

# Winds Aloft



P.O. Box 1206 Barrington, IL 60011

## AT THE AUCTION, 790 Style....

Over 40 members braved the cold and snow to attend our January meeting. Held at the restoration workshop in Elgin, Pizza and pop were served, and members brought a host of interesting and fun items to bid on. The Chapter treasury says THANKS! (Photos by James Cooper)



*Ron led the charge as auctioneer, and kept the audience amused and attentive*



*Members enjoy the food and look over the "goodies"*



*Dean May "keeping score"*



## FEBRUARY 2004

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## From Dana.....

by Dana Holladay



Greetings, everyone!

As I write this month's column, the Daytona 500 is history, spring training is about to begin, and the weather man is

forecasting temperatures in the 40's for later in the week. It's hard to believe, but winter may be losing its icy grip and I for one am really looking forward to warmer weather. The Decathlon has been snowed in for some time as the grass strip at Camp Lake Airport doesn't get plowed. I just can't wait to get it back into the air!

The coming of spring also means that it's time for our annual Chapter 790 banquet. Ron Liebmann is taking your reservations and we need everyone who plans to attend to get a check into Ron's hands by the 24<sup>th</sup> so we can get an accurate head count to Emmitt's Restaurant! Please help Ron out by not putting this off until the last minute, and remember, your guests are welcome to attend! You'll find details about the banquet elsewhere in the newsletter and at this month's general meeting.

Although I was not able to attend the January meeting in Elgin, I understand that attendance was good in spite of the foul weather that we were experiencing at the time. We hope to hold another meeting at the workshop in the near future so those who were not able to be there last month will have another chance to tour the facility. This may take place in April and I'd like to solicit feedback from everyone in this regard. I'll have more on this and other chapter activities for the upcoming season at the meeting, so try and make it if you can. See you soon!

Dana





## February Chapter Meeting

Mike Rodina, owner and restorer of at least six Taylorcraft at Casa de Aero, will be our guest speaker for the February 24<sup>th</sup> meeting. You might remember him from our chapter visit to his hanger back in about 1991 where we saw a very rare Taylorcraft, a four-place molded fiberglass restoration in progress. One might say Mike is really into Taylorcraft. He and his wife just had a baby and named the baby "Taylor." Thanks to Judy Meyer for suggesting Mike as a guest speaker. (We are always seeking interesting and knowledgeable guest speakers, so please send their contact information to John Vlasic.)

## Home Workshop Visits Planned

The next few months will see three home workshop visits of three member's projects:

- March 27, 1 PM - Steve Marquette's Kolb Firestar is in painting and final assembly, with Steve hoping for an early spring first-flight.
- April 17, 1 PM - Wally Draxler's Bearhawk, building wings, ailerons, and flaps, and creating control-system parts using TIG welding.
- Sometime in May - Jeff Wilson's Cozy, more information to follow.

If you've never been to a home workshop visit or haven't in a while, surprise yourself and come! Directions will be in the next newsletters.

## Need AWOS? Just Call on Your Cell phone

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In a nifty new service for pilots, a quick toll-free phone call can now connect you to any AWOS in the U.S. -- if you don't mind having to listen to a short advertisement before you get to the weather.

The service, aptly called "[AnyAwos](http://www.anyawos.com)," (see [www.anyawos.com](http://www.anyawos.com)) is a new product offered by Mackinac Software. One of the co-creators of the system, Bill McUumber, told *AVweb*: "Although my company is a software company, I am an active IFR pilot and thought it would be useful to be able to check conditions on the fly -- hence this system." After dialing the toll-free number (877-any-

AWOS, or 877-269-2967), callers can enter any three-digit airport ID and -- after choosing from a list of possible matches, and listening to a word from their sponsors -- they will be connected to that airport's AWOS or ATIS.

## Annual Chapter Banquet

Don't forget!!! March 6 will host our annual chapter banquet. As last year, it will be held at Emmett's Restaurant & Brewery Company, 128 W. Main St., West Dundee, IL. The cash bar will open at 6:30 with dinner being served at 7:30.

Emmett's is located on the north side of Main Street (Route 72) one block west of the Fox River. Parking is at the rear of Emmett's *and* in the bank parking lot just west of Emmett's across the street. The bank parking may not have been mentioned as an option last year, presenting a parking challenge to many of us.

Dinner cost is \$30.00 per person. Please get your money to Ron Liebmann at the February meeting or mail your check to Ron very soon!! Send it to Ron at 1829 Dover Ct., Schaumburg, IL 60193. Please let Ron know your entrée choices: grilled Atlantic salmon, chicken chardonnay, or petit filet. You may use the fill-in coupon on page 8.



## The Safety Corner Getting Off Wisely

by Mike Perkins

If you fly regularly, you'll eventually encounter an airport that has a short runway. Perhaps you landed on a longer runway but while you tied down, the winds changed and now favors a shorter runway. Your airport guide gives you the runway length. You know your gross weight. Computing the runway headwind component is easy with your E6B. You'll also need to know the temperature and pressure altitude, both easy to get from looking at gauges inside the airplane. So you get out the POH and look up the takeoff run distance. A little chart-reading and some interpolation, and you're all set.

(Continued on page 6)



## Five Attend First Flight Class at Oshkosh

by Ron Palascak

On Friday, January 23, five 790 members went to Oshkosh to attend Sport Air Workshops. As it turned out all five would be attending the First Flight class.

Ron Liebmann and Ron Palascak took about 3 ½ hours going on secondary roads, Jay and Abby Friddell, and Steve Marquette took the interstate and, because of the weather, they encountered heavy rush hour traffic in Milwaukee resulting in a five-hour trip, but all arrived safely. After checking into the motel and getting some dinner, it was into bed for a good nights sleep to be ready for the long day ahead.

Saturday morning started with check in at building "A" (the large commercial display hangar) where we were given a safety briefing and told where our workshop would be held. A sign-up for lunch was available also. Our workshop was at the museum auditorium.

Our instructor was Jim Bateman, former F-16 test pilot. Jim had flown the F-16 since the beginning of F-16 program. After handing out our course material we started through the FAR's and dos and don'ts of conducting a first flight. This material pertains to not only homebuilts but restored vintage aircraft and ultralights.

In preparing for a first flight, we became convinced of the importance to utilize an EAA Tech counselor and Flight Advisor. Their experience, plus the simple act of having an extra sets of eyes going over your project, will help to insure a safe first flight. Jim suggests that a first flight should be conducted without a large crowd of observers. First flights are tough enough on the nerves without all the distractions of a large audience.

Of special note are the requirements of runway length, field elevation, density altitude, availability of crash/rescue equipment and pilot health. Several "interesting" videos were shown of first flights.

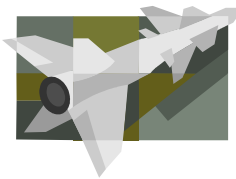
As luck would have it, Saturday was the ski plane fly in at Pioneer airport, and also Audrey Poberzny's birthday party. At lunchtime we crossed over to Pioneer airport and enjoyed the chili and birthday cake, an excellent combination. Fortunately Saturday's weather was cold, and severe clear, much better than Friday. It made for a great fly in!

Jim was very thorough in his instruction and his F-16 stories were very interesting.

If you are building a homebuilt aircraft, ultralight, or restoring a certificated aircraft, I believe this class is a must. You'll be able to conduct a much safer, thorough, and smarter first flight.

Ron

## JATO Joins '67 Impala on Lonely Road



The Arizona Highway Patrol came upon a pile of smoldering metal embedded into the side of a cliff rising above the road at the apex of a curve.

The wreckage resembled the site of an airplane crash, but it was a car. The type of car was unidentifiable at the scene.

The lab finally figured out what it was and what had happened. It seems that a guy had somehow gotten hold of a JATO unit(Jet Assisted Take Off -

actually a solid fuel rocket) that is used to give heavy military transport planes an extra "push" for taking off from short airfields. He had driven his Chevy Impala out into the desert and found a long and straight stretch of road. Then he attached the JATO unit to his car, jumped in, got up some speed and fired off the JATO! The facts as best as could be determined are that the operator of the 1967 Impala hit the JATO ignition at a distance of approximately 3.0 miles from the crash site.

This was established by the prominent scorched and melted asphalt at that location. The JATO, if

*(Continued on page 6)*

*(Safety Corner continued from page 4)*

Then what leads people to crash into trees, mush/stall into a field, or abort the takeoff only to run into the weeds or a ditch? Bad judgment, yes. But what are the actual errors involved? Set aside the obvious ones like misreading the chart or forgetting that grass has a distinct penalty – Cessna’s POH wants you to increase the ground roll by 15% for *dry* grass, assuming you have the same grass they had for testing.

What about your airplane? Does it perform to the POH numbers? Going about a test one nice day is rather simple, but it might require a few hours at your local airport. Take a 100’ construction tape measure to get the distance between runway lights or to various runway waypoints from the starting point. Picking a hard-surface runway will allow you to avoid the variations in grass and soil resistance.

In the airplane, have an observer in the right seat briefed on what you want them to do. This should be done prior to strapping in. Make a least three takeoffs using the same procedures that your POH charts were based, keeping in mind that some POH charts are for short field takeoffs *only*. In that case, you only measure short-field takeoffs. If one set of

data gets botched because the observer didn’t get it right or your technique was less than you’d like it to be, don’t fudge or guess at it – just strike the data and do another takeoff. Remember, flying is *fun*.

On the ground, calculate your average and compare the numbers to the POH predictions. Never use the better performance numbers than listed in the POH, but if you’re getting numbers just a little worse, it might be very worthwhile to figure out why.

If you rent or otherwise have someone else attending to your airplane maintenance, don’t assume the tire pressure is correct. Although not listed as a takeoff performance variable in some POH, it most certainly is and it’s very important in getting good roll performance. Also, improper foot placement on the rudder pedals causes the brakes to drag and is something I’ve been guilty of from time to time.

Taking performance numbers can be fun, and doing “the math” helps keep your acquaintance with the POH on the sharp side.

## Mike

*(JATO continued from page 5)*

operating properly, would have reached maximum thrust within 5 seconds, causing the Chevy to reach speeds well in excess of 350 mph and continuing at full power for an additional 20-25 seconds.

The driver, and soon to be pilot, most likely would have experienced G-forces usually reserved for dog fighting F-14 jocks under full afterburners, causing him to become insignificant for the remainder of the event. However, the automobile remained on the straight highway for about 2.5 miles (15-20 seconds) before the driver applied and completely melted the brakes, blowing the tires and leaving thick rubber marks on the road surface, then becoming airborne for an additional 1.4 miles and impacting the cliff face at a height of

125 feet leaving a blackened crater 3 feet deep in the rock. Most of the driver’s remains were not recoverable; however, small fragments of bone, teeth were extracted from the crater and fingernail and bone shards were removed from a piece of debris believed to be a portion of the steering wheel.

Epilogue: It has been calculated that this moron nearly reached Mach 1, attaining a ground speed of approximately 420 mph.

*(Editor’s note: Brought to our attention by John Vlastic, this preceding Wiley Coyote-type story has a genealogy which can be found at <http://www.snopes.com/autos/dream/jato.asp> It is generally considered to be fictional and a piece of Internet folklore. But it is interesting!)*



## Calendar of Events

### **Mar 6 (Sat) Chapter Banquet – Emmett's**

March 27 (Sat)	Home Workshop - Steve Marquette
April 17 (Sat)	Home Workshop -- Wally Draxler
May 1 (Sat)	Young Eagles – Lake In the Hills
May (TBA)	Home Workshop - Jeff Wilson
June 5 (Sat)	Young Eagles – Lake In the Hills
June 26 (Sat)	Young Eagles --Lake In the Hills
July 27–Aug 2	EAA Airventure – Oshkosh
Aug 28 (Sat)	Young Eagles – Poplar Grove
Oct 2 (Sat)	Young Eagles – Lake In the Hills
Oct 30 (Sat)	Young Eagles – Lake In the Hills
Nov 20 (Sat)	Young Eagles – Lake In the Hills

Contact John Vlastic for information, or to make suggestions for activities, i.e.: picnics, fly-outs, museum visits, etc. Phone:(847)524-1857, Email: [jvlastic@lunt.com](mailto:jvlastic@lunt.com)

Contact Dwight Zeller for information or suggestions regarding Young Eagle Rallies. Phone: (847) 524-3973 Email: [zellerd@worldnet.att.net](mailto:zellerd@worldnet.att.net)

### Recognizing Our Members

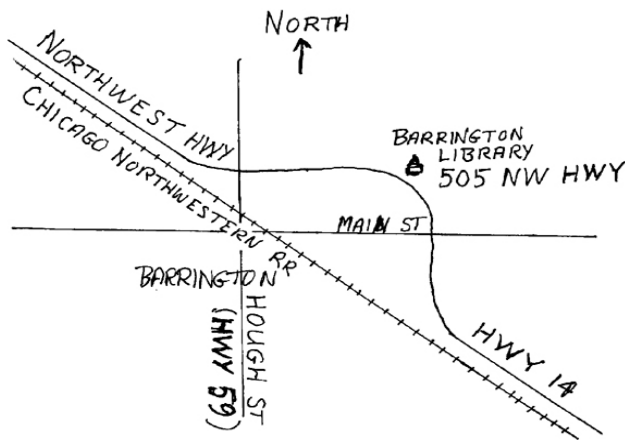
The following individuals have recently joined our Chapter ---

James Cooper  
Thomas Knoedler  
Paul Meyer  
James Pedersen  
Wally Rupert  
Rob Strickland

### Welcome Aboard!

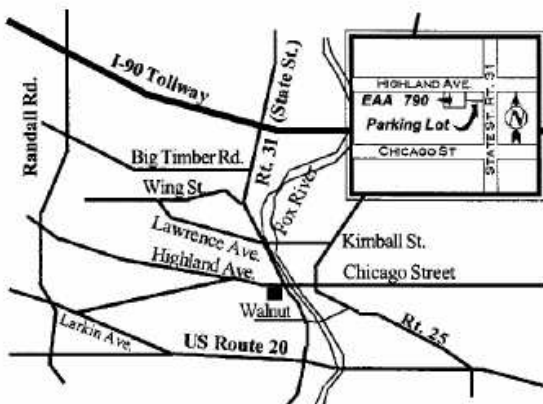
(Our apologies if any were missed. Please let the editors know of any errors/omissions, for correction next month. We would also appreciate hearing of member accomplishments, for inclusion in this section. Eds)

Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social “hour” preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.



The Taylorcraft restoration is well under way. BUT..... there's still plenty for YOU to do. If you'd like to get in on the action, call Ron Liebmann at home at 847-352-8282 or at the workshop at 847-608-0001. The workshop will be open on Tuesdays, Thursdays, and Saturdays.

**EAA Chapter 790 Workshop**  
**219 W Highland Ave**  
**Elgin, IL 60123**  
**847-608-0001**



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## Buy, Sell or Trade. . . .

*Classified ads may be submitted by any Chapter member free of charge. They will run for about 3 months unless canceled or renewed.. Non-Chapter members and sponsors may purchase a business card size ad for \$100 per year. Ads for shorter periods are \$10 per month*

**For Sale:** K35 Bonanza (1/3 share) IO-470-C 250 hp, IFR GPS, dual NAV/COM/GS, A/P with altitude hold, Stormscope, Graphic Engine Monitor, Tip Tanks for bladder-busting range. Cruises serenely at 150+ knots while sipping 12 gph. Based Poplar Grove (C77). \$25K  
**Call: Mike Mulcahy at 847-515-3585**

1968 Cessna 172I, 3500 TTSN, 1500 SMOH, Lyc. O-320, King KLN89B, King KX155, Collins VHF251, Collins VIR350, Narco AT50, Sigtronics 4 place int, Tannis heater, standby vacuum, New paint spring 98, Ext 9/ Int 6-7, Hangared, Annual Apr 2004, Good compression, NDH, \$45,000 - John Cosmos 847-639-5908

## Flight Reviews

**BFR Special:** Ole Sindberg is offering a Biennial 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. Phone: 847-426-7206.

Email: oleeva@mc.net

## FAA Wings Program



**Abbie Friddell, Master CFI, CFII is offering an EAA Chapter 790 special discount. 3 hours Wings Program Instruction for \$75.**

### EAA Chapter 790 Annual Banquet Reservation

Name: \_\_\_\_\_

Spouse/Guest: \_\_\_\_\_

#### Menu Choices:

Member	Guest	
_____	_____	Petit Fillet
_____	_____	Chardonnay Chicken
_____	_____	Grilled Atlantic Salmon

Amount Enclosed: \$ \_\_\_\_\_ (\$30 per person)

*(Make checks payable to "EAA Chapter 790")*

**Send To:** Ron Liebmann  
 1829 Dover Court  
 Schaumburg IL 60193

**Or:** Bring to the Meeting, Tuesday, February 24<sup>th</sup>

**Last day for Reservations: Tuesday, Feb 24, 2004**

### EAA CHAPTER 790

### 2004 Dues Payment

### Please Print

_____	_____	_____	_____
Last Name	First Name	Spouse	EAA Membership Number
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Street Address	City	State	Zip
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Home Phone	Work/Cell Phone	Email Address	Own Acft/Project Y/N
_____	_____	_____	_____
Model or Type			



# Pre-meeting Checklist

**Name Tags**

**Chapter Videos to return to meeting**

**Chapter Tools to return to Ole**

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 [michael.perkins@rauland.com](mailto:michael.perkins@rauland.com) or [trlegates@comcast.net](mailto:trlegates@comcast.net). We prefer text written in Microsoft Word, however, you may submit the material any way that is

