

Winds Aloft



P.O. Box 1206 Barrington, IL 60011

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More on Electronics in the Cockpit

by Mike Perkins

The AOPA recently reported they are encouraging the Federal Communications Commission to allow the airborne use of cell phones in GA aircraft. They cite their usefulness in weather briefings, flight plans, destination information, etc., and go on to report that the risk of avionics interference is slight. They also report that the FAA has never prohibited the in-flight use of cell phones for VFR flight. Thus, they are nudging the FCC to make a rule change that would allow the use of cell phones, Blackberries, and pagers, etc, for all GA flights, citing "...the safety and convenience benefits of the wireless devices far outweigh any minimal interference risk."



It should be noted that both the FAA and the FCC do not prohibit the use of wireless devices on the ground. But in a recent internet poll by AvWeb, a large percentage of responding pilots indicated they already use cell phones in flight. Right now that's a clear violation of the FCC Rule 22.925: "Cellular telephones installed in or carried aboard airplanes, balloons, or any other type of aircraft must not be operated while such aircraft are airborne (not touching the ground). When any aircraft leaves the ground, all cellular telephones on board that aircraft must be turned off." Turned off. That's the FCC's take on it. My understanding is that this was to prevent a single airborne cell phone from "lighting up" scores of analog cell phone towers, but not a problem anymore with the new cell phone technology.

By contrast, FAA, in Part 91.21, allows the use of portable electronic devices during VFR flights. This means you can take along your PDA or laptop and use it as a GPS receiver - stuff like that - as long as you're VFR. Also, it doesn't mention cell phones specifically, but just presumably lumps them into "portable electronic devices."



However, Part 91.21 has a "wonder-clause" in it, also stating that you are not excluded from using "any other portable electronic device that the operator of the aircraft has determined will not cause interference with the navigation or communication system of the aircraft on which it is to be used." This includes IFR flights as long as they are not air-carrier flights (where the FAA gives the final decision to the PIC and/or the owner-operator.)

So if you've determined that your new toy (besides a cell phone) doesn't bother your other on-board equipment, the FAA gives you the ok to use it in flight, even IFR. But always, let's be careful out there and make sure to test our new toys VFR before flying IFR with them. And I still think the idea of a "Master Toy" switch is a good idea for homebuilt aircraft.



So right now, the FAA is ok with the in-flight use of cell phones for GA but not the FCC. Stay tuned while the AOPA petitions the FCC for a rule change.



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From Dana.....



by Dana Holladay

O.K., I think we can pretty much put another winter to rest and get ready for another exciting flying season! It's hard to believe that Oshkosh is only a little over 3 months away, and preparations in full swing! As in years past, our Work Weekend Party will be held on the first weekend of June (Friday, Saturday, and Sunday). If you'd like to help and need a place to stay overnight, we have reserved the Bender House at the east end of the campground. It has a full kitchen, two full baths, and several comfortable beds, so you don't have to rough it or pay for a hotel if you trek up to Oshkosh to help. I'll have more details at the meeting.

Also, for those who are not aware, Abbie Friddell is

coordinating donations of time, equipment, and funds to help worthy chapter members with their flight and ground training objectives. This is an excellent idea she cooked up and it provides those other than our annual scholarship recipient valuable resources to offset the cost of their flight training. I plan to donate a considerable amount of time in the form of ground training and would like to solicit your help as well. Please consider contacting Abbie if you would like to pitch in. No amount of time or money is too small and I can assure you that we will put it to good use!

Finally, you don't want to miss this month's general meeting. If I am not mistaken, our own Steve Marquette will be speaking about his nearly completed Kolb project. I visited Steve's house this past winter and he has done a great job on this airplane! Come on out and hear about his experience and possibly when we can expect to see it fly!



April 5 EAA Chapter 790 Board Meeting

- As of the board meeting, we now have 137 paid members, 157 total members including 19 new members in the Chapter.
- The board approved one of the logos prepared by Jeff Wilson. It will be formalized for use on Chapter shirts, hats or other apparel. More information will be presented at the meeting when final details are available.
- Membership registration is now closed for inclusion in the Chapter directory. The directory will be prepared shortly for distribution to members.
- John Vlasek has made us aware of a presentation that will be made on July 6th, under Chapter 89 auspices, by a WWII P-38 pilot in Elk Grove. This gentleman is a best seller author and a professional presenter as well. He will be speaking about his experiences in WWII, especially about his P-38 service and combat missions. Will supply additional info when available.

Respectfully submitted,
Lon Danek
Treasurer



Overheard

Overheard while waiting for takeoff on Runway 29 at Oakland California:

Airliner 123: Airliner 123, waiting in sequence.

Oakland Tower: A little too much information, 123 ... but I'll bet you look adorable in sequins.

The Safety Corner

by Mike Perkins



Flying with GPS makes navigating to destinations almost a snap. At the same time, punching in waypoints, setting destinations, changing screens to find frequencies, and crosschecking with other nav aids means a lot of head-down time in the cockpit. From the right seat years ago, I had one flight where the left seat pilot-owner flew right over the top of our destination airport, still climbing at 1500 feet per minute, while he was showing off his new GPS to the audience of three.

Heads-down time means time we're not looking out the window for conflicting traffic, birds included. Even with radios, there's still plenty of no-radio, and otherwise silent aircraft flying at the lower altitudes right along with us, especially enroute. Moving maps seem to be a draw for our eyeballs. It's an effect similar to the draw we experience when we walk into a room where a television is on – often conversation comes to a halt, even if the sound is down low because our eyes are unconsciously drawn to it.

Now that we're flying more in the nice weather, and so are all our friends, let's make a special effort to keep eyeballs on the scan, not on the screen. And when within seven miles or so of an airport, be especially vigilant, deferring our heads-down duties as much as possible. ←

Chapter Shirts

by Jeff Wilson



As a promotion of this, I thought we could try to get a bulk order entered where we offer the Chapter members free-shipping (since we would be getting the shipment bulk, we would only pay one shipping fee for the entire order), and then the Chapter keeps the discount (10% off for 12-35 shirts, 15% for 36-71, etc). The chapter would make some money and the buyer (a Chapter 790 Member) would save around \$8.00 on shipping. The shirts we looked at during the board meeting were:



- \$19.99 8590 UltraClub® Luxury Double-pique Men's Polo w/Chapter logo
- \$24.99 8599 UltraClub® Luxury Double-pique Adult Polo with Pocket & Chapter logo

See their website for a full description: <http://www.embroideryjustforyou.com/>. We can combine sizes and colors within the same style and still receive the quantity discount. I will check to see if we can group the pockets/non-pockets together and still get the discount. I'll keep you all posted. 😊

True Confessions

(The following experience was sent to us via a circuitous email path involving Milt Ciarlariello & Tom LeGates. It's presented here in its entirety with just some minor editing.)

On Monday, March 7, 2005, as a pilot for Fly Denali, Inc., I departed Talkeetna, Alaska for a scenic flight around Mt. McKinley with three passengers in DH-2 Beaver aircraft #N3307S. This was a 135 air taxi operation. I filed a flight plan with Flight Service at 10:38 am, Alaska Time for 1.5 hours of flight time, with 3 hours of fuel on board and 4 souls to circumvent the mountain. I received a weather briefing and current airport advisory from the FSS. There were no pilot reports for the back side of the mountain. There was an overcast layer at about 9,000 feet and I proceeded to fly in to the Great Gorge of the Ruth Glacier, turning around in the amphitheater.

I asked for and received the current Lake Minchumina weather and Healy. The north side was clear of clouds and I headed north up past the Eldridge Glacier. Climbing to 11,000 feet, it was clear of clouds and the complete north side was open. As I reached the area of the Muldrow Glacier around the Anderson Pass area, I leveled out reducing RPM from 2,000 to 1,850. Air speed was about 115 mph indicated. Manifold pressure was 25 inches at that altitude. There was a small amount of turbulence crossing the range and I instructed my passengers that the mountain was talking to us and to tighten their seat belts. It can become very turbulent quickly. Mt. McKinley was totally visible and very nice. I started to feel a small wobble in the yoke, and looked out at the left wing. It was vibrating at about 5 isolations per second, with 1-2 inches

(Continued on page 6)

Announcements

- It's been announced that the chapter **Work Weekend Party** at OSH is planned for June 3, 4, and 5. Put it on your calendars!
- Steve Fossett has solved the missing fuel problem, determined to have been lost overboard due to an error in the placement of some fuel vents. The Smithsonian wants the aircraft, but Steve's not sending it there before you get to see it at **AirVenture**. Steve's quoted saying, "I've always felt close to EAA and I feel that AirVenture is the most important and significant aviation meeting in the United States, because it represents general aviation. I hope my accomplishment with **GlobalFlyer** will inspire other pilots to take on and achieve adventures of their own."
- This newsletter is not in the habit of hawking aviation websites, but once in a while something really neat comes along. Passed on to us from member Jerry Grimmonpre, this site seems to be an easy source of **free airport information** when planning a cross country to an unfamiliar airport. It contains all the standard information about the field, but also has a link to pull up the portion of the **sectional map** with the airport smack dab in the middle. Plug this into your browser and try it once: <http://www.xcpilot.com/airport/> . You can search for the airport by ID, name, or city. The advanced search allows you to find airports near your destination with **specific requirements** such as runway type and length, type of fuel on-field, etc.

Letters

Ron (Liebmann), the picture came through beautifully. Thanks again so much for your thoughtfulness in giving Jenny the great book. I know she will be looking and reading for a long time. Jenny and I had a great time at the meeting. The people in 790 are so wonderfully supportive and enthusiastic, Jenny also was eager to talk to Dana about giving a presentation possibly next month or the following. Dana gave the ok soooo we will be planning that right away. She wants to do a slide presentation about all her flights and hobbies. See you soon and thanks again.

~Deb (Jenny Kimball's mom)~



Photo by Ron Liebmann



Meeting Notes

Last Meeting



Photo by Ron Liebmann

At the March meeting Andrew Krein from the National Weather Service office in Romeoville gave an excellent presentation on the web-based services offered by

NWS. It's been suggested that we plan a visit to the Forecast Office in Romeoville on some Saturday in the future.

Next Meeting

Program Director John Vlasic writes, "For the April meeting, Steve Marquette will be sharing the many enlightening experiences of a home-builder as he works on his Kolb Firestar. Steve will be bringing in parts of the aircraft and photos of his latest progress." (Project photos by Ron Liebmann)



(True Confessions continued from page 4)

of deflection. It was similar to a bad shopping cart wheel. The rudder peddles started to wobble uncontrollably and I could not hold them with all the strength I had in my legs.

Within the next fraction of a second, the aircraft became completely uncontrollable. Shaking violently would be an understatement! With deflections of the wings 2.5 to 3 feet out board of the main lift strut, I watched the wing tips flap up and down so fast they were a blur, with the tip of the wings bending out of sight about mid-aileron. The noise was deafening. It was an "oil canning" sound with loud popping noises. My camera was flung from my jacket pocket to the floor between my feet. My passengers were frozen in fear and were holding on to the sides of the cabin. The shaking was so violent it was hard to focus on any instrumentation. We were being bounced up and down in a vertical motion so rapidly that I felt the cheeks of my face being pulled back and forth strongly. I had to clench my teeth as to not bite my tongue. I slammed everything on the throttle Quadrant to full aft position. Throttle propeller and mixture, killing the engine completely.

Simultaneously applying back pressure on the yoke to slow the aircraft down, and about 15 degree bank to try and put a slight load on the aircraft so I would not have such a steep angle of attack when pulling up. I depressed the push to talk and called Mayday three times "The airplane is coming apart. The airplane is coming apart, 3307S." It took both hands on the yoke, which was bucking back and forth about 14 inches (not any side motion). I could not arrest it or hold it still. The rudder pedals were pumping back and forth as fast as they possibly could. The propeller never came to a complete stop. At about 50 mph the oscillations stopped completely.

I did not stall the aircraft at any time. I leveled the wings and brought the engine back on line at 20 inches of manifold pressure and 1,600 rpm. I put about 15 degrees flaps on and maintained less than 90 mph for the descent back to the east. At 90 mph I started to feel the yoke vibrate/wobble again and reduced speed to 75. I made slight adjustments to mixture and manifold as I descended and had an uneventful landing back in Talkeetna, not changing the flight configuration all the way to touch down.

On examination of the aircraft, the wings had structural damage just out board of the lift strut and half way point to the empennage. We lost one fairing on left wing and popped all the screws out of the leading edge fairings at the wing root.

~Donald R. Lee~

(Donald quipped as an afterthought in his email that he was "happy to still be here." Perhaps sometime we'll hear from where the flutter originated.)



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Recognizing Our Members

New Members - The following individuals recently joined our chapter:

Jenny Kimball
Amy Wang

(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)

Calendar of Events

2005

April 30 (Sat).....	Young Eagles, Lake In The Hills
May 21 (Sat).....	Young Eagles, Lake In The Hills
June 3 - 5	Work weekend at Oshkosh
June 25 (Sat).....	Young Eagles, Lake In The Hills
July 25 - 31.....	AirVenture 2005
August 27 (Sat).....	Young Eagles, Poplar Grove
October 1 (Sat).....	Young Eagles, Lake In The Hills
October 25 (Tue).....	Chapter Auction, Elgin Workshop
October 29 (Sat).....	Young Eagles, Lake In The Hills

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



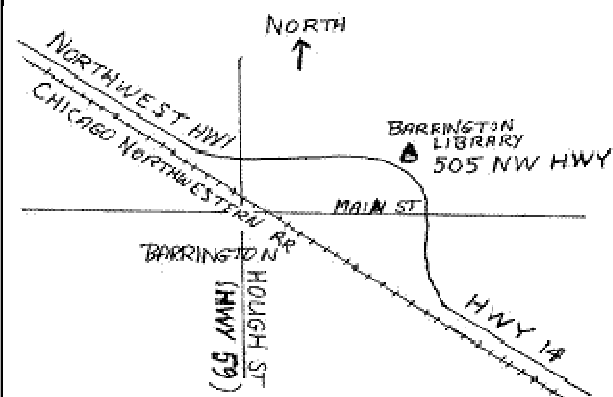
Abbie Friddell, Master CFI, CFI is offering an EAA Chapter 790 special discount. 3 hours Wings Program Instruction for \$75.

Phone: 847-382-4180

Email: abbienair@cs.com

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.



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: 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 sspangler@eaa.org, or call (920) 426-4827(work), or (920) 685-5457(home).

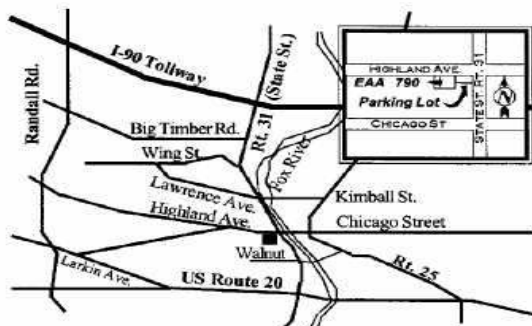
For Sale: Microair M760 transceiver. Brand new, still in box never used. \$650.00. Contact Bill Laskey, (815) 459 5084 or wlaskey@sbcglobal.net.

For Sale: RV-6 tail kit and wing kit with plans and instruction book. \$4400 invested, yours for only \$2000. Contact Steve Flattum (815) 765-1849.

Elgin Workshop

The shop has returned to "winter hours" and will be open every Tuesday, Thursday and Saturday. The Taylorcraft restoration is well under way. BUT..... there's still plenty to be done. Wing restoration is the current task, and when completed the fabric will go on. 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.

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



For Sale or Rent: Portable paint booth exhaust system on wheels. Explosion-proof motor and lights, flexible ducting, great for hanger or garage. \$300 or rent for a small fee. Contact Steve Flattum (815) 765-1849.

For Sale: Aircraft sheet aluminum from small pieces to 12 ft long, thickness from .032 to .064, 50% off. Contact Steve Flattum (815) 765-1849.

For Rent: Poplar Grove, 50x50 shared, heated, well-lighted hangar, bifold electric door. For homebuilt, single, light twin or storage. Call Lon Danek (847) 381-4286.

Boat For Sale: 1998 Sea Ray Bowrider and trailer, 18 ft with 135 hp Mercruiser outdrive, P.S., 100 hrs. since new, swim deck, AM/FM, covers, many extras. Like new/mint condition. \$12,000. Call (847) 639-7257.

For Rent: Poplar Grove hanger space (T5). Spacious, clean, unheated steel hanger with power lift bi-fold door. \$180 per month. Located a short distance from the main office. Looking for a renter for 1.5 to 2 year time frame. Call Mike Smith (630) 876-9344 or msmith@reedbusiness.com

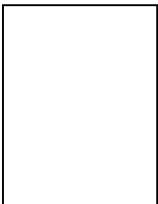
Pre-meeting Checklist

- ✓ 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.

NEXT CHAPTER MEETING

Our regular chapter meeting will be April 26th at the Barrington Library, starting around 7:30. Chapter member Steve Marquette will be discussing his building experiences with his Kolb Firestar



The Leader In Recreational Aviation



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