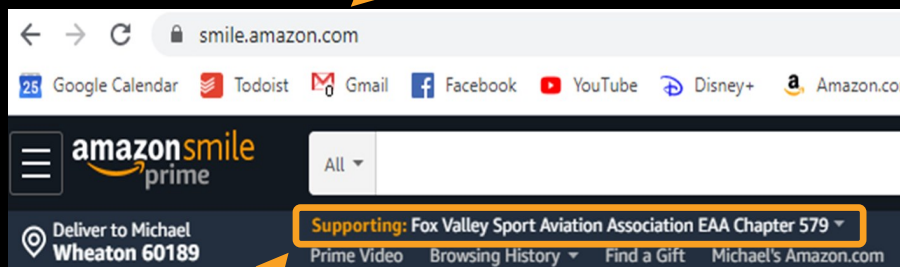


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All you need to do to support our chapter is start your Amazon shopping at smile.amazon.com. The donation will be made automatically and at no extra cost to you!

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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.

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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
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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
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Oak Park, IL 60302