

Winds Aloft



P.O. Box 1206 Barrington, IL 60011

www.eaa790.org

October 2, 2004 Young Eagles

by Ron Palascak

The weather was great again for our next to the last Young Eagles Rally. Just a little cool and a slight breeze made for a great day. Bob O'Quinn joined us for this Rally, flying his first Young Eagles in his neat Cessna 120. He had a great time flying as did his Young Eagle passengers. I'm sure all the pilots had a great time flying the kids. Although there were only 24 Young Eagles flown, they were very enthusiastic. One or two even stayed to get a second flight with a different pilot.



Ole Sindberg with Young Eagle passengers at our June 26th rally. (Photo by Jay Friddell)

Thanks to all the pilots and ground crew for another safe and successful day of flying. Don't forget we have one more YE rally this month scheduled for the 30th. This is the last event on the Chapter calendar for 2004. See you all there!

OCTOBER 2004

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Bill Rose Picnic September 12, 2004

Featuring sweet corn and bring-your-own goodies, about 65 guests, 21 (!) aircraft of all flavors and sizes, and the greatest weather you could ever want. More photos on page 7.

Look for additional photos from AirVenture 2004 starting on page 5



The Gang at Rose's - Ron estimated 65. Care to count them? (photo by John Kinyon)



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From Dana.....

by Dana Holladay



Well, I hope you have been taking advantage of the incredible weather we have been blessed with over the past several weeks. I've lived in Illinois for 16 years and can't remember

a stretch of weather this long and this nice. I have been able to see downtown Chicago from Lake Geneva the last 5 times that I have flown north from Westasha. I haven't measured the mileage, but it has to be close to 50 miles! The recent frost, however, is a sign that things will be changing soon. It's hard to believe that fall is in full swing and winter is soon to follow...I keep telling myself that spring is just around the corner...

But before you get into holiday mode, we have one more Young Eagles rally on the last day of this month. Try and make it if you can as this will be our last outdoor activity as a chapter until next year. We can always use pilots and ground crew and the more members we have, the more fun we have. So do your weather dance and come on out. It will be loads of fun!

And speaking of Young Eagles, as I was preflighting the Decathlon today I noticed a young man around the age of 13 sitting on his bicycle at the north end of our grass runway at Camp Lake. As we made eye contact, he yelled, "Hey, do you guys give airplane rides?" Can you guess what my answer was? He then continued with, "How much will it cost?" I proceeded to tell him that if his parents would give me a call with their O.K., I would be happy to take him for a short flight at no charge. (It's a tough job, but someone has to do it) I gave him my phone number and he pedaled off as if his life depended on it. I sure hope his mom says it's ok, as young Matthew had informed me that he had never ridden in any plane of any size. Giving a kid his or her first plane ride is without a doubt the most fun I can have in my plane!

See you at the meeting!

October 5, EAA Chapter 790 Board Meeting

Young Eagles Rally:

Last weekend- plenty of airplanes, only 25 kids
Need to check website to make sure the dates are correct for the rallies.

Even though there is a national Young Eagle Rally day set up for October, we will maintain the original date for our next rally as October 30th at Lake in the Hills.

We need to contact the Waukegan Chapter 414 to find out how they can get 100 kids out for their rally. It was discussed that they have a reservation system set up on their website...

Dwight needs to send out press releases to get more Young Eagles.

Raffle:

At last general meeting made \$111.00- spent \$50 on prizes.

Contact Blue Skies Pilot Shop and DuPage Pilot Shop to donate raffle prize and "plug" them in the newsletter.

Treasury:

We may need to look for another meeting facility as of May, if the library referendum in Barrington passes to expand the facility.

Membership:

\$25 per year- dues from January 1 to December 31st

\$15 per half year- after July 1st

\$10 youth rate- student, college or otherwise.

Scholarship:

application form was passed around

Committee is made up of 1 or 2 board members and 1 to 3 general members.

Committee needs to get together to discuss criteria for choosing a candidate and report back to the board.

A motion was made that the board will provide \$500 for the 2005 scholarship award for flight training or the academy. Motion Passes.

Newsletter:

Newsletter party on November 17th will be at Ron Liebmann's house.

Mike Perkins suggested a new column for the newsletter- "True Confessions". The writer could be anonymous or otherwise.

Next Meeting:

October 26th General Meeting.

Nancy Blazyk
Secretary

Meeting Notes

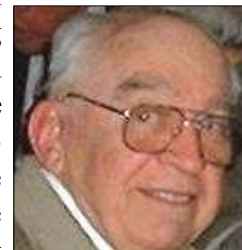
September Meeting

Don Harreld gave an excellent presentation on the XB-70 supersonic bomber prototypes. He talked about working on the structures, which didn't always line up, and the subsequent patching they did to get surfaces attached. The program was canceled, not after the collision as commonly believed, but after 34 more flights by the second prototype. Don showed us excellent photos, including the spectacular mid-air collision, of which there was fortunately one survivor.



October Meeting

John Vlasic has been doing a great job bringing us guest speakers to our meetings, and he certainly deserves a round of applause. John writes regarding our next guest speaker, "For the October 790 meeting program, Don Jenerick will be showing a video and speaking about his recent visit to the Old Rhinebeck Aerodrome in upstate New York. This is a living museum with flights of the vintage aircraft on weekends. They have some of the oldest aircraft flying in the world there. This should be very interesting to see aircraft close to 100 years old in action."



Letters

Hi Tom,

Every once in awhile my brain goes numb at work and I revive it by thinking "flighty" thoughts, such as, requesting from Mike an article about density altitude and it's affect on take-off roll distances, etc. I was reminded of it recently when I was almost ready to cut power, even though I had good rpm, because the runway was really getting short compared to "normal." I later found out the density altitude was equivalent to 2,600 ft. msl. I read somewhere recently that the typical, reputable aircraft insurance company will not insure a C-172 owner if his or her plane is based at an airport where the runway is as long as the field elevation is high; makes sense.

Another topic idea came from a conversation I overheard and jumped into. One person said he was told the proper way to slip to lose altitude on final is "nose up" attitude. That one scared heck out of me and I believe needs to be addressed if any pilots anywhere are questioning the pitch attitude in a slip.

Meanwhile, I wanted to congratulate you on the really professional job you're doing with the newsletter. I wasn't surprised to read that "Winds Aloft" is in the EAA final competition.

It was fun seeing mention of my recent accomplishments in the newsletter and I appreciate it.

Bob O'Quinn

"Turf News" Editor

(Editor's note: In answer to Bob's comments about slipping, that scared the heck out of us, too - see Mike's Safety Column elsewhere in this month's issue where he talks about slips. Also, Mike will get around to writing a Safety Column about density altitude fairly soon.)

Member Projects



My Acro II Project

by Ron Palascak

The ACRO II is a two place bi-plane designed by Paul Poberezny. It's about the same size as a Pitts Special, but not as aerobatic as the Pitts. Where the Pitts has a sweep back to the upper wing, the ACRO upper wing is straight.

My airplane is now sitting on all three landing gears. The fuselage was completed several years ago and was sand blasted and primed with epoxy primer last summer. The instrument panels are installed with all the required

VFR instruments. No avionics are installed at this time. All the instruments that require pitot/static lines are plumbed in. The instruments that need



electrical power have not yet been wired in. The sheetmetal work aft of the firewall to the back of the aft seat has been accomplished. At present I'm working on the sheetmetal cowling and baffling forward of the firewall. The wings are of wood construction and cloth covered. The spars are Sitka spruce and the ribs are constructed of 1/4" X 1/4" Sitka spruce glued and gusseted. I used T-88 epoxy glue throughout the buildup of the wings. T-88 was used because it is usable to a much lower temperature than other glues. Handy when you're building the ribs in the basement during the winter months. Leading and trailing edges of the wings are aluminum. They're nailed on after all the ribs are glued to the spars. The wing fittings for such things as aileron hinges, wing attach fittings and control hinges and bellcranks are made of 4130 chromemoly steel. Each one cut out and shaped individually by the builder. Very time consuming.

The fuselage is of 4130 steel tubing. Each piece of tubing is cut to shape and put on a build up fixture, much the same as a model airplane. After one side

is in the fixture it's tack welded together, removed from the fixture and set aside. The opposite side is then built up the same way. It's removed and both sides are lined up so that the top and bottom tubing can be fitted to join the two together. This job took most of a summer. The finish welding was then accomplished the next summer.

I've done all of the building either in the basement of the house or in our two car garage. Now that all

the little parts are getting together to form bigger parts things are getting tight in the garage. I'll be taking the project to my hangar at Poplar



Grove Airport, probably around the end of October. Also this winter I'll probably take the wings to the Elgin shop to cover them. I hope that I'll be able to get into the air either in 2005 or 06.

Whenever it is completed it will be a simple airplane. Strictly day-VFR, low and slow with a minimum of avionics.



Jeff and Barbara's Cozy photo article will appear next month due to space considerations this month.



Approach to One-Eight – Turbine pulled back to idle, the extra drag of the hand wave is hardly noticed, and no one expects him to land quite yet. (photo by Trella Perkins)

The Safety Corner



SLIPS

by Mike Perkins

When it comes to slips, I take them for granted because I slip my Kitfox regularly. It is a useful maneuver for descent control. Although the Kitfox has flaps (actually full-span flaperons), the use of flaps causes big trim changes, and small flap settings are more useful for setting pitch trim than anything else. That's my Kitfox. So I fly it as if there were no flaps and use slip to burn off excess altitude when I have the runway made.

However, slipping is not only a technique for flapless aircraft. They're great for increasing your descent angle while keeping your speed in check, either at altitude to get through "that hole," or on final approach when you're too high.

Other uses also come to mind. For example, in most modern aircraft, if you lost your electrical system en-route, you'd have to fly a flapless approach. Since flaps steepen your approach by adding drag (and therefore decreasing the glide ratio), your approach

without flaps will be faster and flatter. Without electrics, you'll find yourself in a no-radio traffic pattern with an unnaturally-flat approach. If your power's already pulled back and you're too high or too fast, do you want to go around? Instead, why not slip? Another situation warranting a slip might be an emergency descent for a sick passenger or a fire.

Do you know how to lose altitude in a slip? Have you practiced them recently? Sure, you know the combination: rudder and opposite aileron. Ok, but which rudder direction? The rule of thumb is to point the nose into the wind. However, I prefer to have the passenger leaning against me instead of their door, so my slips are almost always to the right. The bonus is that I can also vary the slip to control my crab angle on final, keeping me smartly lined up with the runway.

This all sounds good, but here's the punch line. Since slipping steepens your descent, then what do you do with your pitch angle? Do you keep it at the same normal approach pitch? Actually, no. You have to put the nose down, sometimes way down, because your descent is steeper. If you slip without consciously

(Continued on page 7)

Safe Starting Procedures For Updraft Carburetors

by Dave Morrow

Continental and Lycoming engines that are not fuel injected are equipped with an updraft carburetor. That is the carburetor is below the engine and the air is pulled *up* thru the carburetor into the manifold to the cylinders. When the engine is cold (winter or summer) many aircraft manuals tell us to "prime the engine by pumping the throttle 2 or 3 times before starting". Then activate the starter. This may be bordering on heresy but *DON'T DO THAT*. This is setting the conditions for a carburetor *fire*.

These carburetors have an accelerator pump in them, which will spray fuel into the throat of the carburetor just like a '55 Chevy. The problem is the Chevy has the carburetor on top of the engine and that sprayed fuel will fall down into the intake manifold. The aircraft has the carburetor on the **BOTTOM** of the en-

gine and that fuel will fall down to the carburetor intake duct and carb heat control box. The amount of fuel you will have lying there in a puddle depends on how many times you pump the throttle. One spark from anywhere, or a backfire, and you *will* have a fire.

Now, here is a procedure that will work, summer or winter. And it will work well.

1. Ensure that the Throttle is Closed
2. DO NOT pump the throttle
3. Prime the engine with the engine primer only
4. Wait 10 to 15 seconds
5. Engage the engine starter
6. When the engine starts, open the throttle slightly ($\frac{1}{4}$ in only)

There are no guarantees, but this is a safer method than trying to prime using the accelerator pump only. In two years I have seen 3 carburetor fires using the old procedure and none using the new procedure.

(SLIPS Continued from page 6)

putting the nose down, you're likely to find yourself very slow, maybe dangerously slow. And you're cross-controlled, so you're perfectly set-up for a stall-spin. Odd as it sounds, even if you're trimmed for your normal approach speed, you're going to have to add forward pressure to maintain that speed. Airspeed control is critical to maintain.

A slip therefore is a *three-axis* maneuver, not two:

1. Yaw gives you the drag you want by exposing the side of the aircraft to the oncoming airflow.
2. Roll input opposite the yaw keeps you from turning with the rudder.

Pitch down as required to keep the airspeed at the normal approach speed.

You'll notice that slips are like any other maneuver – you can do a little slip or a big slip. Controlling your rate of descent is easy by controlling the degree of slip, and you can take it out or put it in moment-by-moment, all depending on your needs. You can't do this with flaps. After a few practices slips, watch the VSI. It's amazing what you can do.

Begin by re-familiarizing yourself with slips at altitude where there's plenty of room for goofing off. Be critical on yourself when assessing your slips. Pay attention to the VSI *and airspeed*. See if you can get a descent of 1500 feet per minute while still nailing your airspeed at your normal approach speed. Then try for 2000 fpm. You'll see that you really have to put the nose down.

Some aircraft are placarded against slips under some conditions, so look at your POH before attempting them. Also, be sure both tanks are selected because the low tank during a slip is likely to become unported when you're low on fuel. Slip checklist: select both tanks, watch airspeed. Withstanding that, it's fun to occasionally peg the VSI and do something unusual that can also be useful.

Overheard:

Center: TWA 2341, for noise abatement turn right 45 Degrees.

TWA 2341: Centre, we are at 35,000 feet. How much noise can we make up here?

Center: Sir, have you ever heard the noise a 747 makes when it hits a 727?

Bill Rose Picnic



Low and Slow at Rose's Picnic – just a few of the 21 airplanes on that beautiful day. (photo by Ron Liebmann)



Ken's Pride at Rose's (Ron Liebmann)

IT'S DUES TIME AGAIN!

The new year is fast approaching. It's time to pay your dues, so you don't miss out on any of the Chapter fun in 2005!

Dues are staying the same as last year:

\$25.00/year for single or family membership

\$20.00/year for out of state member

\$10.00/year for students

As in previous years, we will provide FREE 2005 EAA calendars for those who renew early. The first 75 regular membership renewals at a membership meeting will receive the calendars. Calendars will be available starting with the **November** meeting. You may, of course, renew at any time via U.S. mail. (Sorry no calendars for student or out-of-state renewals either.)

Whether renewing in person at a meeting or via U.S. mail, please include the form on page 10. Filled out completely, it allows us to keep our Chapter records up-to-date and expedite delivery of your Newsletter each month.

THANKS

Calendar of Events

Oct 30 (Sat)..... Young Eagles, Lake In the Hills

2005

March (tentative)..... Annual Chapter Banquet

June 3 - 5 (tentative) .. Work weekend at Oshkosh

July 25 - 31 AirVenture 2005



Buried in People – Near airshow center, people and airplanes rub shoulders. (photo by Mike Perkins)

Waiting by the Turret – One has to wonder back in 1943, how many youngsters sat in green uniforms in this exact spot waiting for the mission to start. (photo by Mike Perkins)



V-Tail – Pretty colors, aren't they? (photo by Mike Perkins)



Fast Tail Feathers – Diversity in colors, unified in spirit. (photo by Mike Perkins)

Ground Fog Enroute to Ripon – The commercial that talks about “priceless” has no idea..... (photo by Mitch Wohl)



A Moment of Respite – On his Extra wing, Mike Mancuso takes a minute after his performance to just watch. (photo by Mike Perkins)

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: 847-639-5408.

Email: Oleeva@sbcglobal.net

FAA Wings Program



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

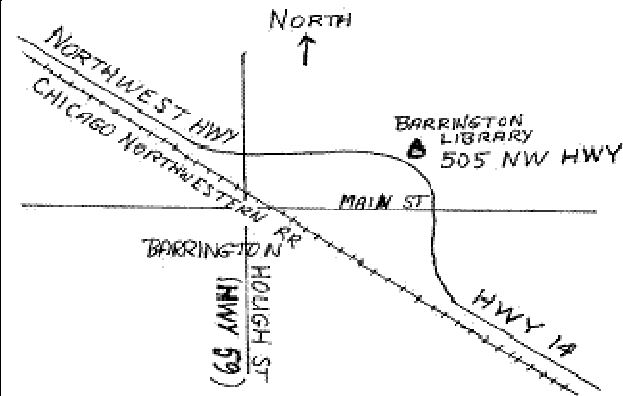
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DIRECTIONS, ETC

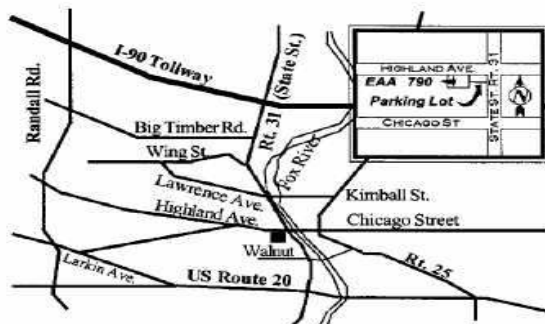
Regular Chapter meetings are held on the fourth Tuesday evening of each month (except July) at the Barrington Public Library. Meetings begin at 7:30, with a social "hour" preceding. The Library is located on Highway 14 between Main St./Lake Cook Rd, and Highway 59 (Hough St.) in Barrington, Illinois.



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**



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. IO-470-C 250 hp, IFR GPS, dual NAV/COM/GS coupled to A/P with altitude hold, Stormscope, Graphic Engine Monitor. With well instrumented and updated panel and Tip Tanks for bladder-busting range, this airplane is ideal for cross country flying. Cruises serenely at 150+ knots while sipping 12 gph. Based Poplar Grove (C77). \$69,900. **Call: Lon @ (847) 381-4286 or Tom @ (847) 462-1791**

For Rent: Located at "The Landings" (82IS) in Huntley, IL.. Large end hangar (1430 sq. ft. with storage loft), 44-ft. bi-fold electric door. 150,000-Btu heater, insulated and drywalled, fluorescent lighting, multiple 110-V outlets, 2 large windows, variable-speed fan. 3100-ft. paved runway, 100LL and MOGAS available on field, maintenance shop, aircraft wash area, VOR approach off of DPA (minimums - 580'/1nm). **Call: (847) 836-6519**

Wanted: Reliable Airport Car. In need of an "airport commuter car" capable of being good transportation for about 12,000 miles a year for a few years, will probably base at 3CK or Dacy. **Call or email Mike Perkins at (847) 324-8311 or michael.perkins@rauland.com**

For Sale: RV-8 project, includes completed tail, wing kit (which includes landing light, capacitance fuel sender, and the Proprietary Software Systems angle-of-attack sensor). Asking \$7,000 or best offer. **E-mail span-gler@eaa.org, or call (920) 426-4827(work), or (920) 685-5457(home).**

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

Pre-meeting Checklist

- ✓ **Name Tags**
- ✓ **Raffle Items**
- ✓ **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.

EAA CHAPTER 790	2005 Dues Payment	Please Print
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I would like to receive the newsletter by U.S. Mail _____ Email _____ (Check One) Dues for 2005 <input type="checkbox"/> \$25.00 Family/Individual <input type="checkbox"/> \$20 Out of State <input type="checkbox"/> \$10.00 Student		
<i>Part of your dues payment may be used to support our Scholarship Fund</i> Thank you for your support		Mail check To: EAA CHAPTER 790 P.O. Box 1206 Barrington, IL 60011

Regular Chapter Meeting October 26, 7:30 at the Barrington Library
Young Eagles Rally, Lake-In-The-Hills, September 30.

