



December 2020



CHAPTER OFFICERS

President & Newsletter Editor

Mike Baer
mikebaer150@gmail.com

Vice President & Web Editor

Chuck Newell
cmnewell@sbcglobal.net

Secretary

Pam Toleikis
pamtoleikis@hotmail.com

Treasurer

Dave Montgomery
dav.montgomery@gmail.com

CHAPTER DIRECTORS

Bill Cameron

Tim Green

Ed Ramos

Kathy Spano

Phil Toleikis

Baer✈Mail



By all accounts 2020 has been a rough year. Many of us have lost family members, coworkers and friends. We have lost jobs and many of the day to day privileges we all took for granted. We are all very anxious to put 2020 behind us. There are better times ahead. I look forward to a brighter 2021 and safely restarting our lives, gatherings and friendships.

On Thursday, December 17th we held our last Virtual Chapter Gathering of 2020. We had a wonderful evening watching videos, sharing stories, playing games and generally getting to see each other one more time before the holidays.

As I put the finishing touches on this month's issue of Propwash and reflect back on this past year, I am reminded of the words of John Wooden who said "Things work out best for those who make the best of how things work out."

Chapter 579 will make the best of how things work out. We will continue to meet virtually until it is safe to meet in person. We will resume our Young Eagle rallies once it is safe to do so and we will continue to look for opportunities to share the magic of aviation.

I hope all of you have a very safe, healthy and happy New Year.

Mike



CHAPTER 579 2021 MONTHLY CHAPTER GATHERING SCHEDULE

January 28
February 25
March 25
April 22
May 27
June 24



July 22
August 26
September 23
October 28
November 18
December 16

Aviation Podcast of the Month

This month we are expanding our regular Aviation Website of the Month to include Podcasts. For those of you who have not discovered podcasts yet they are a wonderful means of getting news and information specific to your areas of interest.

Podcasting On A Plane



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

An Aviation Audio Magazine - A unique view... from both sides of the mic! Podcasting on a Plane is put out by Brandon Gonzales, an Air Traffic Tower Controller at a busy General Aviation airport. Brandon also has a 25 year background in aviation as a Pilot, Flight Instructor, Aircraft Salesman, Ramper for a 2 major Airlines, FBO Line Serviceman, Plane Crash Survivor, and now Aviation Podcaster. Podcasting on a Plane covers Aviation from as many angles as possible and I have found it to be one of my favorite aviation podcasts. Give it a try!



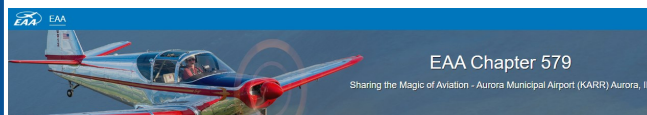
Be sure to follow [EAA Chapter 579](#) on Facebook to get the latest updates on all of our activities.



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



<p>EAA Chapter 579 Home</p> <ul style="list-style-type: none"> About Us Event Calendar Proposed Newsletters Member Aircraft Young Eagles Eagle Flight Ray Aviation Scholarship Technical Connection 	<p>Welcome to our chapter</p> <p>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!</p> <p>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 Eagles 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.</p> <p>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...</p>
--	---



CHAPTER 579 2021 YOUNG EAGLE RALLY UPDATE

Due to the health risks associated with COVID-19, we decided to cancel our 2020 Young Eagles Rallies. As we look ahead to 2021 we have established our Young Eagle Rally Calendar with the hope that the recently approved vaccines will allow us to resume our Young Eagle rallies. We will continue to keep a close eye on the recommendations from the EAA as well as federal, state and local health agencies. Our top priority when flying Young Eagles is and always has been safety.



Please be sure to follow us on Facebook (EAA Chapter 579) for up to the minute rally updates.

2021 Young Eagle Rally Schedule

May 16	Aug 15
Jun 20	Sep 19
Jul 18	Oct 17

Launched in 1992, the Young Eagles program has dedicated more than 25 years to giving youth ages 8–17 their first free ride in an airplane.

It's the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation.

Today, more than 2.2 million young people have enjoyed a free introductory flight through the Young Eagles program.

Join us in offering each child, tween and teen the opportunity to experience the Spirit of Aviation by becoming a Young Eagles volunteer today!



1

Young Eagles Flight

2

EAA Student Membership

3

Sporty's Learn to Fly Course

4

First Flight Lesson

5

Scholarships

The EAA Flight Plan

Your route from Young Eagle to licensed pilot.

Young Eagle Questions?

Ask our Young Eagle Coordinator Sebastian Saavedra

youneagles579@gmail.com



FAA Issues Guidance for Pilots on First COVID-19 Vaccine

On December 12th the FAA adopted the policy that holders of FAA-issued Airman Medical Certificates or Medical Clearances may receive the Pfizer COVID-19 vaccine; however, a 48-hour no-fly interval must be observed after each dose.

On December 19th the FAA extended the same guidelines to the vaccine produced by Moderna.



U.S. Department of Transportation Issues Two Much-Anticipated Drone



On December 28th the FAA announced final rules for Unmanned Aircraft (UA), commonly known as drones. The new rules will require Remote Identification (Remote ID) of drones and allow operators of small drones to fly over people and at night under certain conditions. These rules come at a time when drones represent the fastest growing segment in the entire transportation sector – with currently over 1.7 million drone registrations and 203,000 FAA-certificated remote pilots.

Remote ID will help mitigate risks associated with expanded drone operations, such as flights over people and at night, and both rules support technological and operational innovation and advancements.

Remote ID is a major step toward the full integration of drones into the national airspace system. Remote ID provides identification of drones in flight as well as the location of their control stations, providing crucial information to our national security agencies and law enforcement partners, and other officials charged with ensuring public safety. Airspace awareness reduces the risk of drone interference with other aircraft and people and property on the ground.

Equipping drones with Remote ID technology builds on previous steps taken by the FAA and the drone industry to integrate operations safely into the national airspace system. Part 107 of the federal aviation regulations currently prohibits covered drone operations over people and at night unless the operator obtains a waiver from the FAA. The new FAA regulations jointly provide increased flexibility to conduct certain small UAS without obtaining waiver.

The final rule requires that small drone operators have their remote pilot certificate and identification in their physical possession when operating, ready to present to authorities if needed. This rule also expands the class of authorities who may request these forms from a remote pilot. The final rule replaces the requirement to complete a recurrent test every 24 calendar months with the requirement to complete updated recurrent training that includes operating at night in identified subject areas.

Foreign Warbirds

By Craig Payne

Foreign Warbirds have contributed to virtually all of the increase in US civilian warbirds since 1990. Most are licensed as “Experimental-Exhibition” in the Warbird category. In recent years, FAA restrictions have been relaxed, but an annual Program Letter must be submitted to the local FSDO and some get very snippy if it doesn’t fit “their” format which always seems to be more demanding than the overall FAA requirements.

Still, the owner-operator has a lot of latitude for performing maintenance and making “Minor” changes not affecting airworthiness. An A&P sign-off on a General Condition inspection is required every 12 months...an Annual by any other name.

Unlike WW-II trainers, Post-War models were built to last as training assets. They feature corrosion treatment inside and out and were built to stand up to ham-fisted cadets with two left feet. Certain models are blessed with a reliable parts supply chain. Insurance companies prefer to insure them over those built with “unobtainium”.

In order of US Registrations:

Yakovlev/Aerostar Yak-52 – 205 in the US, but actually a lot more variants such as the Yak-55, Yak-18T, Yak-52TW and Yak-50 exist both in the US and the World market. A really great performer for a minimum of dollars. Semi-retractable gear, constant speed prop, 9 cylinders and 360 HP, I love those Yaks but they are a one-trick pony that excels in aerobatics. A great handling airplane but...without comprehensive training, the Yak has at least a dozen ways to kill the unsuspecting neophyte who bought one because they were cheap. Even veteran air show performers have died during performances. I know because I flew with one guy that happened to. Underlining their mission, fuel capacity is only 31 gallons stock, which translates into 1-3/4 hours with legal reserves. Couple that with limited

legroom and you do not want the aftermarket big bladder tanks. Unless; you purchase my rudder pedal mod which adds 3” of legroom and transforms the experience for anyone with a 30” leg length or longer. Having said that, the Yak has a large and dedicated following worldwide, especially Europe. Parts, engine overhaul and mods like bigger fuel tanks are available. I make and sell 3 different modifications for Yaks.



Yak-52 photo by Jay Selmon



CJ-6A photo by Craig Payne

Nanchang/Hongdu CJ-6/CJ-6A – 180 in the US, but the number varies with trade in the Western world warbird market. In November of 2019, I visited Nanchang as a guest of Hongdu Aviation for a seminar, attended a military airshow and toured the factory. The CJ-6 was designed in 1957, entered service in 1960 and during my visit to the factory, another batch of 30 was in process as replacements. Seems like their deal with Russia fell through for a new trainer so plan B kicked in. I know of no other military trainer that is in production, basically the same as 60 years ago. Like our B-52’s.

It is Not a Yak variant, even though engine and some airframe components interchange with the Yak. The wing is completely different and uses the same airfoil and planform as the Bonanza! The dihedral in the wing disguises that feature. The Yak-52 uses a modified Clark wing with no dihedral.

A CJ-6A purchase demands about the same dollars as an RV-8 but has generous (for warbirds) cockpits, can fly with the T-6, carrying the same payload for ½ the fuel (and noise too). With a 360 to 400 HP M-14P engine upgrade over the Chinese 285 HP; speed and climb markedly increase for only slightly more fuel consumption. Unlike the Yak, there is room to make a baggage compartment. They are multi-purpose, used for the entire military syllabus, not just aerobatics. It does have some quirks but it stalls, spins and recovers as an “honest” airplane. Don’t worry about inverted spins, that cranked dihedral keeps the canopy side up. The CJ has emerged as the affordable choice of many former military pilots who still like to yank and bank, but for less money that a T-6 or T-34 commands. Parts and engine overhaul are available the US.

Both the Yak and its Chinese cousin, the CJ-6, feature pneumatic systems, without hydraulics and propellers that turn “backwards”. Joining the Red Star Pilots Association is a good way to connect with a support group. My Buyers Guide for the Nanchang is available to RPA members as well as several “How-To” technical papers I have authored over the years.

Several parts suppliers and engine overhaulers are now in business for both Yak and CJ-6, unlike the early days of my CJ ownership when Chapter 579 members made specialty metric parts and other repairs for me.

Dehavilland DHC-1 Chipmunk – 107 in the US, and more in Canada and the UK. Revered by many who trained or flew them, the Chipmunk is a great low-wing taildragger trainer that turns heads everywhere it goes. Soon after WW-II, the Chipmunk replaced the venerable Tiger Moth as a tandem military trainer. Performance is on par with US primary trainers at the time. The version Art Scholl flew was upgraded to a 260HP Lycoming in place of the 145HP Gypsy Major and similar versions are called “Super Chipmunks”.



Dehavilland DH-82A Tiger Moth – 62 in the US. Another former UK tandem trainer even though it is the grandchildren of original trainees who now fly it. With an in-line, inverted Gypsy engine, this biplane looks as British as an MG. During the 1930’s, many civilian versions were sold as well. Strong but simple, it demanded full pilot attention. Given their history, they are pricey.



Scottish Aviation Bulldog – 56 in the US and I have one. The Bulldog replaced the Chipmunk in the RAF and was used by a dozen nations. With more speed and power than the stock Chipmunk, it is a tricycle-gear, side by side, low wing modern trainer first delivered in 1971 to the Swedish Air Force. With a 200 HP Lycoming and Hartzell prop, it bested the Super Cub during Swedish Air Force trials for a new trainer. It also features attachments for skis. Flying qualities are delightful

but the rudder is very powerful and must be used in moderation. The RAF Pilot manual limits cross-wind landings to 30 knots direct, but it is capable of more...in the right hands. Not something I have tried. A vendor bought the entire Swedish AF inventory and has all of it in Florida. Used parts from the UK are available but pricey.

Daher/Socata TB-30 Epsilon – 35 already in the US after only 2 years since release on the world warbird market from the French Air Force. Sleek and speedy with a 300 HP Lycoming AEIO-540, full cruise is posted at 200 KIAS. All 3 axes have pilot-controlled trim and both cockpits feature a full set of steam gauges. While the French have sold off their fleet, the Portuguese Air Force is still flying 16 of them. The parts supply chain is still being put together since most airframes only needed wing assembly, fuel and oil to go flying. For a while, I operated my 360hp Nanchang out of Gene Ruder's grass strip when only 1500' was available due to fresh seeding. You can't do that with an Epsilon.



Brasov IAR-823 photo by Mike Oberthur

Brasov IAR-823 – 33 in US, 1970's Romanian made currently but parts have been problematic. A FAC school out West used this model to train foreign military students the trade; that's where the parts went. Currently, the school is transitioning to turboprops so the airframe parts situation might improve. The IAR 823 features 4 seats, aerobatic with the rear seats empty and is Lycoming powered. Much of the landing gear uses Piper parts. Performance is on par with the stock 285hp Nanchang CJ-6, a 150+ knot cruiser that climbs at 1200 fpm.

Piaggio/Focke-Wulf P.149D – 31 in the US. 1950's era large cabin 4-place trainer. Focke Wulf manufactured the Piaggio design for the German Air Force. Powered by a 270-hp Lycoming GO-480-B1A6 but alternate Lycoming engines have been installed over the years. Priced about like an RV-8. A buyer must network within the community to find parts.



Focke Wulf P.148D photo by Jay Selman

Slingsby T67 – 28 in the US (Air Force T-3A's were scrapped) What we have was imported from RAF service. Our Air Force scrapped their fleet of T-3A's after several fatal spin accidents. Available in both 4 and 6 cylinder versions. This is a composite airframe, seldom seen in trainers at the time of introduction. Check BARNSTORMERS for offerings, they have been there for quite a while. Several T-67's are flying in the UK but the latest Facebook post claims that parts are getting scarce.



Pilatus P3-05 photo by Jay Selman

Pilatus P3 – 27 “Platypuses” as some folks call them, they are big cockpit, well-made tandem trainers with Lycoming power. Here in the U.S., the P3 community is small but being in the network is essential for continued airworthiness. Performance is on par with the stock Nanchang. Later versions of this airplane, made in Switzerland, are turboprop powered. Our current Texan II was derived from the PC-9 trainer/light attack version.

Leonardo/Siai-Marchetti SF-260 – 25 Piston models in the US but many more world-wide. Parts are expensive but these are exotic Italian icons of style. With 260hp or more Lycoming engines, they are swift as they look. In the US, a number have been upgraded to 300 hp or even 350 hp. I have flown the one pictured, very nice and classy.



Siai-Marchetti SF-260 photo by Jay Selman

Winners and Losers: Many other types were not mentioned here, for good reason. Straight from my lofty soapbox perch: **run with the herd.**

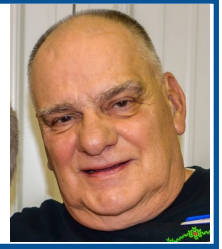
Stick with the more numerous types. For the aspiring aerobatic competitor, the **Yak-52** has the most performance and solid airplane for the least money. For more money, built for the warbird market, is the 400HP **Yak-52TW** and it is a better multi-use choice, with a tailwheel too. In Europe, the 4-place **Yak-18T** has a strong following. My pick for all-around retract is the **Nanchang CJ-6A** with the M-14P upgraded engine/prop. Designed as a do-it-all trainer, it handles cross-country with aerobatics and formation flying. My big-engine CJ could outclimb a T-6 Texan at twice the rate of climb and match it in cruise speed. In the fixed gear category, **Chipmunks** are true classics. With the Lycoming power upgrade, they have good aerobatic chops as well. For fixed gear nose-draggers, it is the **Bulldog** for me. I chose the Swedish model 101 because they come with hand holds and boarding steps. Important to old geezers like me. Not many airplanes of similar weight or size can handle 30 knot direct crosswinds either.

Final Advice: Check with your aviation insurance about any prospective purchase. Seek out and ask current owners of the model you might be looking for....but, do not ask somebody who has that model up for sale about negative stuff. You might end up only hearing what you want to hear. If you can get/buy/beg or borrow a ride in that model, that goes a long way.

Note: Since registrations now have a 5-year life, numerous aircraft of a given type may drop off the registry. Some rot away, some are parted out, others get restored and later are re-registered, likely with a new owner.

Beat Billy

By: Bill Cameron



November Answers:

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

A1 The sport of bicycle racing contributed to early aviation by helping to coin the name of where aviators took off and landed. Bicycle racing was and still does take place in a "VELODROME". Early aviators simply changed VELO to AERO. Drome is from the Greek word for speed.

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

A2 In 1912 the United States Army was consumed by a very vexing question, what would happen to the controllability of an airplane if one of the occupants of same were to fall out it while in the air? In its infinite wisdom, the U.S. Army attempted to answer that burning question the only way it new how. A plane was launched from St Louis Mo. On March 1, 1912 containing, 2 occupants and 1 parachute, upon reaching altitude, the question was answered by going inverted and letting the guy in the chute fall out. No control problems arose, so the next time someone falls out of your plane, while in the air, you have nothing to fear concerning controllability, the Army proved in 1912, you will be OK!

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

A3 The smallest hangar ever constructed for a Navy airplane was a 36 foot high teepee that was designed and built for the Navy's Convair XF Y-1 "POGO" vertical take-off fighter.

December Challenge:

Well by this time you have all unwrapped your Christmas presents and are now ready for some brain exercises!

Try this one on for size...

Name this aircraft and its function:

Have fun... till next year.

This is BILLY, out till 21!



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.





**Congratulations
Nate S on
your first solo!!!**

December 7, 2020



Homebuilders Week – Online Event Starts January 26

An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

Don't Miss This Offer!!!

Midwest Flyer Magazine has been serving the Midwest aviation community since 1978. In December of that year, EAA Founder Paul H. Poberezny called the publisher, Dave Weiman, to introduce himself and expressed an interest in working together. Since then, EAA and **Midwest Flyer Magazine** have maintained a strong working relationship.

If you are interested in a complimentary subscription, go to www.MidwestFlyer.com, click the "Subscribe Now" banner ad and signup!

To view the current issue of the magazine, go to <https://midwestflyer.com/>



MIDWEST FLYER

MAGAZINE

Serving The Midwest Aviation Community Since 1978



Founded in 1978, *Midwest Flyer Magazine* is distributed worldwide, bimonthly, six times a year, focusing on news and information affecting Wisconsin, Minnesota, Illinois, Michigan, Indiana, Ohio, Nebraska, Kansas, Missouri, North Dakota, South Dakota and Iowa.

Readership: Each issue is distributed online at no charge to maximize circulation to aircraft owners (single-engine piston thru corporate jets), pilots (Private thru ATP), aircraft technicians, fixed base operators, flight schools, technical colleges and universities, airports and airport officials.

Midwest Flyer Magazine publishes five (5) issues online, and one (1) issue (April/May) online *and in print*, and has expanded its print distribution from 10,000 to over 15,000 copies!

To reserve space or discuss advertising options,
Contact Dave Weiman 608-772-1776
dave@midwestflyer.com
www.MidwestFlyer.com

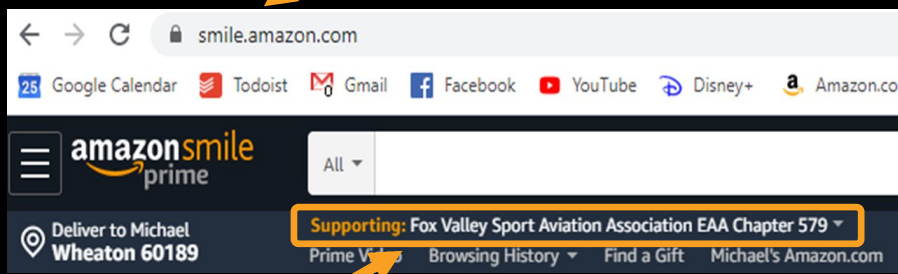


Chapter 579 is a registered 501(c)(3) non-profit organization.

AmazonSmile is a program that donates 0.5% of your eligible purchases on Amazon to a charity of your choice.

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!

smile.amazon.com



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	

RV-7 For Sale

I am selling my dad's 2005 Vans RV-7 airplane

Registration N877RV

It is being hangered at Jackson MI airport

It has 160 total hours, on a Superior XP-360 engine

It's on sale for \$80,000

It can be viewed on www.controller.com

Please do not hesitate to contact me at the email address below if you need more information or would like to arrange to see the airplane.

Thank you

Tracey Marshallsay

tmarshallsay@comcast.net





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