



Winds Aloft



P.O. Box 1206 Barrington, IL 60011

www.eaa790.org



May Chapter Meeting

Our guest speaker for our May meeting will be Milt Ciarlariello of Chapter 526 in California. Milt owns a 1970 Bonanza which he regularly flies to OSH where he is often seen working at KidVenture. Milt is the former Boeing Airliner technical representative to United Airlines. So he has a great deal to tell us about how superior Boeing aircraft are! This program is by arrangement of Mike Titre.

MAY 2004

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Update on the World Record Flight Attempt

by Dana Holladay

In last month's newsletter, I wrote about a world record flight attempt that I would be part of during Sun-n-Fun. The record we were attempting to break was the shortest time to land in all lower 48 states, which still stands at 5 1/2 days. We departed Lakeland Linder Airport on Tuesday, April 13th around noon in a Cirrus SR22 provided by Cirrus Design. This was the opening day of Sun-n-Fun and there was quite a bit of media attention surrounding the flight. This was due in part to the fact that this was a very ambitious flight and also because Michael Hunter was aboard to raise awareness for his charity, Flight for Diabetes, which Michael and his wife, Erica, formed to help diabetic children. Michael is the only insulin-dependent airshow pilot in the world and is based at Galt Airport.

Accompanied by Cirrus contract pilot Cary Bouchard, we covered Florida, Alabama, Mississippi, Louisiana, Arkansas, and Missouri by sunset and we were over central Kansas about an hour after dark when our number one alternator failed. We debated whether or not to land immediately, but with good

VFR weather and a backup alternator which carries the load of bare essential electrical items, we pressed on for one more hour and landed in Liberal, Kansas. By the time the mechanic drove out to

the airport and confirmed the failure, it was after 11:00 p.m. so we hunkered down for the night in the FBO, which had a comfortable bed as luck would have it, and several large recliners that were easy to sleep on. The next morning I awoke and showered in the mechanics shower stall in the shop, and shortly thereafter Cirrus called and said they would have a new alternator flown in by 5:00 p.m., so we were in luck...or so we thought! Waiting for the alternator allowed us the better part of the day to entertain ourselves and I watched a little television, napped in the warm sun outside the FBO, and chased down a tumbleweed that tumbled by very close to my patch of grass. I had never actually seen a tumbleweed before and found it quite interesting to catch one! As promised, another Cirrus pilot arrived straight from the

(Continued on page 4)

EAA Chapter 790 Newsletter





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From Dana.....

by Dana Holladay



Greetings Fellow Chapter 790 Members!

Spring is now in full swing and our first Young Eagles Rally has come and gone. Weather held the numbers down a bit,

but all in all it was a great success. Ole Sindberg did the lion's share of the flying with the help of Bob Skalany and Abbie Friddell. Thanks to Ole, Bob, and Abbie, and all of our ground crew for giving these kids the opportunity to experience a free flight. It's wonderful to know that I can count on you all to make this happen time after time!

I'd also like to thank everyone for your input on our meeting location. Now that the dust has settled, I have determined that it is most definitely in the best interest of the chapter to keep the regular meetings at the Barrington Public Library and keep the Elgin workshop as just that...a workshop. This will allow us to keep our designation as a Barrington chapter, centrally located for all of our members. We will, on occasion, have gatherings and builder's workshops in Elgin and I'm glad to report that the Taylorcraft restoration project is moving along nicely, for those of you who have not had the opportunity to see it firsthand.

Our annual Work Weekend Party in Oshkosh is coming up on June 4th, 5th, and 6th. As in years past, we will be helping prepare the grounds for Airventure and we've been asked to do some painting, along with the usual grass cutting, kid-proofing, and other tasks that need completion prior to July 27th, the first day of Airventure. This is a very fun weekend if you can make it. We will be staying in the Bender House with all the comforts of home, but if you'd like, the campgrounds are available at no charge as well. This weekend also marks the 60th anniversary of D-Day and there will be lots going on to commemorate this historic day.

Finally, I am happy to report that Mike Titre is recovering well from a recent surgery and I ask you to pray for his full recovery. Get well soon, Mike! We miss you and can't wait to see you up and running again!

See you all at the next meeting!

Dana

(For those unfamiliar with the location of the Bender House, please see map on page 8. Eds.)

Minutes

EAA Chapter 790 Board Meeting May 4, 2004

1. There was much discussion about the EAA 790 Scholarship Fund.
2. Motion was made to have a Scholarship Program. Passed by vote.
3. Lon reported that we may have a budget shortfall this year and outside fundraising activities might be required for the Scholarship Program just passed.
4. Motion was made to establish a Scholarship Committee for the program that would review the operation of the program, decide on the details of it, review the funding and procedures for funding and to present it to the board for final approval. Passed by vote.
5. Discussion regarding additional details of the Scholarship Committee ensued.
6. Motion was made to establish a Scholarship Committee that would consist of two general members and two board members. Vote was against the motion.
7. Motion was made to establish a Scholarship Committee that would consist of at least one or more members to establish a program to make a proposal to the board. Vote was against the motion.
8. Motion was made to have a Scholarship Program Committee that would consist of one to two board members, one to three general members, read the bylaws and work within them, select scholarship candidate(s), report to the board, and review the composition of the committee annually. Passed by vote.
9. Motion was made to adjourn the meeting. Passed by vote.

(Taken by Mike Perkins for Secretary Nancy Blazyk)

(Board meetings are held on the first Tuesday of each month (2nd Tuesday in August only) at the Elgin workshop. Meetings begin at 7:30. Members are welcome to attend board meetings, to participate in these discussions or to bring items of interest to the board's attention. Eds)

(World Record Flight Attempt continued from page 1)

factory in Duluth at 5 o'clock, right on schedule, with a brand new alternator! The only problem was that it was a 12-volt alternator, which is worthless when applied to a 24-volt airplane electrical system!

Still hoping to salvage the flight, we quickly loaded our wounded Cirrus and backtracked 200 miles east to Wichita, which was the location of the nearest Cirrus service center. We landed at sunset and were told we had a bad alternator. I told them we also had a good one, but with only 50% of the voltage we actually needed! The service center did not carry the alternator we needed, but said they could have one brought in first thing in the morning. So we got a good night's sleep at a local Holiday Inn and arrived back at the airport around 10:00 a.m. The alternator had arrived, but it took several hours to install it as a special tool needed to attach a drive gear for this beltless alternator was not available. The service center did a great job improvising, but by the time the aircraft was repaired we had missed our window of opportunity to complete the mission.

The decision was made to scrub the record attempt, but we tagged several states on our way back to Sun-n-Fun including Nebraska, Iowa, South Dakota, Minnesota, Wisconsin, Illinois, Michigan, Indiana, and Georgia. I logged about 10 hours of cross-country time in a very sweet machine and had a ton of fun doing it. We may attempt the record again later this year, but this will depend on our schedules and availability of sponsorship for the flight. I feel very lucky to have been a part of this mission, even though it was less than successful. I wanted to bring my tumbleweed home, but I felt it would be happier if I released it on its home turf. It scurried off as if it had a pressing engagement somewhere far away on the Kansas prairie. I hope it made it safely to its destination!



Dana

From AVflash...

From the "Finer Points of Maintenance" file...

"Remember, you really only need two tools: WD-40 and duct tape. If it doesn't move and it should, use the WD-40. If it moves and it shouldn't, use the duct tape."

Last Chapter Meeting

We hope all who came to the chapter workshop enjoyed the pizza and Ron's excellent status update on the Taylorcraft. Our summer flying will slow down the progress on the T-craft which will resume back to full-swing this fall. About 55 chapter members attended, as did two new guests.

The Evolution Of My Homebuilt Velocity

by Dean May



Everyone is invited to my workshop/open house on Sunday July 10, 2004. I have installed my instrument panel and have most of the electrical wiring completed. I also should have my engine mount installed along with some of the related engine components, including an engine casing.

It has been a long time coming, but I am very close now to finishing my Velocity aircraft. Over the preceding six years, I have made a lot of changes and modifications to what I had originally envisioned for my completed airplane. The first big change was the choice of an engine. The factory recommended a Lycoming IO-360 as the engine of choice, but I was never happy with that option, so while at the Oshkosh air show one year, I visited all the vendors offering aircraft engines and gathered as much information as I could. I looked at actual aircraft engines, auto conversions, foreign engines, and a new engine in development, the Delta Hawk diesel engine. After about a year of research, weighing the advantages and disadvantages of all types, and a trip to the Delta Hawk facilities in Racine, I decided that their engine was what I wanted. It looked like the timing of their engine and my airplane was going to coincide perfectly. I was going to have my airplane completed within the next two years and they were going to be selling their engine about the same time. Well, the timing of my airplane and the engine still look about perfect, we both are talking about three years longer than expected!

My instrument panel has evolved along with the airplane. At first, I thought it would be nice if I could have a glass cockpit, but the cost of the EFIS systems on the market at the time was



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The Safety Corner

What Comes after “Fly the Airplane?”

by Mike Perkins



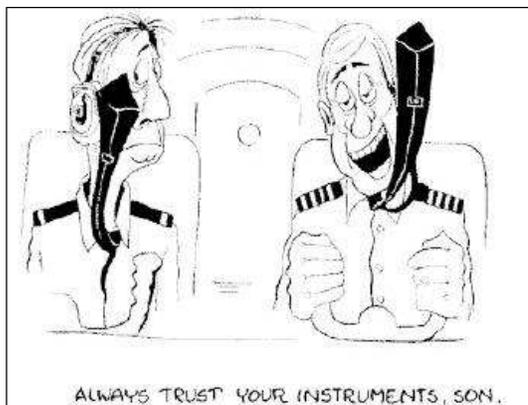
Almost every pilot, when asked the question, “What do you do when the engine quits?” answers, “Fly the airplane.” Good start. But what should you do after that?

Before Jack let me solo 24 years ago, I had to recite from memory a phrase that began, “Fly, heat, mixture, power, gas, boost.....” It was something copied from a copy of a copy. Jack handed it to me with a twinkle and simply told me that before I soloed, I’d have to know it by heart:

- Fly – Fly the airplane at best glide.
- Heat – Turn on carburetor heat.
- Mixture – Set mixture full rich.
- Power – Check that the throttle is not closed.
- Gas – Check all the fuel feed valves.
- Boost – Turn on the boost pump.
- Recycle – Recycle the magneto switch.
- Restart – Attempt a restart if there’s time.
- Transponder – Set transponder to 7700.
- Talk – Declare an emergency on 121.5.
- Off – Turn off all electrical and fuel when landing is immanent.
- Doors – Crack open the cockpit doors.
- Soft – Make a soft-field landing.

I hope it’s a list I’ll never need, but it can’t be a bad thing to have memorized.

Mike



Youth Corner

by Chrissy Naber



Hey there!

Well, I was at an aviation banquet last weekend and I got a quick picture of Nick and I (Nick got his CFI the day after I did). Our local EAA chapter

1342 is having their first Young Eagles Rally of the year this weekend. I'll be flying my R/C plane as a demo. We're also having a trivia type game with groups of kids where we explain parts of the airplane (wing, elevator, propeller, etc...) and then they get stuff if they answer it right - should be fun!!! Have a great weekend!

Chrissy

(Homebuilt Velocity continued from page 5)

prohibitive. However, as the years went by, and I was still a long way from finishing, new companies appeared with EFIS systems that were less expensive. I settled on a system from Blue Mountain that has all the flight instruments needed plus all the engine-monitoring gauges and a moving map feature with an integral GPS system. My concern with this system, however, was that I had placed all my eggs in one basket, so to say. If that instrument quite, I would have nothing left to fly with. The company also offered another EFIS instrument with all the needed flight instruments contained in a 4" x 4" package as a backup to their main EFIS. After purchasing that system, I was quite happy for about a month or two, until it dawned on me that I now had an EFIS system as a backup for an EFIS system. Because of the compactness of the main EFIS and the backup EFIS, I still had a lot of real estate left on my instrument panel, so I purchased a set of the old round gauges. Now I have three airspeed indicators, three altimeters, three attitude indicators, three VSI's, three heading instruments, and with the radios I purchased, three GPS's. Then I thought, with three airspeed indicators, altimeters, and VSI's why would I want only one pitot tube and static system?

My airplane now has two pitot tubes and two static ports, one for the main instruments and one for the backup instruments.

Another change to the configuration of my airplane is the electrical system. Originally, I was planning on a 12-volt system, but, during the development process in the Delta Hawk engine, it was discovered that a 12-volt starter couldn't crank the engine sufficiently to start, and a 24-volt starter was needed. This became quite a problem for me because I had already purchased many expensive 12-volt accessories for the airplane. The original solution was to have two 12-volt batteries that would switch from parallel to series when I wanted to start the engine. That idea went away when someone asked, "What would happen if a failure allowed the batteries to remain in series after start?" All my 12-volt instruments would then be powered by 24-volts. I would probably need a very good fire extinguisher if that were to happen. The next thought was to always have the batteries in series and just tap off one of them for the 12-volt system. That plan lasted until I had a discussion with a battery manufacture, and was told that would shorten the life of both batteries by about half. What I finally settled with is a 24-volt system with a DC-DC converter to produce power for the 12-volt system. I then split the flight instrument and the radios between the two systems, so that I have a complete set of instruments and radios on either.

Another interesting system on my airplane was based upon a thread of conversation on the Velocity builder's web site. Someone was worried that, because the engine is located behind us, the pilot would not be able to see if the engine were on fire or trailing smoke. There was talk of installing smoke or heat detectors in the cowling and many other ideas. One of the builders listed a web site of a company that sells spy cameras, and said it wouldn't be much to install a couple in the wing tips aimed back at the engine and then monitor the engine from the cockpit. Another added benefit would be during engine start you could see if anyone is near the propeller. Well, I now have four cameras that I plan to install on my airplane. To view the cameras, I purchased an automobile in-dash DVD player and am

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(Homebuilt Velocity continued from page 6)

feeding the camera signal to it. As an added safety feature, I can now view the area around the engine during start, even though it is located behind me.

Please set aside time to attend my open house/workshop visit on July 10.



(Photos by Dean May)

Directions to my house:

- Arrive at the corner of route 14 and 47 in Woodstock
- Proceed West on HY 14 to the first stop light (about one mile)
- Make a RT turn onto Dean Street (*not* named after me)
- At the first stop sign, make a LT turn onto South Street
- Continue on South Street past the High School, the City Park, and the overpass of HY 14.
- Make an IMMEDIATE RT turn (about 180°) after the overpass onto Franklinville Rd.
- Make an immediate LT turn onto Moraine Drive
- Approximately ½ mile at the top of the hill, turn LT onto Castlebar Trail
- Turn LT at the next intersection onto Dublin Court
- Address is 1315 Dublin Court
- My telephone number is 815-337-5845

Hope to see you then.

Dean

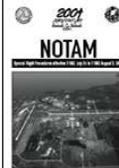
EAA Announcements

POP

People from around the world come to EAA AirVenture Oshkosh for primarily one purpose: to look at thousands of aircraft that converge on Wittman Regional Airport. To protect these airplanes - and spectators - the POP (Protect Our Planes) Team monitors flight line activities to make sure visitors abide by the time-tested Oshkosh rules: no smoking except in designated areas, and no food or drink within 10 feet of any airplane.

POP now seeks volunteers to join its team from Monday, July 26th (the day before the convention) through Sunday, August 1st. POP patrollers must be at least 14 (ages 14-17 need a parent/guardian with them) and enthusiastic. No experience is necessary - all you need is a smile - and there's a place for people of all fitness levels. It's a great way for families and/or groups to enjoy EAA AirVenture "from the inside." If you're interested in volunteering, e-mail ProtectOurPlanes@yahoo.com or visit <http://groups.yahoo.com/group/ProtectOurPlanes>.

AirVenture 2004 NOTAM



Assure sign that EAA AirVenture Oshkosh is right around the corner: the AirVenture Notice to Airmen (NOTAM) is now available for download in Adobe PDF format at the AirVenture website. Also, the document is at the print shop and should become available early next month. Copies will also be available through any one of 15 selected Automated Flight Service Stations (AFSS) throughout the country. You can download the Adobe PDF format, or request a printed copy at <http://www.airventure.org/2004/flying>, or simply call 800/JOIN-EAA and a copy will be mailed to you. New for 2004: Ready-made signs for the cockpit! Additional information about this new requirement is available at the above website as well.

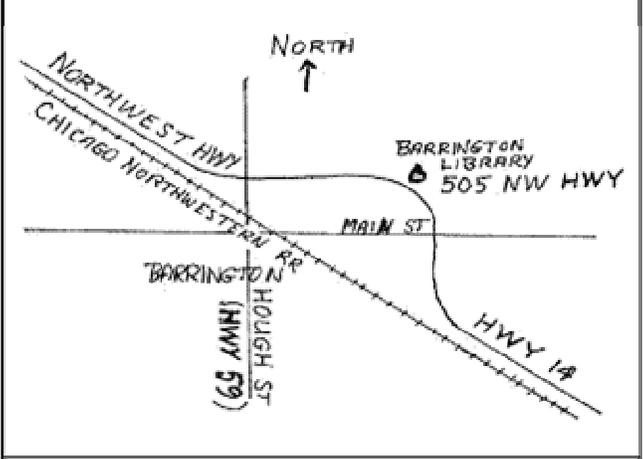


DIRECTIONS, ETC

Annual Work Weekend in Oshkosh June 4, 5, and 6

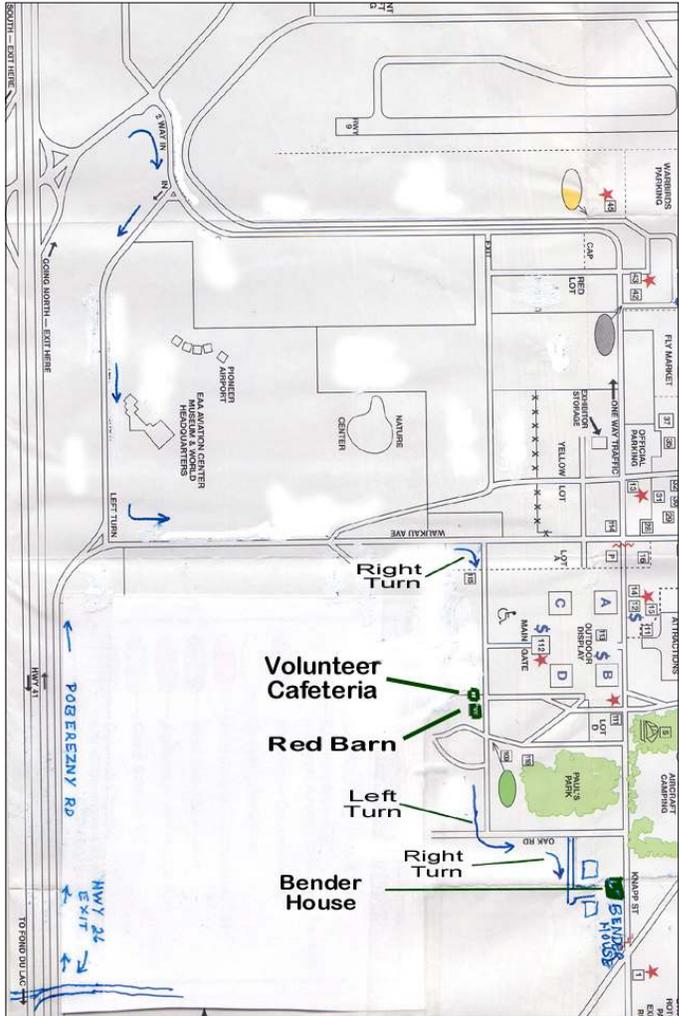
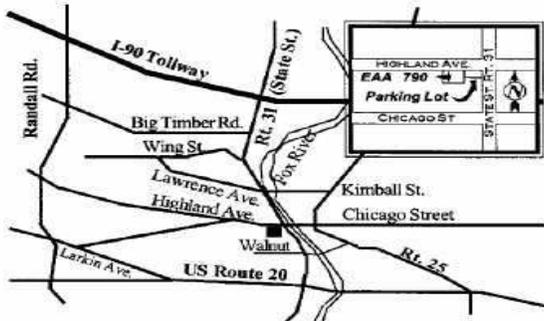
Directions to the Bender House

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.



EAA Chapter 790 Workshop
The Taylorcraft restoration is well under way. The fuselage is almost ready to fabric. Now that flying weather has returned, the shop will no longer be open every Tuesday, Thursday and Saturday. Ron Liebmann intends to be at the shop at least once a week to keep things moving, so be sure to check with him if you are interested in working on the T'craft. Ron's home number is 847-352-8282, or try the workshop at 847-608-0001. The workshop will return to a 3 day per week schedule in the fall.

**219 W Highland Ave
Elgin, IL 60123
847-608-0001**



Chapter volunteers construct a computer workstation during the 2003 work weekend.

Recognizing Our Members

No new members to welcome to the Chapter this month.

(Please let the editors know of any interesting recent activities! These might include solo's, new ratings, aircraft purchases, first flights of homebuilt aircraft, or any other accomplishments you would like to let the Chapter know about. Thanks! Eds)

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

For Rent: New Heated Hangar. 50' x 60' at Poplar Grove, available late summer. Ideal for RV builders groups, warbird etc. Clear floor with 12 x 60 loft. Loft will have full bathroom w/shower, full kitchen and office. \$650.00/mo. plus utilities. Offered by Dan Helsper, Email Helspersew@aol.com

FAA Wings Program



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

Phone: 847-382-4180

Email: abbiennair@cs.com

Calendar of Events

June 4-6 Chapter Work Weekend, Oshkosh

June 26 (Sat)... Young Eagles, Lake In the Hills

July 10 (Sat).. Home Workshop, Dean May

July 27–Aug 2 EAA Airventure, Oshkosh

August (?) Home Workshop, Jeff Wilson

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

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

Contact Dwight Zeller for information or suggestions regarding Young Eagle Rallies.

Phone: (847) 524-3973

Email: zellerd@worldnet.att.net

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

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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 or trlegates@comcast.net. We prefer text written in Microsoft Word, however, you may submit the material any way that is 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 Mike Perkins at 17787 Sherwood Forest Rd, Havana, IL 62644.

