



**February / March 2025**



Hello,

If you missed the February's meeting, we had a great speaker, Tom Fey. I would like to thank Tom for his time and great presentation on the history of Radio-Controlled Gunnery Targets of WWII and engine development. Tom restores WWII gunnery target drone engines to running condition. He has demo run various drone engines at AirVenture Vintage in Review 2013 to 2024. Tom is also a student of WWII-era propeller technology, a member and volunteer restorer at the Rolls-Royce Heritage Trust - Allison Branch, Indianapolis, IN, board member/author for the Aircraft Engine Historical Society, designer/prototype builder of 1/12 scale radio-controlled model aircraft; and constructor of wood drone propellers up to 32 in. diameter. Tom is listed on the EAA Chapter Resources Speaker list. Tom is an excellent speaker.

**Tom's Summary:** The US military accepted the first three subscale, radio-controlled aerial gunnery targets in May of 1939, three months before the start of WWII in Europe. The use of a 12-foot span aircraft maneuvering at 90 to 140 mph at 200 yards replicated a full-scale aircraft maneuvering at 500 yards to teach army and navy gunners to lead and elevate their weapons to engage enemy aircraft. By the end of WWII, nearly 15,000 of these target drones had been delivered. The developmental history and technology of the target drone airframe, engines, and systems will be discussed via period video, extensive photo documentation, and artifacts from Tom's collection.



Chapter 579  
Young Eagles Flown:

**20,371**



Follow us on  
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Follow [EAA Chapter 579](#) on Facebook to get the latest updates on all of our events and activities.



**Chapter 579**

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

Check out our chapter website at

[chapters.eaa.org/ea579](http://chapters.eaa.org/ea579)

for Chapter information

**CHAPTER OFFICERS**

**Chuck Newell:** President, VMC Club Coordinator & Young Eagles Coordinator:

**Ed Ramos:** Vice President: Young Eagles Coordinator, Website Editor

**Jenna Rosales:** Secretary, Ray Scholarship & Air Academy Chair


**Rick Schell:** Treasurer

**CHAPTER DIRECTORS**

- Mike Baer**
- Roberto Beltramelli**
- Eric Carson**
- Tim Green**
- Bob Langys**
- Mariano Rosales**
- Nathan Stonehocker**



**The First Successful Radio-Controlled Gunnery Target:  
The Fairey Queen**



45' 9"  
wingspan

12 cylinder  
"W"  
Napier  
Lion of 570  
hp


Maximum  
speed  
120 mph

Fairey Queen target aircraft mounted on catapult of H.M.S. Valiant (1932)


- Three built
- Two failed on launch
- The third flew for 9 minutes from the H.M.S. Valiant in September 1932

This third aircraft was re-launched in January 1933 in the Mediterranean where the ships of the Home Fleet tried for an hour to shoot it down. It was recovered unscathed.

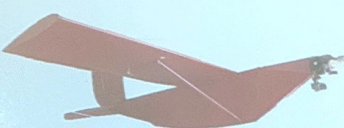
**The Radio-Controlled Gunnery Targets of WW II  
Radioplane A-2/RP-4, OQ-2A, OQ-3, and OQ-14**



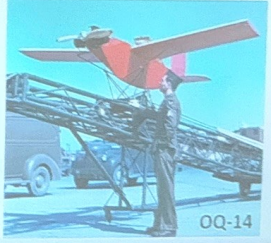
A-2/OQ-2/RP-4



OQ-2A



OQ-3



OQ-14

## CHAPTER 579 2025 CHAPTER GATHERING SCHEDULE

January 23  
February 27  
March 27  
April 24  
May 22  
June 26



July 17\*  
August 28  
September 25  
October 23  
November 20  
Happy Holidays

\* Oshkosh 7/21-7/27

## CHAPTER 579 2025 YOUNG EAGLE RALLY SCHEDULE



May 18  
Jun 22  
Aug 24  
Sep 28  
Oct 26



## CHAPTER 579 2025 IMC/VMC CLUB SCHEDULE

January 9  
February 13  
March 13  
April 10  
May 8  
June 12



July 10  
August 14  
September 11  
October 9  
November 13  
December 11

## STEAM Night

Brookdale Elementary School

1200 Redfield Rd. Naperville

Friday 2/21/25



### The Start of A Dream, by Ed Ramos

Last month we saw a dream in it's beginning.

Chapter 579 was invited to attend a STEAM (Science, Technology, Engineering, Arts, and Math) event at Brookdale Elementary School. We were granted a table and some space to make a presentation regarding aviation to all the kids that showed up.

We turned to the EAA AeroEducate program for ideas. Their program is designed to inspire aviation Professionals for the future. The free resources that they offer are designed to promote careers in aviation and aerospace in the hearts and minds of kindergarten thru 12 grades.

Chuck, myself, Jim White, and Bob (I don't remember his last name) attended the event on behalf of Chapter 579. The event started at 5:30 pm and they even had pizza for the participants. The turn out of vendors and kids was great!

We talked to all the kids and parents that came our way. We built paper airplanes together and let them fly from a box of paper airplanes that we brought along. We noticed which kids were very interested and which kids were not.

For me there were two kids that caught my attention. One of the Boys Scouts that kept coming back to our table to talk and look some more he was energetic and interested in aviation. But there was one little 6 year old girl that really impressed me. Her name is Quinn Ayotte, she was there with her mother Kristen. I had the pleasure of speaking with her and her mother. Quinn and I made a couple of paper airplanes together. Her mother told me that Quinn was interested in aviation so much that she had created a poster and had performed some time studies in preparation for the STEAM event.

Kristen, her mother, shared with me a picture of a poster that Quinn had prepared for the event. Later in the night Kristen and Quinn came back to our table to show us the actual poster that she had created.

We have invited them to come out to one of our Young Eagles rallies, with the promise that Quinn can get some awesome pictures in one of our airplanes. We hope that we can keep the dream going.

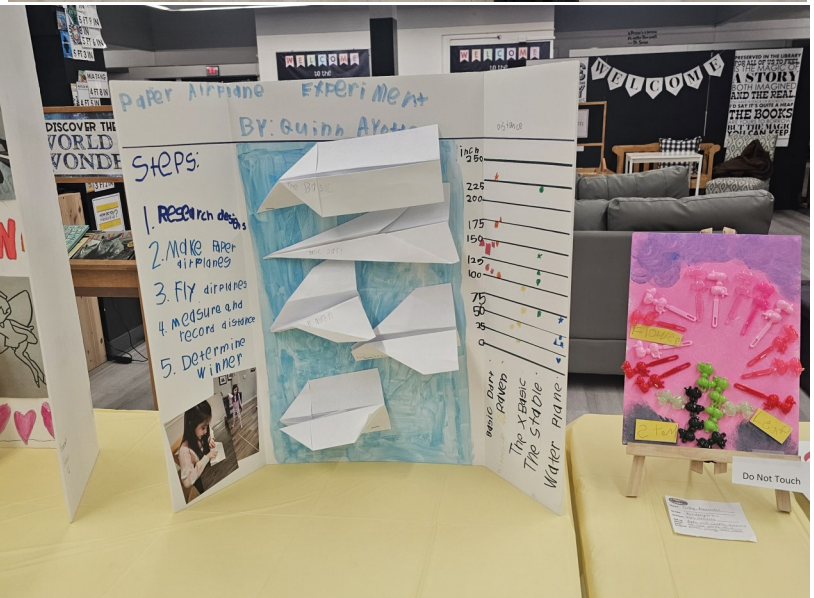
Pictured below are Quinn and Kristen and the poster that the 6-year-old created!



# STEAM Night

## Brookdale Elementary School

1200 Redfield Rd. Naperville



## "Chicago Area Ninety Nines"

Topic: Winter Survival In The MID-West

On Saturday, March 15, 2025 at 13:00 Central Daylight Time

Location:

DEKALB TAYLOR MUNICIPAL AIRPORT

3232 PLEASANT

HANGAR

Dekalb, IL 60115

### Select Number:

GL03135571

### Description:

In conjunction with the 99's regular meeting, we will be discussing the FAAST 'topic of the month' "Survival" with special emphasis on surviving in the mid-west winters. In addition to the program, we will be discussing real life survival situations, and receive survival instruction from Ed Hollenoner survival trainer for the Three Fires Council of Scouts.

The program is expected to last 2 hours equipping you with the skills to think, plan and have the ability to possess the skills and process to increase the successful outcome when the unexpected landing occurs.

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **Greater Chicago FAASTeam**

The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the 'Contact Information' area of the meeting/event notice. Note that two weeks is usually required to arrange services.

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

Advanced Knowledge 2 - 1 Credit

[Click here to view the WINGS help page](#)

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## Chapter Member's Contribution From Mariano Rosales



We visited Extreme Flight Simulation in Gurnee, IL where Aiden and Olivia got to fly their 737-8 NG simulator. They each flew for an hour and that flew by (pun intended) with them flying the airliner at airports like O'Hare, Scott AFB, LaGuardia, and Oshkosh. The simulator is open to the public and is about as real as it gets without having to be employed by an airline.





# Chapter Member's Contribution From Mariano Rosales







## Chapter Member's Contribution

### SR-71 A Personal Story, by Neal Amen



The article about the SR-71 triggered some great memories. I occasionally write something about my Air Force experiences for my kids. The article inspired me to write the attached description of my experience with the SR-71. It has always been one of my favorites in the fleet. I was also fortunate to work on the B-52 which was also an incredible aircraft that most people aren't familiar with.

The SR-71 is an incredible aircraft to this day. I saw my first one by chance in 1966. My brother was in the Air Force and prior to his overseas assignment in Japan, he had to go to Beale Air Force Base in California for a one-week class. He asked me if I would want to drive out there with him and spend the week in Marysville, CA while he was in school. I was already enlisted in the Air Force under the Delayed Enlistment program and would report to Texas in November.

I jumped at the chance for a road trip with my older brother. We drove his 1962 Chevy convertible. It was mostly two-lane highways back then. The trip took us two days. We arrived in Marysville in late afternoon. We found a motel that would be my "headquarters" for a week. Then, we drove to the base to drop off my brother.

Upon arriving at the base, as we were driving in, this strange looking black plane was approaching with two T-38's escorting it. Wow! We had never seen anything like it. We found out later it was an SR-71. Beale was its first official base of operations upon completion of the test program. It was still being checked out and I assume crews were being trained to not only fly it but also how to support it.



**Beale AFB Static SR-71 on Display**



## Chapter Member's Contribution

### SR-71 A Personal Story, by Neal Amen



That trip was magical. The week was boring for me, just wasting time in that little town, but when I went to pick up my brother on Friday, we learned there would be an air show on Saturday. Of course, we stayed and were rewarded with a great show including the Air Force Thunderbirds!

Fast forward a couple of years, I was stationed in Guam, loading bombs on B-52's. Being an island located in the middle of the south Pacific, Guam was vulnerable to Typhoons. When one was forecast with the island in its probable path, all flyable aircraft and most of the support personnel were evacuated to Kadena AFB on Okinawa.

I was a team member on a five-person load team, one of many teams in the MMS (Munitions Maintenance Squadron) who loaded the bombs. When the bombers were relocated to Okinawa, they resumed bombing missions. Bombs and related equipment were there. Not every load team made the trip. If I remember correctly, my team made the trip three times and stayed behind once during my 18-month assignment there. The duration of the "evac" was usually three or four days.





## Chapter Member's Contribution

### SR-71 A Personal Story, by Neal Amen



On one of these trips, all the stars aligned, and I had the great fortune to have a long wait between aircraft loads. We learned there were SR-71's (not sure how many) operating out of "Oki". It's long story so I won't bore you with the details but it happened one of our team members arranged for a couple of us to ride with one of the KC-135 tanker support crews out to the end of the runway on the perimeter road. An SR-71 was going to depart within the hour!

Once in position, we were gifted with a bird's eye view of the hangar where the SR-71 would be waiting for its crew. Suddenly, a motorhome arrived in front of the hangar. The crew exited in what appeared to be space suits! They entered the closed hangar. We waited patiently and finally, the hangar doors opened and the plane was already fired up and immediately taxied out without stopping. I believe there was a brief pause at the end of the runway and suddenly, they "lit the fires" and made a full afterburner takeoff!

The departure was incredible. I swear that plane went straight up and had to be at 10,000 feet before it left the perimeter of the base! It was a moment I will never forget.

Fast forward a couple of years. I was stationed at U-Tapao AFB in Thailand. The B-52 operations had been relocated there. The missions for bombing South Vietnam were only about 4 hours instead of 12 from Guam.

SR-71 in Thailand <https://www.facebook.com/photo.php?fbid=2548132708654558&id=354843147983536&set=a.548771568590692>



One day, there was some scrambling on the base. We didn't know what was going on at first, but over the course of a few hours, we learned, unofficially, an SR-71 had crashed in the Jungle. None of those planes was based at U-Tapao, so accurate information never trickled down to us. However, a couple days later, an Air Force truck with a low-boy trailer

arrived with a large pile of something under a tarp. Again, nothing official, but we assumed it had to be the plane.

Later, it was rumored the plane was re-fueling and given the wrong fuel. You see, the SR-71 doesn't burn JP4 that normal jets burn. It burns JP-7 which has a higher flash point than JP-4. This was to prevent it from igniting from the heating of the airframe during Mach 3+ flight. The tanker must carry the special fuel for this exotic plane.



## Chapter Member's Contribution

### SR-71 A Personal Story, by Neal Amen



If you Google SR-71 crash 1970 Thailand, one story says it was a most likely a mechanical failure of both engines. Another version says they hit a huge thunderstorm and both engines flamed out and could not be restarted.

Either way, both the pilot and the RSO (Reconnaissance Systems Officer) ejected safely. One version says the pilot suffered two broken legs.

One last note. We did support U-2 spy planes at U-Tapao. I was fortunate to witness one landing and one take-off. These planes, as many of you know, are built like a sail plane. The main landing gear are in the center of the fuselage. To prevent it from scraping the wing tips during taxiing and take-off, there are "outrigger" wheels on each wing. Once sufficient speed is reached, the outriggers are ejected and the support crew retrieves them. The support vehicle for this plane was a 396 El Camino! I sense there was a "hot rod" somewhere who authorized this vehicle.

On landing, the El Camino sits at the approach end of the runway with two support people in the back holding on to a roll bar, awaiting the plane's arrival. Once the plane passes, the truck does a burn out and chases the plane. As the plane slows, the crew drives up under one wing and one of the support people grabbed the wing tip. When stopped, the other support person attached the outrigger landing gear to that wing.



The other outrigger is attached to the remaining wing.

The support people climb back in the truck and everyone proceeds to the hangar. The whole process lasts only a few minutes. Very impressive.



In 4 years, I spent 28 months overseas and it was mostly hard work but I was able to have some experiences that gave me insight into the power and pride of the Air Force. I consider it a privilege. I wouldn't trade those memories for anything.

While not the best picture, this shows an El Camino in USAF trim. <https://thespeedtrap.net/2018/01/09/history-hits-air-force-chase-cars-the-other-government-hot-rod>



## Chapter Member's Contribution

### A Little Humor from Tim Green



An air traffic control tower suddenly lost communication with a small twin-engine aircraft. A moment later the tower landline rang and was answered by one of the employees. The passenger riding with the pilot who lost communication was on a cellular phone. He yelled, "Mayday Mayday Mayday! The pilot had an instant and fatal heart attack. I grabbed his cell phone out of his pocket and he had told me before we took off he had the tower on his speed dial memory. I am flying upside down at 18,000 feet and traveling at 180 mph. Mayday Mayday Mayday!" The employee in the tower immediately put him on speaker phone and said, "Calm down, we acknowledge you and we'll guide you down after a few questions. The first thing is not to panic. Remain calm!"

He began his series of questions:

Tower: "How do you know you are traveling at 18,000 feet?"

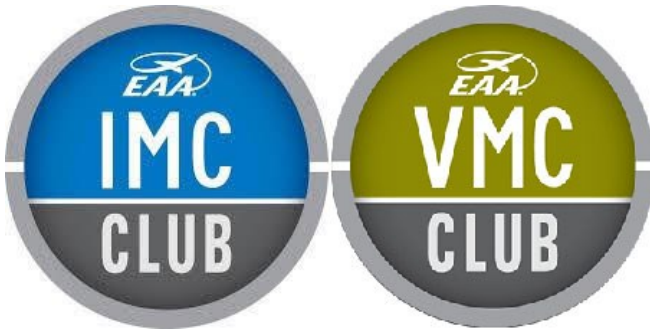
Aircraft: "I can see that it reads 18,000 feet on the altimeter dial in front of me."

Tower: "Okay, that's good, remain calm. How do you know you're traveling at 180 mph?"

Aircraft: "I can see that it reads 180 mph on the airspeed dial in front of me."

Tower: "Okay, this is great so far, but it's heavily overcast. So how do you know you're flying upside down?"

Aircraft: "The pee from my pants is running out of my shirt collar."



## IMC / VMC Club Meeting

Mark you calendar for our next meeting:

March 13, 2025

7:00 pm at REVV Aviation Training Room  
at the Aurora Municipal Airport

Our IMC/VMC Club offers monthly meetings in which pilots and non-pilots can network and share knowledge and experience.

The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, foster communication, promote safety, and build proficiency.

The IMC/VMC Club monthly programming is developed and produced by EAA, but it does not use a lecture or presentation format. Instead, an actual scenario is presented and is followed by a group discussion – so audience participation is encouraged! Since everyone has a different experience level and different airplane capabilities, we can all benefit from the discussion.

Send your IMC/VMC Club Questions to:  
Chuck Newell (cmnewell@sbcglobal.net) and  
Nate Johns (beaconslash@gmail)



### 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:

**Chuck Newell:**  
**cmnewell@sbcglobal.net**

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10% (business card)		\$50
25%	\$10	\$110
50%	\$20	\$200
100%	\$30	\$275



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50%	\$20	\$200
100%	\$30	\$275
Classified Ads	Free for members	

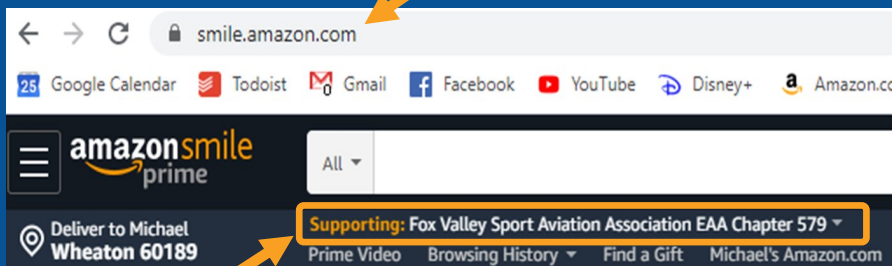


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There is no mark-up on any item you purchase, and the Chapter will earn .5% on all of your purchases.

It couldn't be easier!

**Thank You for your Support !!**







# Editor Needed!

We have an immediate opening for someone who is passionate about aviation and looking for a way to contribute to the Chapter.

As Propwash editor, you will be responsible for compiling and editing content for our monthly newsletter. This includes gathering updates from Chapter events, reporting on member milestones, and sharing important EAA and aviation industry news. Propwash serves as a key communication tool for our members, and your efforts will play an essential role in keeping everyone up to date with Chapter activities and the latest aviation trends.

Experience with newsletter design or editing is not required. This is a fantastic opportunity to make a meaningful impact on the Chapter, expand your network, and contribute to the growth of our aviation community.

If you are interested in taking on this exciting challenge to help shape the future of Propwash, please let me know. I will just keep following Mike's lead for now.

Chuck





# EAA Chapter 579

## Membership Application/Renewal

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:  EAA Chapter 579 917 Edgewood Drive Sugar Grove, IL 60554
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 remainder of their first year dues		