

# Winds Aloft



P.O. Box 1206 Barrington, IL 60011  
November 2002

## Mike Hunter – An Inspiration To Us All!!



Chapter 790 member, Mike Hunter is pictured above in his Extra 300 aerobatic aircraft. Mike is one of the first insulin-dependent, diabetic pilots to earn his pilot's license. He is also the very first (and only) diabetic pilot to earn his Low-Altitude Airshow Certification. Be sure to read Mike's remarkable story inside.

Also inside, you will read all about Herb Gottelt in the "Know Your Fellow Members" column, and Dana Holladay tells us what it was like to earn his Multi-Engine certification. More inside.....

**Election News**  
Don't forget that Tuesday, November 26<sup>th</sup>, is Chapter 790's Election Meeting.



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## From Ron.....



Hello 790,  
Just one more newsletter from me comin' next month and then, afterwards, Dana will be taking over. I am looking forward to Dana leading our family for the next two years.

Winter is almost upon us and the time to stay indoors and build (or in my case, rebuild) is close at hand. On my "to do" list will be the making of newer style wings, installing a new windshield and improving on my fuel system along with the usual annual items. I guess I will put in about 300 hours on my Kitfox. I encourage you to open your garages, basements or hangars to our 790 members to inspect your projects. I will have an open house in April before I cover my wings.

Last month we were fortunate to have Dave Dacy and Tony Kazian as our guest speakers. Dave Dacy has been flying air shows for many years. He is the brother of Susan Dacy and son of John Dacy, who developed the Dacy Airport in Harvard, Illinois. Tony's dad, Johnny Kazian (now retired) was a wing walker who worked with Dave for many years. Tony has followed in his dad's footsteps, becoming one of the best-recognized wing walkers in the nation. We were shown videos along with a detailed narration of their airshow routine. We owe them our gratitude for the fine presentation that they gave to us.

I have been making plans for our March 2003 banquet that will be held at Emmett's in West Dundee. I have known that the Vintage Aero group has held their yearly function there and some of their members have recommended that we give them a try. The date will be either the 15th or the 22nd of March.

Hopefully by the time you are reading this, the date will be firm. Our guest speaker for the dinner will be Adam Smith from EAA Oshkosh. Adam has been in charge of the EAA Museum for the past few years and has done a marvelous job in keeping it the premier aviation museum in our nation.

And don't forget that the **December** meeting is scheduled for the **third Tuesday, Dec 17<sup>th</sup>**. Bring your favorite dish, cookies, cake, etc. I'll be bringing my little sausages again. Business, if any, will be minimal, so come and have fun.

Everybody stay well now, I'll see ya at the meeting...

**Ron**

## Calendar of Events

**Dec 17**...Chapter 790 Christmas Meeting.  
Special Note, for this month only, the meeting is on the **THIRD** Tuesday....7:00PM

**Jan 18 & 19**....Sport Aviation Workshops in Oshkosh at EAA Headquarters. See Page 9

Contact **John Vlasic** for suggestions, changes, details or questions – Home Phone 847-524-1857  
Email – [jvlasic@lunt.com](mailto:jvlasic@lunt.com)

## Overheard on the Frequency:

**Pilot:** "Good morning, Frankfurt ground, KLM 242 request start-up and push-back please"

**Tower:** "KLM 242 expect start-up in two hours"

**Pilot:** "Please confirm: two hours delay?"

**Tower:** "Roger"

**Pilot:** "In that case, cancel the good morning!"

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## It's election time—in November

**By: Lon Danek**

Yup, election of the Chapter's new officers will be held at the November meeting. Some of our current officers have held office for four years, the maximum time allowable under our by-laws. They have done a super job of leading our chapter, and we owe them our gratitude and a big "atta boy/atta girl" for their efforts and guidance.

Your nominating committee: Ron Palascak, Ken Kresmery and Lon Danek propose the following slate of officers for the coming Election:

President	Dana Holladay
Vice President	Tom Solar
Treasurer	Tom Engelhardt
Secretary	Nancy Blazyk

The election will be "open," and additional nominations will be taken from the floor during the election. The newly elected officers will be searching for new board members, and you are encouraged to let them know if you are interested in serving. Be sure to attend this important meeting and vote for your candidates of choice.

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## Youth Corner.....

**By: Laura Lawrence**



*Sorry for the delay in writing, my english teacher went crazy on us with a 10-page research paper. Everything is great here, and hope to hear how the chapter is doin'. Tell everyone I say, "hello.. thanx .. you guys are the best!!!!"*

The day started like every other day. I stayed up to late watching TV in a buddies dorm room, so I slept through my alarm a little bit and had to slightly go over the speed limit to get to the SIU airport on time (which hardly happens.. I had an early flight slot.. ok .. 10 am is kinda early). My instructor is Josh Williamson. He is awesome. After checking weather and dispatching I grabbed my flight bag and looked at the airplane logbook for N4915H. It seemed in pretty good shape and it looked as if the landing gear

wanted a little bit of use. Instructor Josh and I got in and taxied to runway 18R and as usual, broke out in some country singing before take off. We have changed Shania Twains, "Man, I feel like a women" to "Tower, I feel like a pilot." I am very lucky to have an instructor that is as crazy as I am and is still able to get things accomplished (sometimes). We have way too much fun. Did you ever know that when your headset is on and you make a small "shhh" noise, you really sound like astronauts on the moon. We always play astronauts during run up, it help passes time, and when we have to taxi to the other runway because there are countless numbers of seagulls that won't move away from where we need to take off our "shhh's" help. (later that day the SIU charter plane met some of those non-moving seagulls, their remains where scattered over taxiway "hotel", with war wounds striped along the empennage of the aircraft). well, after doing about 6 landings with my instructor, we headed in to get all the endorsements taken care of. After that, I headed back out skipping to "15 Hotel" (N4915H). My heart was racing. The day had finally come. I was all by myself in an airplane. The tower knew it was my first solo , so they were really nice and understood why I sounded ecstatic on the calls. I was having the time of my life. I ended up doing 3 take offs and landings and everything seemed to go very smoothly. It was very quiet in the cockpit all by myself with no instructor to joke around with. So I had to make some noise. Wow, I think I sound a lot better singing in the shower than I do over an engine. I only got nervous once. The tower came over the radio and said I was "number 2 following traffic that was on a 5-mile final". The only thing going on in my mind that I was going to be on the down-wind for ever cause I would not be able to find it. I searched and searched and about 1 minute later I found it. I was sooooo excited! Unfortunately in the midst of my excitement I pressed the "push-to-talk" button. "I got the traffic, wahoooo .. oh yeah .. I rule.. oops .. um mmm .. tower ..this is "15 Hotel", I have the traffic in sight... my bad .. sorry about the static coming over the radios." Yeah. the people in the tower definitely had some fun laughing at me. hey, I get easily excited, it's not my fault. My landings were .. what can you say.... Interesting? For some reason that so-called FLARE did not happen too much. The landing gear defiantly was aware that I was flying the plane.

**(Continued on Page 5)**

**(Youth Corner: Continued)**

I got in a little dispute with my instructor. I only went through the pattern 3 times and he wanted to write me down for 4 landings. OK.. so on one of the landings I hit kinda hard and it bounced up and then I had to put her down again. That is not 4 landings.. it is just a GREAT recovery from a bad landing! What was real nice, about 4 of the other instructors that I know came out to watch my solo also. It was the greatest day of my life! I know for sure it was the start of many, many, many more solo hours. The great news now is that yes, I can land without a problem. It is just as easy as walking now. I never knew that school could be this much fun. I love southern, and of course, I love flying. It will always be in my blood.

**Laura Lawrence**

*Laura's Photo By: Jay Friddell*

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## The Cover Story Michael Hunter

As early as he can remember, when anybody asked what he was going to do when he grew up, Michael Hunter told them that he was going to fly. At 17, he was already taking private flight instruction at the local airport and had made a commitment to join the Air Force. Then his world came crashing down around him.

Before his first solo, Michael was diagnosed with insulin-dependent diabetes, ending his flying and military aspirations. When he learned about the ban on diabetics at that time, Michael spent months calling "everybody at the FAA who had a phone extension." They finally called his parents and told them, "It'll never happen. It is too dangerous. Get him to quit calling us."

Diabetes had taken away Michael's dream, and he couldn't see any reason for taking care of the disease. "I wrongly connected accepting the disease with being different and limited," Michael says. Eventually, he found that denial led only to poor health and reduced opportunities. "I learned that you have to accept the disease – but you don't have to accept that you will be limited."

In December of 1996, the Experimental Aircraft Association worked with the FAA to review its policies based on the technology available to treat the disease today. The results were historic! For the first time, people with insulin-dependent diabetes could apply for a pilot's license. So, now, if a person with diabetes is in good overall control of the disease, it is likely that they can fly.

In 1998, Michael attended an FAA forum at Oshkosh. Shortly afterward, he received a special-issuance medical. In 1999, he passed his private check ride. Immediately, he pursued his first dream... AEROBATICS! Michael began taking aerobatic, dual instruction during his private training, and soon after, won the first competition he entered; a mere 14 months after receiving his license. This summer, he qualified for a low-altitude FAA waiver, becoming the only diabetic air show performer in the world. He is truly living his childhood dream.

Remembering how helpless he felt when he was diagnosed, Michael and his wife have formed a not-for-profit corporation called, "Flight for Diabetes": to motivate diabetic children, raise funds for youth programs, and to increase public awareness of the disease. He performs free air shows at ADA youth camps and has been seen by over 3 million air show spectators this year across the Midwest. 'Flight for Diabetes' main purpose is motivating diabetics, especially children to realize the opportunities that exist if they take care of the disease. This is performed through 'Flight for Diabetes' motivational programs, as well as the organization's fund raising that benefit diabetic youth programs across the country.

There are 16 million people (5.9% of the population) in the United States who have diabetes. This chronic disease has no cure and kills one American every three minutes, with a new case diagnosed every 40 seconds. Diabetes occurs in approximately 1 out of every 500 children. Even more alarming, the diagnosis rate in children has increased 900% in the last decade! Current statistics expect less than 30% of these children will live to age 55. Flight for Diabetes was founded to help these children and to provide the motivation and education required to achieve their dreams and lead long, healthy lives.

**(Continued on Page 6)**

**(Michael Hunter: Continued)**

Anyone interested in donating to his cause or receiving his air show schedule can contact Michael at **(815) 540-8774**.

*Article Provided by: "Flight for Diabetes"*

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## **SPAM! SPAM! SPAM! SPAM**



**By: Jan Stadt**

It all started with a brochure I found last winter advertising the Spam Museum in Austin, Minnesota. I mailed it to our friends Mark and

Carolyn since I know Mark really likes Spam. Once they got the brochure he kept talking about what a good place that would be for a fly-out.

Finally on Labor Day weekend 7 of us made the trip. Dave and I flew with Mark and Carolyn from Poplar Grove in their Debonair and Larry Blazyk left from The Landings and took Don and Maureen Alesi with him in his (and Nancy's) Cessna 182. With these fast planes (compared to our 120) we made it there in about 1-1/2 hours. Austin, Minnesota is about 250



miles northwest of Poplar Grove Airport. At the airport in Austin we had arranged to meet up with two other friends who live in Minnesota, about 30 minutes away from Austin by air. A van picked up the 9 of us and drove us to the museum. It was a short drive, but definitely not close enough to walk.

The museum just had its grand opening in September of last year so everything is really new. They know how to poke fun at themselves and at the same time you learn lots of interesting trivia about SPAM. Did you know that the factory produces 435 cans of SPAM per minute?

Outside the building is a bronze statue of some hogs. The nice guard who took our pictures said lots of people get their pictures taken with the hogs. (Yes, we did too.)

The museum has many interactive displays so it keeps both us big kids and the little kids interested. You can even put on white coats and hard hats and try your hand at working on a simulated production line. You time yourself cooking, packaging and labeling a pretend pink beanbag Spam. The computer tracks your time and then tells you how many cans of SPAM the factory made while you made only one.

There is a big display showing the role of SPAM during World War II, and just in case it is getting too serious, another display shows the Monty Python Skit 'SPAM, SPAM, SPAM, SPAM'. I don't know if all of you remember that skit but it is really funny.

Of course there is a gift shop with lots of SPAM gifts like T-shirts, cookbooks, earrings, salt and pepper shakers, pajamas (Spammie Jammies), etc. etc.

After we bought a few gifts we walked across the street to a restaurant that, of course, had SPAM burgers on the menu. They had other things, also.

After lunch we called the van, which picked us up at the restaurant and took us back to the airport. As we were walking out to the planes we met another couple that had just flown in from northern Illinois. You guessed it. They were there to visit the SPAM museum.

### **Jan**

*Photos By: Dave and Jan Stadt*

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**You'll note that there are NO ADS in the "Buy, Sell, or Trade" column this month. The old ads have timed out. When you have something to sell, tell us.....ed**

## Know Your Fellow Members:



### Herb Gottelt

Abbie, in her mostly subtle ways is one heck of a motivator. Ever since she suggested I write something about my KitFox for the chapter newsletter my mind tried to concentrate on an appropriate topic, to no avail. I finally settled to what is following here.

The flying bug caught me early. Having obtained a private glider license in Germany in '56 and a private power license here in the US in '58, I had a four year stint in the U.S. Air Force as a machinist in the aircraft maintenance section of the 50<sup>th</sup> Tactical Fighter Wing, serving in France and in Germany from '59 to '62. At that time I obtained a commercial glider license with a German club. Chuck Yeager was a member of that same club, but he was transferred two months before I got there. As can be seen, flying was always on my mind, as long as it was not too expensive.

Upon my honorable discharge in '62, I took a job as a machinist/machine builder with a company whose president had an airplane, a Mooney. This was as close to a dream job as anybody could get. Flying for free and drawing a regular salary on top of it. This went on for 26 years until Westinghouse bought us and shut us down.

The unimaginable had happened. I had no wings, no airplane to fly! Renting one was out of the question for me. Maintenance problems lurked in the background in my mind, while scheduling problems and the associated cost with renting were the foremost obstacles.

On my first visit to Oshkosh in '91 I fell in love with the KitFox line. I ordered a model 4. The relatively low cruise speed did not bother me since I previously flew mostly in the line of business, and having to get from point A to point B is really a job, considering the time constraints often bordering on “get-there-

itis”. I wanted to fly for pure pleasure, with a slow stall speed for safety.

The KitFox was ordered in April of '92 and arrived in the UP of Michigan in August. This was originally intended as a retirement project. The plan was to spend the summers in “UP”, Michigan at my cabin on a lake, big enough for floatplanes, and the winters back in Illinois. The anticipation and eagerness took over, however, and before long I drove north every second weekend for the next five years. It was also the remoteness and the peace, the escape from civilization, noise, and job pressure that contributed immensely to my above choice, in short: God's County.

For some reason the local tech counselor of chapter 439 and I could never get together for an inspection of my project in progress. So, the truly dedicated Technical Counselor (from Chapter 790), Ron Liebmann flew up one day with Tom Anderson in Tom's C-140 (Tom's KitFox was still under construction) for an inspection. This would satisfy the EAA recommendation, the insurance (I had Avemco at that time), and most of all myself, before the FAA inspector showed up from Grand Rapids on Aug 19, 1997.

The FAA inspection itself, took little more than ½ hour. He seemed to be more interested in my records keeping, and in the construction journal than in the airplane itself. There was not much he could inspect. He did not think it necessary to take it off my trailer inside the garage with the wings folded. He went thru my handwritten log and picture album to ascertain that I really was the builder. He had his paperwork all filled out when he handed it over to me, including a temporary repairman certificate. I almost had the feeling he was in a hurry to get home to Grand Rapids. Here it was 2 PM with a seven-hour drive ahead of him

I just realized how big a moment this was! After driving 640 miles every second weekend for over five years, my ticket in my hand, to fly my own homebuilt airplane!

The Iron County airport is ten miles from my cabin. I used it often flying R/C model airplanes. It has a paved runway 12-30, 3400ft long and a grass runway  
**(Continued on Page 8)**

**(Herb Gottelt: Continued)**

3-21, 2200ft long. It is used very little. There is no FBO, no gas, no hangars and it is subject to occasional vandalism. So, tie-down was out of the question. Knowing this from the beginning, I designed and built a custom trailer, finishing it in time to transport the KitFox to the airport for the first time. The trailer, with airplane on board, tows great behind my Jeep. Folding and unfolding the wings including rolling it off the trailer takes 20 minutes tops, and I got very good at this during the first 40 hours. I discovered the do's and don'ts of this relatively short-coupled KitFox N94HG, on the ground and in the air.

I wore flame retardant clothing and a parachute during all my test flights. I continued to do this for solo flights after the 40 hours, until I acquired enough confidence in the reliability of the engine and all other systems of this marvelous flying machine.

With help of three 50 lbs potato sacks in the right seat I established stall speeds from no flaps to 20 degrees flaps, and calculated approach speeds. Best rate and angle of climb speeds were next, behavior in turns up to 60 degrees with and without flaps, and landings. I walked away from every one. They must all have been good ones. Wheel landings were the norm during early spring. Many were one-wheel landings in stiff crosswinds.

Sometime in August of '98 I towed my Baby on my trailer to Dacy, an all grass airport near Harvard. Tom Anderson had just returned from a trip to Alaska in his KitFox. He had some problems with his engine, which convinced me to give my airplane a longer shakedown period for all problems to surface before I would undertake an adventure like that.

That shakedown period ended for me when I declared my plane ready for Alaska on May 31<sup>st</sup>, 2002. But that is another story.

**Herbert Gottelt.**

*Herb's Photo by: Richard Darnell*

**Happy Thanksgiving**

**IT'S DUES TIME AGAIN!**

Well, it's fall and that means it is time to start thinking about paying your 2003 dues. The dues are staying the same as last year.

- \$25.00/year for regular member**
- \$20.00/year for out of state member**
- \$10.00/year for students**

As in previous years, the first 50 people to pay their \$25.00 for regular membership at the meeting will receive a free 2003 EAA calendar. Sorry, no free calendar for out of statue members or students.

I suggest you bring your dues to the meeting. Or you can mail them either to the PO Box 1206 or to me (made out to EAA Chapter 790) at 26562 N. Anderson Road, Wauconda, IL 60084.

**Jan Stadt**

**Congratulations!  
Abbie Friddell**

**The National Association of Flight Instructors (NAFI)** takes pride in announcing a significant aviation accomplishment on the part of **Abbie J. Friddell**, an independent Chicago-area CFI and a resident of Barrington, IL. Recently, Abbie's designation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, her professional aviation organization.

To help put this achievement in its proper perspective, there are approximately 81,000 CFI's in the United States. Fewer than three hundred of them have achieved that distinction thus far. The last seven National Flight Instructors of the Year were Master CFI's while Abbie is one of only 7 Illinois aviation educators who have earned this prestigious "Master" title.

The **Master Instructor** designation is a national accreditation recognized by the FAA that is earned by a candidate through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

**G Alexander "Sandy" Hill, MCFI**  
**Vice President, Dir of Education**  
**Nat'l Association of Flight Instructors**



## News, You Can Use!

### Item 1:

EAA will be holding an Aircraft Builders Workshop on Saturday and Sunday, January 18 & 19, in Oshkosh, WI at EAA Headquarters. These one and two day courses will introduce participants to the joys of building your own aircraft while providing the knowledge and experience necessary to do it safely. EAA will be offering the following hands-on courses:

#### **Introduction to Aircraft Building**

2 days Tuition: \$209

#### **Sheet Metal**

2 days Tuition: \$289

#### **Fabric Covering**

2 days Tuition: \$259

#### **Composite Construction**

2 days Tuition: \$259

#### **Electrical Systems, Wiring, and Avionics**

2 days Tuition: \$279

#### **Gas Welding**

2 days Tuition: \$289

#### **Flight Testing Your Project**

1 day Tuition \$99

#### **What's Involved in Kit Building**

Sat. Evening Tuition \$25 (Includes Pizza Dinner)

The courses are instructed by experts that not only know the subject matter but know how to teach! To enroll or learn more about the EAA SportAir Workshops, visit our [website www.sportair.com](http://www.sportair.com) or call 1-800-967-5746.

### Item 2

On October 30<sup>th</sup> of this year, EAA announced that EAA's new insurance manager, Falcon Insurance, is **requiring** the use of the **EAA Flight Advisor Program** for all new homebuilt aircraft and purchased tested homebuilts

#### **Overheard on the Frequency**

**Beech Baron:** Uh, ATC, verify you want me to taxi in front of the 747?

**Controller:** Yeah, it's OK. He's not hungry

## DANA'S MULTI-ENGINE RATING

**By: Dana Holladay**

On Monday, September 23rd, I rented a car and drove from the Palwaukee airport to Peoria, Illinois and checked into a hotel. I had planned to fly my Decathlon to Peoria for the 2-day multi-engine course at Emtoo, Inc., but a pesky red-squawk that eventually turned out to be nothing grounded my plane at Palwaukee earlier that day.

With the help of a few choice CD's, the three-hour drive to Peoria wasn't too bad. After a good night's sleep, I arrived at Emtoo, Inc. at 7:15 a.m. (45 minutes early) only to find that Mac McLaughlin and his wife Jean were already there preparing for my arrival and what would be two days of fun learning to fly a 1961 Beech Travel Air. (See the October, 2002 issue of AOPA Pilot for an interesting article on this aircraft) Mac and Jean are both multi-engine instructors and Mac has been a designated pilot examiner since the late 60's. If you think that's going back, check this out! Mac is now 88 years old but only had about 200 hours in his logbook when World War II broke out! Jean told me Mac hasn't logged all of his flight time, so the exact total is unknown. She says he probably has over 30,000 hours total time and if asked will modestly admit she has over 20,000! My guess is that they each have more time on left base than I have total time in my logbook. Their experience and skill levels are as high as you will find in the flight training industry

Mac continued briefing inside the aircraft in as much detail as he had on the exterior, adding a few brief stories regarding equipment added or removed over the years and humorous accounts of previous students and the comical things that they have done while flying his beloved Travel Air. I got the distinct feeling that this airplane is more like a family member to him than a vehicle with which to earn a living. It didn't surprise me one bit when both engines fired willingly and immediately on command. There was very little traffic at the Peoria airport that morning and we were airborne within ten minutes.

During the morning session with Mac, I logged 2 ½ hours flying around the Peoria area learning how to fly with one engine inoperative. This is what most of

the multi-engine rating is about as twins fly just like any other airplane when both engines are working. You just spend a lot more money for the privilege. Unless you are flying a Skymaster or other multi-engine airplane with centerline thrust, when you lose one engine the asymmetric thrust can cause you to lose control of the aircraft. You may have heard the saying that you'd better know what to do when one engine fails or the good engine will take you to the scene of the accident, and it probably won't take very long to get there. Multi-engine airplanes have an airspeed below which directional control is impossible to maintain with one engine out. This airspeed is referred to as  $V_{mc}$ , or minimum controllable airspeed with the critical engine inoperative. The lack of control is caused by asymmetric thrust, which overpowers the flight controls due to an insufficient amount of relative wind flowing over the control surfaces. The multi-engine pilot must immediately identify which engine has failed and feather the correct prop to reduce drag and fly at an airspeed above  $V_{mc}$ . This airspeed doesn't guarantee that you will be able to maintain altitude, only directional control. There is a lot more to flying a twin on one engine than merely feathering the correct propeller and pitching for more airspeed. That discussion is beyond the scope of this article, but a trip through the pilot's operating handbook of any light twin will enlighten you as to what should happen with different loading and atmospheric conditions and one bad engine. But getting back to  $V_{mc}$ , let me tell you it will REALLY get your attention when your instructor "kills" one of your engines below this critical airspeed. At any airspeed below  $V_{mc}$ , the plane will roll toward the failed engine no matter what you do. This is known as a  $V_{mc}$  roll. At this point you are merely along for the ride with one rudder pedal pegged on the floor in a vain attempt to counteract the thrust imbalance and the airplane very much in control of where IT wants to go, and you probably will not be thrilled with the direction of flight at that point. Mac demonstrated this in the Travel Air but did not allow the roll to continue for more than about three seconds. That was all it took for him to convince me that it was not a condition to which I cared to return anytime soon. Directional control can only be achieved by getting the airspeed above  $V_{mc}$  by lowering the pitch, or by reducing the power on the good engine, or both. You don't have to be a rocket scientist to understand the ramifications of any of these actions if you find

yourself in this situation with more altitude above you than below you.

Around 11:30 we returned to PIA for a lunch break. I was slightly damp from sweating out the engine-out stuff and very much in need of both food and a little rest. After lunch, I spent a couple of hours watching videos and then about an hour in Mac's simulator flying single-engine approaches. If you are instrument-rated and you do not want a VFR-only limitation on your multi-engine rating, you must demonstrate a satisfactory single-engine approach on the check ride. After the simulator work, Mac handed me a two-page worksheet and several books, including the Travel Air pilot's operating handbook and said, "Here's your homework assignment and this is why we don't recommend bringing your significant other with you! This will keep you busy tonight." He was right. It did

On Wednesday morning I flew with Jean while she showed me the single-engine instrument approach part of the training. I got pretty good at flying the ILS 13 approach at PIA keeping the needles inside the donut most of the time. We had probably flown 8 or 9 approaches when Jean had me land and taxi back to the hangar where Mac was waiting. She exited the plane and Mac climbed in and did the check ride. Of the five check rides I've taken, it was the least stressful because the training was fun and I had the benefit of almost 14 years of flying experience that was a tremendous help. After the ride, we debriefed and Mac issued me a temporary airman certificate. The entire process took just under two days and as with any certificate or rating, the multi-engine rating is a license to learn. The skills needed to safely fly multi-engine airplanes vary greatly with different makes and models and jumping around to different aircraft can be very dangerous. The insurance companies recognize this fact and will make sure you receive additional training if you want coverage. Besides, you won't leave ANY two-day multi-engine course with more than just the rudimentary skill necessary to fly a twin. I feel that Mac and Jean do a very good job at giving you the nuts and bolts of flying light twin-engine airplanes. It is imperative that a pilot understands his or her own limitations and those of the aircraft he or she chooses to fly. You need only look as far as the accident statistics to see that a lack of this understanding can make for a very

**(Continued on Page 11)**

**(Dana Holladay: C0ntinued)**

short flying career, especially in twin-engine aircraft.

If you or anyone you know would like to get a multi-engine rating at Emtoo, I highly recommend their course. (The entire training package cost me right around \$1,500.00) Their phone number is 1-309 697-9629, but don't delay. Mac tells me that he and Jean will only be doing this for another year at most. They are poised for retirement and their decision is based in no small part on steadily rising insurance premiums. Most of all, Mac and Jean are two wonderful people who happen to be flight instructors who really love their work. I enjoyed every minute with them. I can honestly tell you that the usual check ride anxiety went right out the door because they made the training stress-free and loads of fun. What more could you ask for than that?

Dana

## Safety Corner..... Taxi Speed

**By: Abbie Friddell**

In your everyday life do you multi-task at a brisk level of energy? Are you in a hurry most of the time? Is that one heck of a long taxiway, and you can't wait to get to the end of it? Are you a guy? (Ops, sorry!) You've probably guessed where I'm going with this...YOU TAXI TOO FAST!!

So, what's the big deal anyway? Well, take a minute to read some things here, and if you can think of any others, I sure would appreciate hearing from you.

The FAA describes a safe taxi speed as a brisk walk. NOT A RUN! To accomplish this most General Aviation aircraft use 800-1000 RPMs. If you need 1000 RPMs to get rolling, then bring it back to 800/900 RPMs. This should maintain momentum on dry, level pavement. If it's wet, icy, snowy go even slower!

**WHY??**

- To **SAFELY ROLL** to a stop if one or both of your brakes fail. Do you always do a brake test at first roll? Can you see ice on your brake pads if you have wheel-pants? Did you just roll through a puddle of water? Are both brake pads still attached? How many other scenarios can you think of?

- You're **RIDING THE BRAKES** if you use more than 1100/1200 RPMs on dry, level stuff. So, what does that do

to your brakes? Not good! This could lead to overheating and that could lead to FIRE! Make a conscious effort to keep you feet on the floor...it won't be easy, but your mechanic/FBO/ CFI/ Fast Eddy & Edy will thank you.

**-FAST EDDY & EDY**

If that other aircraft (A/C), which is on a converging course, can't stop in time – you can! What if the A/C, that you're zipping along behind, blows a tire?

**- CROSSWIND, TAILWIND, GUSTS & GROUND-LOOP**

In the past year I've heard of two occasions where an A/C was taxiing, and a gust of wind picked it up and turned it 90 degrees! Both A/C were going slowly and that saved them from side-loading damage. One heck of a wind? Not really. It was reported at 16-18KTS direct crosswind, but at point of contact the wind was being accelerated between some buildings. Remember Bernoulli?

Do I ever taxi faster than a brisk walk? When I'm doing a long back-taxi on an active runway and there is an A/C in the pattern, I do tend to go a little faster. My pulse, also, goes a little faster, and this is not a comfortable feeling.

**MORAL**

Let's get the fun back into flying. It all starts at the start – SLOW DOWN AND BE SAFE!

Abbie

## Buy, Sell or Trade. . . .

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### FLIGHT REVIEWS

**BFR Special: Ole Sindberg is offering a Biannual Flight Review for any Chapter 790 member for \$50.00. Also available are flight instruction in single and multi-engine aircraft, helicopters, as well as high performance and complex airplane checkouts.**

### Has Your Address or Email Changed???

Mail or email your changes to Dave and Jan Stadt – email: [dhstadt@ameritech.net](mailto:dhstadt@ameritech.net) or mail to Chapter 790 post office box [1206](mailto:1206), [Barrington, IL 60011](mailto:Barrington, IL 60011).

Also, If you receive your newsletter by email, be sure to notify Jay or Abbie at: [pjfriddell@cs.com](mailto:pjfriddell@cs.com) or [abbienair@cs.com](mailto:abbienair@cs.com).

## Pre-meeting Checklist

- Name Tags
- Chapter Videos to return to meeting
- Chapter Tools to return to Ole

easiest for YOU! We also accept hand –written copy, floppy disks (IBM Format), Zip disks (IBM format), and CD's. Bring your article to the meeting or mail it to Abbie Friddell at 166 Harbor Rd. Barrington, IL 60010-1531 ---

The Newsletter is always looking for interesting articles and pictures by our chapter members. If you have written anything or would like to write something or have pictures that you believe would be of interest to the chapter members, please submit what you have. The newsletter staff prefer that you e-mail your articles to [pjfriddell@cs.com](mailto:pjfriddell@cs.com) or [abbienair@cs.com](mailto:abbienair@cs.com). We prefer text written in Microsoft Word, however, you may submit the material any way that is

NEXT MEETING, TUESDAY, NOVEMBER 26<sup>th</sup> – Doors Open at 7:00 PM, Meeting Starts at 7:30 PM. Meeting Location is the Knights of Columbus, "Barrington Banquets" just North of the intersection of Northwest Highway (Hwy 14), and Kelsey Rd. in Lake Barrington.

