

Winds Aloft



EAA CHAPTER 790

P.O. BOX 1206 BARRINGTON, IL 60011

WWW.EAA790.ORG

IMC Simulator Workshop

by Tom LeGates

On February 4th, I had the pleasure of attending an instrument meteorological condition (IMC) workshop, hosted by Dave Morrow and Ole Sindberg at the Blue Skies Pilot Shop. The purpose of the workshop was to give non-IFR rated pilots the opportunity to safely experience flight into IMC weather. By using the Blue Skies simulator - an FAA approved PC based Aviation Training Device (PCATD) students can safely fly into and out of IMC weather with guidance from a certified flight instructor.

Bob Gerhold, Alex Von Bosse, Nancy Blazyk, and Judy Meyer were also in attendance. To kick off the workshop, Ole and Dave led a discussion of what a VFR pilot should do if they inadvertently enter clouds, including control of the airplane, the basic 180 degree turn around, *(Continued on page 4)*



Ole helps Bob Gerhold "preflight" the simulator



The Flight Design CTSW (Photo courtesy Flight Design USA)

LIGHT SPORT HUNTING

by Bill Laskey

Having grown tired of applying for a special issuance certificate each year, only to have the FAA reduce the amount of time for which it is valid and additionally losing the papers I sent creating further delays, I decided to look into the possibility of flying in the Light Sport Category. With that in mind, I arranged to attend the AOPA Expo in Tampa this fall since a number of manufacturers were displaying their various

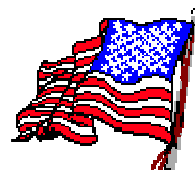
LSA wares. I was particularly interested in the Flight Design CTSW (composite technology short wing) plane and when I called the dealer found out that it would be possible to take a test flight. Upon arrival, I headed right to the LSA display and was able to arrange a flight almost immediately. At the staging area and while waiting for the plane to come back from a test flight I talked to a nice German lady whose husband was *(Continued on page 5)*

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From Dana....



by Dana Holladay

Well, old man time continues to baffle me. It seems that January lasted about three days, at least in my mind, probably due

to the fact that it was the third mildest on record and my schedule has been crazy this winter! Now February is sailing by, which means that the summer flying season is fast approaching. Our events committee is hard at work planning chapter outings and we hope to improve in this area over years past. I would like to throw one into the hat that you may be interested in. Every spring the Westosha Flying Club holds a safety seminar covering several areas including airspace, regulations, towered and non-towered field operations, and anything else that comes up during a question and answer session. I invite anyone to attend this free seminar which will be held on March 25th at Westosha Airport starting at 8:30 a.m. and ending around lunchtime. Give me a call or send

me an e-mail if you need directions!

On a different subject, you may have noticed that you received your newsletter early this month. This is because this month's meeting will be held on the third Tuesday instead of the fourth due to meeting room availability. So be sure to check your calendar for the 21st, not the 28th! Another date you may want to make note of is April 22nd. This is the date for our annual chapter banquet. Ron Liebmann once again has graciously volunteered to coordinate this and you can look for details coming from Ron at the next two chapter meetings. It will be my last banquet as your chapter president and I'd like to see as many members as possible make it to this event.

Finally, I would like to appeal to everyone to bring in something for the chapter raffle for this and any subsequent meetings if possible. I have had a heck of a time resurrecting the raffles and your help with this is definitely appreciated. Don Jenerick and Mike Titre will have the raffle tickets ready to go. This is a great way to help the chapter treasury and keep dues down to a minimum, so let's all pitch in! See you at the meeting!



February 7 EAA Chapter 790 Board Meeting Minutes


1. The meeting was called to order by Tom Solar at the Schaumburg Airport terminal building.
2. Discussion regarding Oshkosh-Airventure 2006:
 - 10 campsite passes are given to 790 by EAA headquarters.
 - We will be giving eight passes to those members who have worked full-time in the past during the AirVenture week and plan to do so again. The extra passes will be raffled at the June and July meetings before AirVenture. This will help us gain some much needed revenue.
 - Tom Solar will call the AirVenture air show chairman to try to find out how we could get more campsite spaces set-up early. He will get back to us at the next board meeting.
 - Large group tent - We will be soliciting the membership to help fund a better community tent for Oshkosh. We will also start charging a nominal fee for those using the tent to help fund it.
3. The next general meeting will be on February 21, at the library in room B. The program will be a talk by Ole about his and Eva's trip to China and how Ole's brother fits into the history of China.
4. We will discuss the raffle at the meeting.
5. The next board meeting will be Tuesday, March 7th at Schaumburg Airport.

Submitted:
Nancy Blazyk, Secretary



Meeting Notes

Last Meeting: Ole Sindberg at the last meeting gave an excellent presentation on collision avoidance. He is one of our chapter's CFIs and wove discussion into an AOPA video tape. Ole discussed the most effective ways to locate and track traffic, how to get the most collision avoidance help from ATC, and some of the most common collision scenarios and how to avoid them.

Next Meeting: At our next meeting, Ole Sindberg will be giving a presentation on his recent travel experience to China where he was accompanied by his wife, Eva. Ole will provide you with an interesting glimpse of this awakening giant of a country, along with his impressions of their past and their present. But this is much more than a travelogue; their reasons for being there is an amazing story in itself, which must be heard to be believed. If you haven't already, please mark your calendars one week *early* for our next Chapter meeting, February 21, 7:30 pm at the Barrington Public Library. 

[\(IMC Simulator Workshop Continued from page 1\)](#)

and radio procedures to follow with ATC in case VFR conditions cannot be re-established.

Attendees then had the opportunity to fly the simulator, taking off from a local airport, climbing out until encountering IMC, then practicing the procedures from the earlier discussion. Ole acted as an ATC controller and vectored each student through an Airport Surveillance Radar assisted approach and landing. Then, using the simulator's instructor's console, Ole would discuss the "flight", showing the student their ground track and how well they had been able to follow his vectors back to the airport.

The reaction to this training experience was unanimously positive. We all felt that flying the simulator, as well as observing others flying it, was very beneficial. The most common reaction from the VFR pilots



Blue Skies PCATD - The Simulator

Blown in From the Winds Aloft

The board has set April 22 as the date for our annual chapter banquet. We are returning to Emmett's in Dundee for their great food, service, and hospitality. Mark your calendars now.

From our Young Eagles' Chairman, **Rob Skalany**: 2006 was a very successful year for Chapter 790 with over 200 Young Eagles flown. Oshkosh acknowledged that fine accomplishment by sending our chapter a Young Eagles' wall clock.

- **Tax Deductions** – Young Eagle Program flights are tax deductible. Pilots may deduct direct, out-of-pocket expenses. Go to <http://www.eaa.org/youngeagles/yefaq.html> for details.
- **International Young Eagles Day** is June 10, 2006. While I do not as yet have a full schedule set up for this season, I'm proposing that Chapter 790 conduct a rally on that date. This could be one of our most successful and well attended events.

As chairman, I am open to your suggestions, your questions, and your continued assistance in all Young Eagle endeavors. My e-mail never sleeps and my phone has an answering machine 24-7. This contact information is on page two.

Frosty wings – Safety Chairman **Mike Perkins** wants to remind you to defrost your wings. Every year, planes meet the frosty weeds because of lift loss associated with frost on the wings. Recommendations are to defrost at least the leading 1/3 of chord, top and bottom. **Defrosting** just the leading edge isn't enough. And don't forget the horizontal stabilizer – it's also a lifting surface, even if it's lifting down most of the time.



was surprise at how much concentration it took to keep the airplane under control, emphasizing the severity of the situation if this should really happen in an airplane in flight. I believe that every VFR pilot would benefit from



*Ole provides vectors from the console
(Continued on page 5)*

(IMC Simulator Workshop Continued from page 4)

this training experience (and it was a great refresher for a “rusty” IFR pilot as well!). Ole and Dave have indicated that another session could be scheduled, so if you would like to attend, please let Ole know.

We would like to express our sincere appreciation to Ole and Dave for their efforts, and to Blue Skies Pilot Shop for donating time to us on their simulator.

Ole comments: None of the pilots who “flew” the simulator were instrument rated, except Tom LeGates. There were several episodes of loss of control by the non-instrument rated pilots. Tom, however, “flew” the sim with perfect control – as the PTS says – “the outcome was never in doubt”. The difference in their ability to fly in IMC was nothing short of remarkable. Even more remarkable is the fact that Tom has not flown an airplane for over a year, and has had no instrument time for considerable longer. The point is that instrument training – even if one is not current – can be a real lifesaver. Nuf said.

Judy Meyer writes: Ole, thank you very much for providing instruction on the simulator for VFR pilots who might experience IMC conditions while flying. I really learned a lot on Saturday from your instruction and from the simulator experience. I always knew it would be a challenge, but it was a *bigger* challenge than I expected. The only thing that I could brag about



Judy at the controls

was that I didn't crash my airplane! Please thank Dave Morrow and Blue Skies for providing the simulator experience. *(Article photos by Tom LeGates)*



IT'S DUES TIME AGAIN!

The new year is here! It's time to pay your dues, so you don't miss out on any of the Chapter fun in 2006!

Until March 1st, dues are staying the same as 2005:

\$25.00/year for single/family membership

\$20.00/year out of state (U.S. mail)

\$10.00/year out of state (Email)

\$10.00/year for students

After March 1st, non-student U.S. mail memberships will be surcharged \$10.00, to help offset the costs of newsletter printing.

As in previous years, we will provide FREE 2006 EAA calendars for those who renew early. The first 50 regular membership renewals at a membership meeting will receive the calendars. 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

(Light Sport Hunting Continued from page 1)

test flying the plane. She said they liked it very much except she was concerned that the glare shield was made of such a dull material and that if they bought the plane the first thing she would do was to polish up the glare shield. I tried to explain the reason for the dullness but she wouldn't hear of it so I gave up.

When my turn came, I climbed into the plane and we took off. Once in the air the instructor handed the controls over to me and I flew around the bay area. It was windy and a bit bumpy and this being a lightweight plane I thought it would be tossed around quite a bit but that wasn't the case. The plane held its own quite well. It is a very nice plane with manufacturing begun in the Ukraine and then sent to Germany for most of the composite lay-up work. It has great visibility and a comfortable roomy cockpit. Like many of the LSA's it uses the Rotax 912 ULS 100hp engine which seemed quite strong. As with many of the LSA you can get as much “glass” in the panel as you want. This plane had the Dynon EFIS/Sport which will give you an ADI display with ILS, a HIS display, a moving map, and can interface with auto pilots and a GPS as well as a num-

(Continued on page 6)

(*Light Sport Hunting Continued from page 5*)
ber of other configurations.

The Garmin 396 was also installed so we listened to satellite music as we flew. There also were the standard steam gauges - ASI, ALT, VSI, RPM - as backup to the Dynon which also supplies all that same information. I was very happy with the plane, thought it handled easily and well, and after landing, looked over some of the other offerings. The Legend Cub and the CubCrafters airplanes were there and they certainly are an attractive possibility offering roomier and more up-to-date versions of the legendary J-3. You can get as much glass in these aircraft as you want to pay for



The Tecnam Bravo (Photo courtesy Tecnam SI)

just a static display; no test flyer was available.

When we got back home I regretfully put my Cardinal up for sale. After a few false starts I finally found a buyer who appreciated all the equipment and care which I have put into the plane, but even still, I shed a few tears when it changed hands.

I had contacted the dealers for the Bravo - the Hansenaingroup - to find out the possibility of test flying the Bravo and they said they would have a plane available. A couple of months passed between the time I first contacted them but once the Cardinal was sold, I needed to get busy looking for another airplane to sooth my somewhat broken heart. I called again and they said they had a Bravo there and were expecting another one so to come ahead.

I booked airline tickets, hotel and car reservations for a four day trip to the Atlanta area where they are located and emailed them that info. Hearing nothing for a few days, I called and mentioned my plans. The reply was: "Don't bother coming. We are in a contract dispute with Tecnam (the manufacturer) and we have no planes". Naturally, I was upset and when I told the gentleman that, again the reply was "I'm sorry." At any rate, I went about canceling the flight and reservations and had to pay a penalty of \$250. I decided to contact the Flight Design people to see what the availability of their aircraft was. They have several dealers covering most of the country and I called the Ohio dealer and he arranged to get a plane for me by late June.

The contrast between these two organizations is dramatic. With the Hansenaingroup, you get recorded phone messages and when you leave your message it may take a couple of days for a reply; emails the same way. With the Flight Design folks, there is always someone there and they give you the necessary information right away via phone or email or Fed-Ex. And you know that if you purchase a plane from them, it



The Legend Cub (Photo courtesy American Legend Aircraft Company)

even though that may seem sacrilegious for a Cub. They are offering as an option a BRS 1350 parachute, which is standard with the CTSW. There were some low-wing aircraft such as the Thorpedo which was being test flown by a number of interested pilots. Having mostly flown high wing aircraft my interest was in that area.

Certainly anyone interested in LSA needs to attend one of these gatherings. There are many and they are listed on the EAA website as well as an extensive amount of information covering all aspects of LSA. I did meet a large number of pilots who like me were either having the same frustration jumping through the FAA hoops when applying for their special issuance medicals or just not flying their well equipped planes as much as they used to and looking for something to fly a more limited, relaxed schedule with.

There was one other plane which attracted my interest, the "Bravo" manufactured by Tecnam. Like my Cardinal it has a cantilever wing and a stablilator. Since to move into LSA I would have to sell my Cardinal with that configuration, I was interested. However it was

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(Light Sport Hunting Continued from page 6)

will be backed-up by support. It seemed unlikely that kind of support would be available from the other group.

My impression is that the Hansenaingroup is trying to do this on a shoestring and is poorly organized with poor intra and extra communication. To support that opinion I finally received an email that said they do have a plane after all and while there might be someone interested in it, check back with them after the first of the month to see if it is still available but because of the contract dispute they are not sure what is going to happen.

Flight Design, on the other hand, is well-funded and well-organized with great communication. I have a picture of the color scheme of my plane and am engaged in an ongoing discussion of instruments and panel, as well as other discussions. Their website is www.flightdesignusa.com/dealer.asp.

Most of the LSA aircraft are a bit pricey, the CTSW especially so; there goes another chunk of my kid's inheritance, but they don't mind or at least they say they don't. In my opinion, from what I heard and saw at the Expo is that the Light Sport category will at first be populated by experienced pilots who, for the reasons mentioned above, will be transferring to Light

Sport. I think it will take a while for it to catch on with those just coming into aviation to begin pilot training, but interest seems to be building rapidly in that area also.

My advice for those interested in transitioning to the Light Sport Category is to investigate thoroughly. Many of the manufacturers are located in other countries with production problems, shipping and dealing with currency differences; situations that were not anticipated can lead to the purchase of a plane for which there is no support. It's a case of *buyer beware* since some of the companies getting involved in this area might have some unforeseen problems.

Meanwhile, fortunately for me there is a J-3 on the line where I hangar so I can get some taildragger time in while trying to be patient waiting for my plane to be ready.



The Flight Design CTSW (Photo courtesy Flight Design USA)

The Safety Corner

Experimental Radio Calls



by Mike Perkins

The usual procedure for making blind announcements on the CTAF (Common Traffic Advisory Frequency) is something like, "Doohicky Airport, Piper 123 entering left downwind for runway 35, Doohicky." Now everyone's looking for your low-winged, 75 knot-around-the-pattern airplane. But what if you hear, ".....Experimental 456, entering....." What do you look for? A low-wing Volksplane or a Lancair? The issue of course is speed and pattern size. Cessna fits Cessna until it's a Citation. Also, you may think that tower operators are interested in your personal project when they ask what kind of experimental you're fly-

ing, but they probably also want to know how fast you're going around their airport. They know to ask, but pilots rarely do.

For the past few years, I've taken to announcing my "model." My radio call has become "..... experimental Kitfox" I actually feel a lot better knowing that a Lear pilot flying the pattern with me doesn't just assume that my experimental is an RV like his buddy owns, both for identification purposes, airspeed coordination, and runway requirements. For example, if a Cubby experimental lands and rolls out in the first 300 feet but the first turnoff is 1000 feet down the runway, he's going to be there a while. It's good to know things like this especially when visual contact has not been made.

It's a little non-standard for a radio practice. But there are so many types of experimentals with such widely-varying performance that I think everyone would benefit from the practice. And the radio congestion only gets worse if people have to ask....if they ask.

Calendar of Events

2006

February 21 (Tue) ... Members Meeting, Barrington Library (ONE WEEK EARLY)

March 7 (Tue)Board Meeting, Schaumburg Airport

March 26 (Tue)Members Meeting, Barrington Library

April 22 (Sat)Chapter Banquet, Emmett's

July 18 (Tue)AirVenture Prep Meeting and Picnic, Restoration Workshop, Elgin (ONE WEEK EARLY)

July 24 - 30EAA AirVenture - Oshkosh

September 26Annual Auction Meeting, Restoration Workshop, Elgin

(Buy, Sell, Trade continued from page 9)

For sale: Lancair project, pressurized option, horizontal stab completed, wings 70% completed, fowler flaps, speed brakes, wing tip extensions for high altitude, plus many other parts and extras. Superior workmanship throughout. **Contact Marv Jensen, (817) 573-9011 or email: kmlancair4@aol.com.**

For sale: RV-4 empennage kit purchased in May 04 and untouched except for assembling the horizontal stabilizer spar and ribs. All of the skins are untouched and are still wrapped in blue protective covering. Price if purchased from Van's is \$1,200 plus freight. Asking \$900 FOB Cary, IL. A very nicely constructed jig is included if you pick it up in Cary. Also available for sale are the following (now) used items purchased NEW for this project:

Ryobi 5" bench grinder. Retail \$39. Asking \$30; Craftsman Drill Press & stand. Retail \$279. Asking \$134; Menard Belt Sander. Retail \$149. Asking \$100; 4x8 builder constructed work bench. Asking \$100; Portable bench on wheels. Asking \$38.

Contact [Elaine Knoedler@sbcglobal.net](mailto:Elaine.Knoedler@sbcglobal.net)



Recognizing Our Members

New Members This Month:

**Allan Goldstein
John Wilczynski**

(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)

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

Contact Rob Skalany for information or suggestions regarding Young Eagle Rallies. **Phone: (815) 459-6027**

Email: bbbh2o@ameritech.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 check-outs. 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.

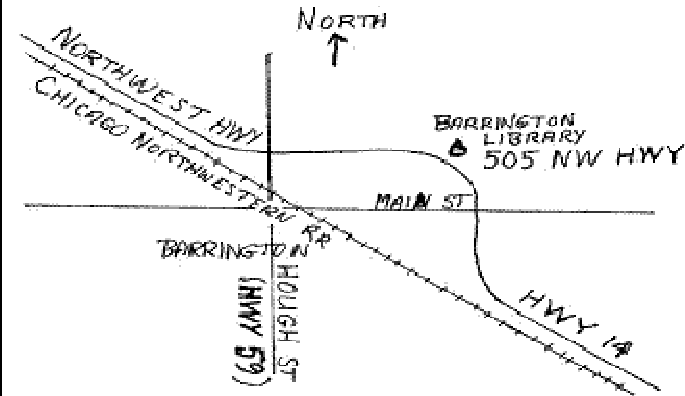
Phone: (815) 547-9574

Email: abbiennair@sbcglobal.net

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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.

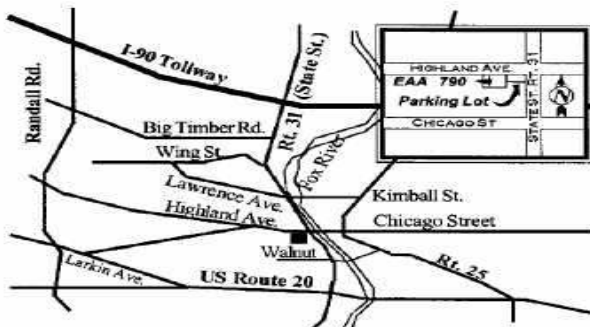


Elgin Workshop

The shop has stayed open this Summer and Fall because we are fabricating the T-Craft now, so that we can get it thru the primer paint stage while we can have all the doors open for ventilation. We need the warmer weather to do the job right. The tail surfaces and the ailerons are thru the rib stitch stage and the fuselage is being stitched now.

Workshop days will be Tue, Thu & Sat unless the weather is nice for flying. I still want to enjoy my Kitfox in the warm weather too. Call my house or cell to check if the shop will be manned on any particular day. Or better yet, call the shop directly at 847-608-0001. My home number is: 847-352-8282. Cell #: 847-997-0801. ~Ron Liebmann~

**219 W Highland Ave
Elgin, IL 60123**



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

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.**

For Sale: Bowers Fly Baby, Continental A65, Fuel (80-87/100LL) 11.9 gal, 3.5gph. Wingspan 26', Length 18'10". Hangared at Poplar Grove. Price \$16,500 or best offer. Empty Weight 686 lbs, Gross Weight



1,000 lbs. It looks and flies beautifully – no disappointments! **Contact : Wally Ruppert (owner) (262) 348-0279.**

Hangars For Rent: "The Landings" Huntley IL 3/4 mile North I-90 near Rt. 47. Three hangars, 44' wide, vertical lift door. Monthly or long term. \$295/month. Aviation fuel, A&P, IA available. **Contact Gary Grimmonpre's pager (847) 753-3699.**

For Sale: Bargain price for Sitka spruce wing or tail spar material, 7/8"x10"x18.' Have 4 available. Also can be used for stringers or other structural uses. **Contact Lon Danek @ 847 381-4286.**

For sale: Magellan Skystar Plus hand held GPS, complete with carrying case, aux antenna, aux power supply and mounting bracket. A good starter GPS at a very low cost. \$100. **Call Lon Danek 847 381-4286.**

(Continued on page 8)

Pre-meeting Checklist

- ✓ **Name Tags**
- ✓ **2006 Dues**
- ✓ **Raffle Items**
- ✓ **Article(s) For The Newsletter**
- ✓ **Ideas For Meeting Programs**

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	2006 Dues Payment	Please Print
_____	_____	_____
Last Name	First Name	Spouse
_____	_____	_____
Street Address	City	State
_____	_____	_____
Home Phone	Work/Cell Phone	Email Address
_____	_____	_____
_____		Own Acft/Project Y/N
_____		Model or Type
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Dues for 2006 <input type="checkbox"/> \$25.00 Family/Individual <input type="checkbox"/> \$20 Out of State (U.S. Mail) <input type="checkbox"/> \$10.00 Student		
<input type="checkbox"/> \$10 Out of state (Email)		
<i>Part of your dues payment may be used to support our Scholarship Fund</i>		Mail check To: EAA CHAPTER 790
Thank you for your support		P.O. Box 1206
		Barrington, IL 60011

NEXT CHAPTER MEETING	February's Chapter meeting will be at the Barrington Library on February 21 (ONE WEEK EARLY) beginning at 7:30. Ole Sindberg will discuss the trip he and his wife recently took to China, and the reasons behind their visit. This is a meeting you don't want to miss! Hope to see you all there.
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